

Yellow Line Alternatives Analysis Study

Screen One Public Involvement * Public Comments and Questions

November 2008

No.	Comment/Question	Received Via*	Topic Area(s)
1	How do you deal with pedestrians?	STK	15
2	How do you coordinate with PACE?	STK	11, 14
3	Do you brief surrounding communities? Ex. Morton Grove/Glenview	STK	11
4	How do you deal with parking?	STK	15
5	How many employees/residential	STK	18
6	My concern is parking and getting from station via walking to my destination	STK	15
7	Prefer rail to bus	STK	7
8	One of the major economic development initiatives that my office is involved in is filling 3000 hotel rooms in our service region. A major draw is access to downtown Chicago. Visitors will take CTA & Metra to our areas (Evanston, Skokie, Glenview, Wilmette, Northbrook) But usually do not transfer to buses. They would very much use expanded rail.	STK	7
9	Switching modes of transportation would seem to a much less-preferred option. The assumption would be the rail line would continue north, making it a much more viable option for those utilizing the system.	STK	7
10	How will pedestrians bridge to major destinations such as the mall, Holocaust Museum, or the schools?	STK	15
11	The estimated cost short term and long term should be carefully elevated and considered.	STK	12
12	What are the total costs for UP railway extension vs. bus option covering the next 20 years?	STK	12
13	I prefer the heavy rail transit option using the UP railroad corridor	NLU	5
14	For funding a heavy rail extension to Old Orchard why not put a 1 cent/gallon gas tax on all gasoline sold in Skokie for x number of years?	NLU	12
15	Will there be Yellow line service on weekends with this extension (permanently)	NLU	9
16	What about a subway extension running under Gross Point Road, Skokie Blvd, and Golf Rd to Old Orchard?	NLU	5, 6, 7
17	Will the buses be hybrids like in NYC?	NLU	7
18	I went through Jr. High and High School in Skokie, but did not feel part of Chicago until commuting daily by train. I think Niles North students will greatly benefit from easy access to the train system	NLU	5
19	I support the UP Railroad right way.	NLU	5
20	Yellow Line extension s/b "Bus Rapid Transit" however... Most important to develop is the North Branch of the "Mid City Line" from New Oakton St. Station southwest on CSNW/UP" Skokie Valley Line" (now vacated) to the those inactive to connect with "Blue Line" to O'Hare	NLU	4, 7
21	Both as President of the Community College serving the district and as an area resident, I'm supportive with reservation of the Skokie Swift extension project. I've submitted a letter of support to the CTA on behalf of the college.	NLU	18
22	I would like to see the Yellow extended further south to Touhy Ave using the UP right of way	NLU	4
23	I am extremely happy you're thinking about extending the Yellow line to Old Orchard because it would make it easier for me to get home on time. Less anxiety about time pressure.	NLU	18
24	There is a great need to make the Cook County Courthouse and health Clinic more accessible.	NLU	18
25	Very impressive of options and presentation of findings. Thank you.	NLU	18
26	As a resident of the region (Park Ridge) and employee of Oakton College I am highly supportive of extending public transportation options in the area.	NLU	18
27	Should use UP line elevated or trench to eliminate grade crossings at Dempster, GPR, Church and Golf Rd.	NLU	5, 6
28	Should terminate near Old Orchard SC with provision for further extension north.	NLU	4
29	Why does this take 10-15 years when the North Shore line built their 5 mile extension in 3 years?	NLU	3
30	If the UPRR is the eventual route, potentially how far beyond Old Orchard Road might improvements extend.	NLU	4
31	On what sort of timeline might improvements extend north of Old Orchard Rd.	NLU	3, 4
32	Might property like the "cement" building (west of Lifetime Fitness) be "taken" for use for this project (station) bus terminal?	NLU	10
33	What is the expectation regarding size and use or multi use of any proposed station?	NLU	8, 13
34	It is important that the yellow line extension be built and designed for future extension to the north much as the Dempster station was designed. Will the plan include this concept?	NLU	4
35	Will you coordinate with the proposed bike path planned of the UP now?	NLU	14

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36	Being a Skokie resident for over 35 years, I am VERY concerned about the safety of the children. This area is densely populated with children who walk and ride their bikes to school and after school activities. There is Jane Stenson School, The JCC and Webber Center, not to mention Niles North High School.	NLU	16
37	Using the UP Line heavy rail passes within 200 feet of an elementary school and several public parks. What consideration will be made for safety of children who would have easy access to third rail dangers?	NLU	16
38	How does it alleviate traffic congestion- one has to drive to the station which would add to the traffic.	NLU	16
39	With the existing bus service people have been able to get to the court house as well as any place on the north shore. You can even get from Deerfield to the courthouse by bus. I do not see what extending the Skokie Swift will do other than bring more congestion to the are. The people who drive, drive, they will not start taking public transportation just because it is there.	NLU	16
40	If you run the swift at grade level, how can this eliminate the traffic congestion on Golf Rd and Old Orchard Rd at Rush Hour if train runs every 7-10 minutes?	NLU	7, 16
41	Will children attending Jane Stenson School, Old Orchard Middle School and Niles North have to cross tracks if the UPRF corridor?	NLU	16
42	Who will pay for this?	NLU	12
43	In last study, it was overstated that one in every household would ride the Swift. Where did they get these numbers?	NLU	2, 13
44	Will we be notified sooner about the next meeting?	NLU	11
45	How will they be able to move the Electrical towers in the UPRF corridor to make room for 2 tracks?	NLU	5, 16
46	Has anyone gone to this area to see if this is feasible-1.3 miles when buses can be run.	NLU	4, 7
47	Do you know there is a 2 block residential area along the UPRF corridor.	NLU	10
48	Do you have order of costs for any of the all	NLU	12
49	Is it concern to make the route alternatives to be comparable with future extension say to Northfield?	NLU	4
50	Why not extend it all the way to Northbrook Ct to take traffic off the Eden's?	NLU	4
51	What can I do to rebuild the North Shore to Milwaukee?	NLU	4
52	Now that the Yellow Line uses 3rd rail exclusively. I'd think that a "twist in the rout" to Old Orchard Shopping Center would be dangerous since it needs to go right past Niles North High School.	NLU	5, 7, 15, 16
53	I'm for using the old North Shores right of way since its straighter than the Eden's and that means straighter=faster.	NLU	5
54	If the Swift uses the old UP tracks where the "station" be and what accommodations will there be for cars parking and pick up	NLU	8, 15
55	What is the status of the Oakton St. station?	NLU	8
56	How quickly will this happen if the Olympics are in Chicago?	NLU	3
57	If the State of IL budget is in so much disarray who is paying for this?	NLU	12
58	How does this alleviate traffic congestion	NLU	16
59	What about moving the electric towers on the UP line (Terminal Ave?)	NLU	5, 16
60	Tonight is the 1st day of School-most parents are not here from Dist 68 or Dist 219- How will the safety of the children be addresses crossing Golf Rd/Church St.	NLU	16
61	What impact have the school districts had in this process	NLU	11
62	How much width increase will be needed for the UP Line (bus route or train elevated or grade) and or at the Skokie Blvd/Gross Pt. lines?	NLU	5, 6, 7
63	Who will buy our homes? How will be notified when the time comes	NLU	3, 10
64	How can Politicians support a project that has not even been decided on- it has no funding- we are just discussing-right?	NLU	1, 12
65	A long time ago, the Skokie Swift was supposed to have had no more now there is money	NLU	12
66	Will the CTA in Evanston with have the Skokie swift at dodge Asbury or ridge for the train station	NLU	4, 8
67	Has any consideration been given to running a shuttle bus west on Dempster to Central/Harms, North to Old Orchard Rd. The bus could make stops at the courthouse and the various businesses down Old Orchard rd. If a rail line was initiated, a bus would still be necessary to transport passengers to the various addresses on Old Orchard Rd.	NLU	5, 7
68	The UP corridor option has been discussed for many years with no actions. How is this study different and more feasible than those in the past?	NLU	1, 2, 3
69	Would the Skokie Blvd extension run parallel or above street level.	NLU	5, 6
70	Safety issues related to Jane Stenson, Old Orchard Middle School, and Niles North HS students crossing grade level high voltage 3 rail track	NLU	16

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71	Consideration of rush hour congestion on Golf Rd and Old Orchard Rd (already under construction to widen Old Orchard Rd somehow to handle existing traffic	NLU	16
72	The extremely high costs required to renovate the Dempster St. station (\$21M-\$32M). The cost to build at station at Old Orchard (\$36 m-\$43 m). These different alternatives for the rails costing from \$73 M to \$202 M. these costs for a 1.75 mile extension total \$130 M-\$277 M or \$74M -\$158 M/mile. Based on the increased ridership expected this results in a capital cost of \$9250.increased ridership-day-year based on a 10 year life. A taxi would probably be less expensive. This doesn't include the operational cost.	NLU	2, 12
73	These costs do not include the costs required to move some electrical towers necessitated by 2-track system. The condemnation of properties in the path, or the procurement of new rapid transit cars at \$6mil	NLU	2, 12
74	It seems that shuttle buses (and CTA #97) could handle these riders at a much lower cost	NLU	3, 7, 12
75	Parking facilities would need to be built unless the plan is to take over the student parking lot at Niles North	NLU	15
76	The premise that the extension would result in increased ridership was based on a study which no one I am aware of participated in	NLU	2, 13
77	The 3 alternatives presented include: A. The station at Old Orchard Rd and the UPRR tracks would require riders to walk many blocks (crossing I-94) to Old Orchard or many more blocks to the Cook County Courthouse. B. The station in the Niles North parking lot with the tracks running along Golf Road. This would close the student lot at Niles North and be still further away from the courthouse. how could a train run down Golf Road efficiently? C. The station at Old Orchard Road East of i-94, again in the Niles North parking lot.	NLU	5, 15
78	In June 2007, the CTA threatened to discontinue service on the Skokie Swift if they didn't receive funding for continued operations. A letter was faxed to Mr. Ron Huberman relative to this issue. There was no response.	NLU	17
79	Last week (Aug 21st, 2008) District 219 initiated a shuttle to move employees from the Morton Grove Metra Station and the Skokie Swift Station to both Niles North and Niles West. This seems to be a step in the right direction	NLU	18
80	We would have liked to have more that 3 business days notice prior to this meeting, which would have allowed us to notify many additional interested parties.	NLU	11
81	Also, it would have been nice to know what the agenda for the meeting was (open house vs. resident forum) without contacting the Pioneer Press, the CTA and Congresswoman Jan Schakowsky's office.	NLU	11
82	<p>sir, the last time I checked, the residents of the city of Chicago were, as they have been for quite some time now, asking for improvements in the quality and quantity of their mass transit. Also, the last time I checked, Skokie had not been annexed in to the city of Chicago. neither had Evanston, Wilmette, or oak park. (forgive me if I've left any other suburbs out but I'm sure you know where I'm taking this).And let's not forget that we haven't exactly been overwhelmed with complaints about the lack of a way to get to old orchard.</p> <p>the point, of course, is that while the CTA squanders money outside the environs of the city service inside suffers. the CTA should be planning for the withdrawal of all service extending beyond the city limits. if the citizens of Wilmette value having mass transit take them to a place where they may board CTA trains to further their journey, then they should be prepared to pay what that services costs in real dollars--not dollars appropriated from the bus routes, or subway and EI routes that serve the city.</p> <p>you are wasting the hardworking citizens of Chicago's money and you should be ashamed of yourself for doing so.</p>	EMAIL	3, 4, 12
83	See Appendix 83	EMAIL	3, 4, 12, 14
84	<p>I would like the CTA to expand in Skokie by rail, not bus. I work at DePaul University near the Fullerton stop on the Red line and would like to move to Skokie for good schools and more affordable housing than in Chicago. A rail line would make it easier for me to commute from home to work. I am only considering moving where the EI connects easily with the Fullerton station because buses are slow, too far apart, and I can't read on them. I also would be interested in any commuting using Metra lines that connect with Fullerton. The Clybourne station is a little too scary and far to walk to from DePaul and DePaul doesn't have a shuttle.</p> <p>Thanks for considering this</p>		7

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85	<p>Any extension of the Yellow Line should be by rail, not bus. The right of way for the extension from Dempster to Old Orchard Rd is already available. It makes more sense to extend the tracks north. The Old Orchard area is a congested, densely built up area and the ridership is already there. People prefer traveling on trains instead of buses. If the route is extended with buses, then riders would have to transfer from the trains to buses at Dempster to continue to Old Orchard Rd. This is highly inconvenient. Furthermore, if there were commuter parking at Old Orchard Rd, additional commuters might leave their cars and ride the train downtown from there. With the addition of the Oakton St stop, eventually the Yellow Line might served enough riders so that some trains could be run past Howard all the way downtown (Yellow Line express) like the Purple Line express does now.</p>	EMAIL	7, 8, 9
86	<p>Regarding the CTA's seeking public comment on the plans to extend yellow line service farther north, in my opinion, the farther it is extended, the better. Certainly, the train ought to go at least to a stop at Old Orchard Road. It wasn't clear to me from the Tribune article just where the Union Pacific tracks are, along which the train could run. However, it makes sense to keep the trains on existing railroad right of way, whether it is currently being used or not, rather than have it interfering with pedestrian and automobile traffic on Grosse Point or Skokie Blvd. The right of way where tracks formerly ran north to the west of Eden's Expressway at least as far as Winnetka Road (to my knowledge), would make an excellent right of way for extended rapid transit. If it only ran as far as Old Orchard Rd., a stop near Niles North HS or National-Louis would still enable people to easily reach the mall and courthouse via light rail, as well as provide much enhanced commuter service the resident population which includes myself. I'm looking forward to implementation of the project.</p>	EMAIL	4, 5, 7
87	<p>I have read the newspaper report of this future extension. I would have thought that a rail extension would be less polluting and have greater long term benefits. More so if the price of gas continues to increase.</p>	EMAIL	7, 16
88	<p>I work at Oakton Community College, Des Plaines Campus, in the Institutional Research Dept. and I am requesting copies of your visual displays for "Skokie Swift Extension" which were used at a public meeting at National Louis University on 8/26/08. Please let me know if this is possible or where I might be able to obtain these. Thank you.</p>	EMAIL	11
89	See Appendix 89	EMAIL	8, 9
90	Thank you! I appreciate having the opportunity to be heard!	EMAIL	18
91	<p>Thank you first for asking for input on the Skokie Swift expansion. I travel by train every weekday for work to the downtown loop area--and frequently on the weekend now too--with the expansion to weekend Swift train runs. By catching the 6:15 a.m. yellow line---I am walking into the Merchandise Mart at 7:00 am.--45 minute commute. This doesn't include my walk from the Mart to my actual office---nor the time spent driving to the train, parking, paying for parking and allowing enough time to board. Overall--it is just over an hour. So, by adding additional stops---my commute will only extend in time. I really hate to see this happen! The current Swift line is not at capacity--even during Cubs baseball. The parking lot is very empty in the mornings---and commuters can travel easily to park and ride. Please do not allow additional stops that will only encourage a longer commute for us busy professionals. With the reverse commute home--spending two hours a day on the EI is not healthy. If additional stops are added, I will definitely consider driving to downtown, as a 13 mile drive can be accomplished so much easier and in a more timely manner. Feel free to ask me any additional questions---I really hope that we keep the Yellow line SWIFT. My overall thought is that any area residents can easily commute to Howard or Skokie--and additional stops are just not needed. Thank you so much.</p>	EMAIL	5, 8
92	<p>For all of us who live north of Dempster St. in Skokie and south of Lake St. in Wilmette, a Yellow Line extension to Old Orchard and its several connecting busses would be most welcomed for myriad reasons. Thank you.</p>	EMAIL	18

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93	<p>Thank you for spending time with me after the meeting on Aug. 26.</p> <p>I would like to formally respond to the question of which alternative I am in favor of. Of the 2 alternatives listed, only the Bus Rapid Transit is acceptable to me. The Heavy Rail alternative leads to many safety, cost, and timing issues.</p> <p>There are many other alternatives that were either eliminated or not considered in the first place which I believe would more easily satisfy the needs of the area. Two possible alternatives are:</p> <p>1) Express buses which could run exclusively to one of the three major end-points, the Court House, Old Orchard, and Rush North Shore Hospital.</p> <p>2) Express buses which would loop around the three major end-points from the Dempster St. Station</p>	EMAIL	5, 7, 12, 16
94	<p>I wholeheartedly agree that the swift should go all the way to Westfield Old Orchard and, if possible, to the Skokie Court House.</p> <p>I have been mentioning this for a long time; writing letters to the CTA.</p>	EMAIL	18
95	<p>It has been proven time and again that rail-based transit is preferred by suburbanites far beyond bus. Bus-based systems are limited beyond use of a dedicated corridor such as the ex-CNS&M/CNW (now UP) corridor. Any additions to the current plan will be hampered by roads and the traffic flow. A light rail extension would be the first logical step in an entire network of future North Shore routes that could extend over the entire North Cook and Lake County areas. There are several good extant systems that North Cook could look to including Boise, Idaho http://www.idahostatesman.com/localnews/story/405024.html and lowly Little Rock http://www.masstransitmag.com/publication/article.jsp?pubId=1&id=1217&pageNum=3 plus the amazing Max system in Portland, OR. In short, I support the RTA focusing on rail-based (with CTA-style heavy rail near the bottom) options.</p>	EMAIL	7
96	<p>It is a BAD idea! CTA has funding problem years after years and is in no position to take on another project. We already have #97 bus running. They are nearly empty between Skokie Swift and Old Orchard.</p> <p>CTA does not need another elephant!</p>	EMAIL	12, 17, 18
97	<p>I was very pleased to receive a courtesy notice regarding the CTA public comment period.</p> <p>I think that extending the yellow line to Old Orchard Road is a wonderful idea, it would be very useful to me personally, as I would use it daily. It would also be a great relief to traffic congestion in the area. Since the railroad right-of-way is already present, it seems to be a sensible and cost effective way to serve the Glenview, West Evanston and North Skokie residents and businesses.</p> <p>thank you for including me in the mailing list of informed residents of the area.</p>	EMAIL	18
98	<p>I think Rail transit is the better option than Bus transit under the situation of higher and higher gas price, because I think Rail transit is electrical. From aspect of technology, CTA should apply some new technologies (such as new type of rails, cars, noise-proof walls, or trench) to this extension, so that noise pollution would be reduced to the minimum level.</p>	EMAIL	7, 16
99	See Appendix 99	EMAIL	5, 7, 8, 9, 14
100	<p>Although I am not well informed on the proposed yellow line extension, generally I believe this extension would be unnecessary. I realize convenience is always an issue and I am happy to see that the CTA is seeking to improve service, however, the Skokie Swift Terminal is already rather close to Old Orchard. If more service is required to Old Orchard, perhaps increased bus service would be more cost effective and almost equally convenient. Also, I am always hearing of route closures in other parts of the city. I wonder if it would be a better use of the CTA funds to re-open some of those service lines or improve the service in areas where routes are in jeopardy. It seems to me that the infrastructure cost for extending the Yellow Line would outweigh the slight improvement in convenience and service.</p> <p>Thank you for taking the time to survey our area.</p>	EMAIL	7, 12

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101	<p>By all means extend the Yellow Line north to Old Orchard. It would be advisable to put it on elevated tracks to avoid cross guards and traffic disruption on Dempster, Church Streets and Golf Road.</p> <p>The station at Old Orchard should be modeled to be "passenger-friendly". Passengers entering from Old Orchard shopping center can walk across a balcony to avoid car traffic into the center (another reason to have the train on elevated tracks). And an entrance for students from Niles North HS should be configured into the station as well. Bus stations for Old Orchard Road and Golf Road should be included. The goal here should get people to use mass transit instead of the car. I know further extensions are not in the CTA/RTA's budgets now, but should be considered in the future. Stations at Lake Ave (Wilmette), Willow Road (Northfield), Dundee Road & Tower(Northbrook), Lake-Cook, Deerfield Road (Deerfield), State Road 60 (Lake Forest)--perhaps up to Great America in Gurnee should be considered.</p> <p>As for a station in Evanston, build it at Dodge Ave. It's close to Evanston HS and has the most accessibility to buses.</p> <p>I hope CTA funding will be resolved soon.</p>	EMAIL	3, 4, 6, 8, 12, 15
102	<p>I am very much in favor of extending the Yellow Line to Old Orchard road.</p> <p>That would make it much easier for me and the other workers in the vicinity to commute directly to our places of employment. The best plan is to extend the tracks so we can ride the train all the way to Old Orchard road. This will be a tremendous boost to all of the local businesses as well as the court house and hospital. It makes no sense to have to transfer to a bus.</p> <p>Special bus lanes will also tie up traffic in the area and increase the chances of vehicle accidents.</p>	EMAIL	7
103	We want a bus, not rail extension, and do not want anything run along the existing right of way. It will disrupt traffic on too many major (and minor) streets, become noisy and unsafe for children, and devalue adjacent and surrounding property values.	USPS	5, 7, 10, 16
104	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
105	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
106	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
107	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
108	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
109	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
110	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
111	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
112	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
113	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
114	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
115	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
116	Just informed of the Yellow line expansion. I would like to be included in any further meetings. Please send me any information that was distributed in the past.	USPS	11
117	I would like to see Yellow Line extended via "heavy rail transit" option. (& need bike parking) But service needs improving! Trains must arrive as per published schedule they must be reliable and dependable. Otherwise, I have Metra options at Glenview and Wilmette.	USPS	7, 15
118	Recommend heavy rail to Old Orchard Rd (like it was years ago) and then a shuttle bus to Old Orchard and the County Court Building	USPS	7
119	Are Skokie Police ready to step up monitoring for "suspicious" persons arriving/uptick in shoplifting and other criminal activity likely to rise if extension of the Yellow Line? Are Glenview police going to increase presence in my neighborhood- next to Old Orchard Center. Yes, benefit of line extension should be jobs- more people can get to work and hopefully there will be more jobs. Appreciate opportunity to comment.	USPS	16

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120	<p>Our family lives in southeast Glenview, right at the border of Skokie & Wilmette. Our property is adjacent to the UP railroad that is under consideration for this expansion.</p> <p>My comments/concerns are as follows: Noise pollution Increased traffic Delayed traffic from stops at train crossings What impact will this have on our property value Transient or undesirable foot traffic Added congestion to an already congested area Not enough industry to support reverse commute employment theory</p>	EMAIL	3, 10, 13, 16
121	<p>I suggest extending the rail to Old Orchard Road and placing the station just west of Shopping town (Old Orchard Shopping Center) and then running a shuttle bus to the court house.</p> <p>I would also like to comment on a proposed stop on the line at either Ridge, Asbury or Dodge. Asbury seems to make the most sense as there is parking near at Howard and Western-the shopping center there is doing poorly and possibly renting spaces in their parking lot and placing meters would provide commuter parking. Ridge has some parking, but limited, while Dodge has no real parking available. I think that more people will use a stop if they can drive there from the surrounding multiple block area and find a place to park-otherwise, if one is going down town-why not just drive to Howard where the parking garage usually has plenty of spaces.</p>	EMAIL	4, 5, 7, 8
122	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
123	We want a bus, not rail extension, and do not want anything that runs along the existing right of way. Pedestrians and autos going to and from Niles North High School could be greatly impacted by a rail line in designated location causing potential hazards and traffic slow downs in the area.		5, 7, 16
124	We want a bus, not rail extension, and do not want anything run along the existing right of way.	USPS	5, 7
125	This is a great idea! I think extending the line with the same technology would be best for the patrons and The CTA. Before you consider "Bus Rapid Transit" ride the SanFernando Valley Red line in LA. It is horrible! Rough Ride and not cost effective! Long live the North Shore!	USPS	7
126	I am in favor of the extension if: 1) Studies show it will be greatly utilized. 2) If building a rail extension, current homes along route will not be adversely affected.	USPS	10
127	I read the article that was in the Tribune on August 27th, 2008 regarding the Yellow Line expansion plans. The article asked for public opinion on rail vs. bus. I would like to say that I believe rapid bus transit is a better choice. I also believe financially its a much better choice.	USPS	7, 12
128	I want to comment on the yellow line alternatives study, if I haven't missed the deadline for public comments. I work in Skokie and take the Yellow Line everyday. I support extending the Yellow Line rail service along the UP railroad corridor. I work at 5400 Old Orchard Rd. and use the 54A bus to get to and from the yellow line. Extending the rail to Old Orchard Rd. would cut 20 minuets off my commute each way.	EMAIL	7, 8
129	<p>I would like to express my opposition to extending the Yellow Line to Golf Road and favor the alternate proposition of having shuttle busses on Gross Point Road and Skokie Boulevard.</p> <p>I have family that lives on the right of way, and know that the noise created by the trains next to their house would be quite discomfiting.</p>	EMAIL	5, 7, 16
130	While I laud the CTA's efforts to improve rail service by exploring the impact of extending and expanding service along the Orange and Yellow Lines, I think I speak for the majority of rail riders (not just the minority of users who would be benefited by expanded Orange and Yellow Line service) when I say that this worthy project should be put on hold until such time as the CTA is able to finance and execute the successful rehabilitation of its much more heavily traversed Red, Blue, and Brown Lines. Additionally, the agency's funds would be better spent on renewing the study and implementation of its proposed Circle Line, which would benefit the greatest number of current CTA riders. Furthermore, the development of an "outer" loop, as provided by a Circle Line, would lead to less congestion along the CTA's busy Loop elevated tracks, which could allow the agency to use the tracks more exclusively for Orange Line trains, thus achieving the goal of improving service along the line.	EMAIL	12, 14
131	Does the planning for the Yellow Line extension also include infill stations along the existing Yellow Line, in Skokie or Evanston?	EMAIL	8

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November 2008

No.	Comment/Question	Received Via*	Topic Area(s)
132	My husband and I feel the Yellow Line should NOT be extended. We already have too much traffic congestion in this area, and this will only add to it especially at rush hour. We already have plenty of buses in this area and the cost would not be worth traveling such a short distance from Dempster Street. We are strongly against any more traffic congestion in this area.	USPS	3, 16
133	Bring the "Skokie Swift" up on the old Union Pacific line... it will be great :)	USPS	5, 7
134	We want a bus along Gross Point Road and Skokie Blvd. We do <u>NOT</u> want <u>any</u> extension, rail or bus, along the existing right-of-way.	USPS	5
135	HI! I NEED TRAIN FROM SKOKIE SWIFT TO OLD ORCHARD THANK YOU BYE	EMAIL	7
136	the yellow line extension is very important for the growth of Skokie because once we have the 1st step (the Oakton stop) downtown Skokie will be able to start its boom due to the ability to bring in more companies to the new science park and after the people of Skokie see how much the train has helped downtown they will only want to have another stop run to old orchard to help continue Skokie's growth has a place to live for years	EMAIL	8, 16
137	We definitely need a connection to the Yellow Line. The UP rail bed would bring it closer to people living near Glenview Rd. However, any connection would be great. A reinstatement of a bus on all of Glenview Rd would be wonderful!	EMAIL	4, 17, 18
* Key to source of comments:			
NLU	Comment received at Public Meeting held at National Louis University		
EMAIL	Comment sent to CTA by email		
STK	Comment received at Stakeholder Meeting		
USPS	Comment sent to CTA by postal mail		