

Yellow Line Extension Alternatives Analysis Study**Screen Two Public Involvement - Public Comments and Questions**

August 2009

| No. | Comment/Question | Received Via* | Topic Area(s) |
|-------------|--|---------------|---------------|
| *1 (1-2) | Are you working with Pace regarding their bus connections at the Swift & Old Orchard particularly 208 & 215? | STK | 11 |
| 2 | Would you consider a BRT if the whole thing doesn't get funded? | STK | 4 |
| *3 (3-4) | Any additional info you can provide on adjacent trail would be appreciated. | STK | 13 |
| 4 | Have there been any discussions on the matter with ComEd? | STK | 9, 14 |
| *5 (5-7) | Has there been consideration of increased traffic due to the new Illinois Holocaust Museum (and resulting bus/walk from any new station) to the museum? | STK | 8 |
| 6 | Plans for 350 parking spaces seem low and concentrate on Skokie residents-with high cost of downtown parking isn't that low? | STK | 7 |
| 7 | People ending up at station will there be reworking of walkways on Old Orchard and Golf Rd for walking to Skokie Courthouse, Illinois Holocaust Museum, etc. Currently impossible to walk across 94 on Old Orchard ramp. | STK | 8 |
| 8 | Good presentation but just keep us posted. | STK | 9 |
| 9 | Concerned about the impact of softball field and tennis courts at Niles North HS as well as the safety and security of our students. | STK | 14 |
| 10 | No change. | NNHS | 16 |
| 11 | I am for heavy rail line WEST option because this would leave open possible extension further north. Is it possible to run the elevated structure on the southbound right-of-way (ROW) UP tracks with the northbound & southbound stacked one on top of each other? | NNHS | 12 |
| 12 | Trench at Dempster, Church, and Golf Rd crossing. Trench from Dempster to Golf Rd what increase financially to Old Orchard Rd area no available land for more commercial area. | NNHS | 4 |
| 13 | Keep the line on the east side of Old Orchard Rd! | NNHS | 4,15 |
| 14 | The east end terminal---bad idea! How will residents of OPTIMA Condo, Holocaust Museum visitors, courthouse employees, Rand McNally employees, etc. access this station? Will they have to walk across Eden's? Seems the east site benefits Old Orchard Center only and most shoppers drive, not take rapid transit. | NNHS | 4, 8, 15 |
| 15 | Yellow Line Ext. presented "Elevated" south of Old Orchard Rd is excellent choice. | NNHS | 15 |
| 16 | I feel a bus is more efficient than spending \$300 mil for rapid transit. Your projection on ridership is overstated. | NNHS | 4, 5 |
| 17 | Would the extension improve the hours of service so that the yellow line would run later at night? I don't have a car so I need reliable public transit to get around. | NNHS | 12 |
| 18 | What happened to the bus line proposal? It could run down Gross Pt to Golf (Hospital), west to Old Orchard, then Holocaust Museum, North to Old Orchard Rd, to the Courthouse and return to Dempster. | NNHS | 4 |
| 19 | Why doesn't BRT use Eden's alignment as east heavy rail does? | NNHS | 4 |
| 20 | If building heavy rail into mall is ruled out, then stick with railroad corridor to position option for northward extension | NNHS | 3 |
| 21 | How did you come to the 2 million number for ridership? | NNHS | 5 |
| 22 | Will there be a lot of noise? We can hear traffic on Edens. | NNHS | 14 |
| 23 | Please comment on efforts to mitigate noise. | NNHS | 14 |
| *24(24-26) | Please clarify the exact areas proposed for elevated vs. grade level vs. trench on the heavy rail extension. | NNHS | 4 |
| 25 | How high is the elevated structure? Ht from grade level to top of train? | NNHS | 4 |
| 26 | How is noise controlled? | NNHS | 14 |
| 27 | We would be interested in understanding more of the environmental differences between the trench vs. elevated. Specifically, what is the volume of noise inflicted by the surrounding area? Does the elevated option allow for sound reduction, such as sound barriers similar to ones by the highway? | NNHS | 14 |
| 28 | I have a home on Terminal Ave. The old tracks are 15ft. from my kitchen window. If you decide on removing the electrical lines & build, how will this affect my property value? | NNHS | 14 |
| *29 (29-32) | How is the noise & physical shaking of our foundations as that train runs through to quieted? | NNHS | 14 |
| 30 | Hybrid buses routes-dedicate those separate routes | NNHS | 4 |
| 31 | Comments overheard about not getting info out to us/neighborhood: Posting in newspaper, on train & buses not enough. Put notice in Skokie Village Newspaper, plus Skokie Review -MG Champion- and run ad of date on Skokie TV channel. Put notices on doors within 1/4 mile surrounding neighbors. | NNHS | 9 |

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| 32 | If a single route only-will this be continued north? | NNHS | 3, 12 |
| *33 (33-36) | Has Dist 219/Niles North agreed to this? 100%-50%- How can you plan for this if they aren't on board? | NNHS | 9 |
| 34 | Express bus routes- low ridership now, but if hybrid implemented, ridership will increase (less gas consumption) | NNHS | 4 |
| 35 | In today's economy- how can this truly be funded? | NNHS | 10 |
| 36 | It seems local representatives/ Mayor have made up their minds. Do our opinions still matter as local residents. We feel like our voices here & online are not heard. | NNHS | 9 |
| 37 | What are we gaining? What about the homes and schools around the elevated? What is going to happen to the Niles North parking lot? | NNHS | 2, 7, 14 |
| 38 | You mentioned a biking/hiking trail along the line, are you aware of the Skokie Valley Trail proposal? What impact will the Yellow Line Extension have on the SVT with UP right of way? | NNHS | 13 |
| 39 | How is the east option elevated going to help the courthouse and the hospital? What is being gained for the money being spent? | NNHS | 2, 8 |
| 40 | If the station is at Niles North, how will this help residents get to the courthouse and Skokie hospital (formerly Rush North Shore), which was on of the reasons the mayor wanted the yellow line extended. | NNHS | 8 |
| 41 | The extension would potentially be a bonanza for the people of east Glenview and west Wilmette in the area from Harms to Skokie Blvd (east-west) and Glenview Rd. to Lake (north-south). However there is no Pace service to connect with the extension! | NNHS | 11 |
| 42 | Right now it takes about 10-12 from Dempster on bus #97 to go to Old Orchard. I understand, with new system going to gain about 6 min. But is it worth the money? | NNHS | 5, 16 |
| 43 | Would the east HRT terminal construction/row allow for the possible extension of the line north along the UPRR/CNS&M right of way? | NNHS | 3 |
| 44 | Why just 1 rail line north and south? Why not stack northbound & southbound rail lines on top of each other? | NNHS | 12 |
| 45 | I'm for the west option. Its closer to the courthouse, Optima Towers, and the Holocaust Museum. How about a stop @ Golf Rd. This little stretch of Golf Rd has no public transit or bus service. | NNHS | 6, 8, 15 |
| 46 | With heavy rail transit, stations can be placed at half mile intervals, why are you proposing just one station? Especially with busy cross streets at Golf Rd. or other major crossings? (Church) | NNHS | 6 |
| 47 | In Evanston will the train make stops at either Dodge Asbury or Ridge | NNHS | 6 |
| 48 | How much extra would it cost to build 2 stations on the proposed east option extension, that is one at Golf Rd (for visitors to the Holocaust Museum) and the other at Old Orchard Rd, to serve the shopping mall, courthouse, and high school? | NNHS | 6 |
| 49 | Why did it take so long to get the line extended? What is the estimate completion year? | NNHS | 1 |
| 50 | Would like more information on when construction will start on new swift stop on Oakton & Skokie Blvd. | NNHS | 6 |
| 51 | The entire CTA rail system is like spokes with a rim, branching out- we need more suburb to suburb connection. As far as this concept goes, rail makes more sense than bus IF there is Howard to Terminus demand. If demand is mainly on the Dempster- Old Orchard Leg, then a transfer is not as much of a hassle. | NNHS | 2 |
| *52 (52-61) comment received twice | The Skokie Valley bike trail is going to be running along side and then under the elevation of a train route, how peaceful and safe is that going to be? What will prevent cyclists from danger? Since this area is one of the only ways to connect the bicycle paths north and south...seems like the train is just steamrolling in. And it was mentioned that this trail will not be funded by the CTA, so how is that being paid for? And again, I ask you to consider the safety of putting a bike trail between electric lines? | EMAIL | 13, 14 |
| 53 | The preferred option shown at the meeting recommended the elevated train to run along and into the Niles North parking lot. I have confirmation that Niles North administration is not on board with this proposal. If they do not agree to this, since the Skokie Mayor wants it to happen, how does the CTA plan on running it through without Dist 219 agreement. \$2m per Comm Ed tower to remove/relocate? Is that for both trench or elevated? Wouldn't have to do that if you used Hybrid buses. What about moving the NN sports fields, generator, garage buildings? Sounds like you are steamrolling this train into our neighborhoods. | EMAIL | 4, 9, 14 |
| 54 | Noise...what type of sound barriers are going to be built along the is route to protect the neighborhoods? Those of us who have lived near the Edens Expressway, have asked both the village, the county and the state for noise barriers to be built...to no avail. Now you want to bury us in between the Edens and a train? Funny, how the area by the Botanic Gardens and Lake Forest have those noise barrier walls. | EMAIL | 14 |
| 55 | What about the foundations, let alone the inside, of our homes that are in immediate proximity to the train? How will the CTA protect and/or reimburse us for damage to our homes? | EMAIL | 14 |

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| 56 | I have spoken to local realtors...they do not see this as an added value to our property as you reported last night. | EMAIL | 14 |
| 57 | Wasn't this plan supposed to originally assist the business in the areas of the Rush North Shore Hospital, (now Skokie Hospital), the Court house, Searle 2, National Louis University, the Holocaust Museum as well as Old Orchard Mall? Last night, it was said that only OO would benefit from the train and that buses would be used to transport others to their respective businesses. SO, why not use the express/dedicated HYBRID bus routes from Skokie Swift down the established and/or new street routes? The statistics showing lower ridership on the buses now, would then increase as people change from the train to the bus...and take the direct bus route. In regards to using Skokie Blvd, the extra time (~15 min additional), offers a far less outlay of cost. I also suggest having dedicated buses at peak hours (for the different shifts at the hospital, courthouse, etc). If CTA knows that most employees need to be at the hospital at 7am, 3pm and 7pm (this is just an example of shift times), then have dedicated express buses ready to meet them at the Swift as well as on the return trips. During the rest of the day, have buses run on a schedule like all the other buses. | EMAIL | 4, 8, 15 |
| 58 | Funding...it was stated that the O-M funds would come from 1/2 of fair box income, 1/2 from taxes collected by RTA...do we as taxpayers get taxed for the RTA? Capitol costs --what if the federal loans (80% highest option--which you said that the hope would be to ask for less, to be more competitive with other cities making loan requests) don't cover cost, and Springfield can't fund it...who then gets the bill? I have a hard time believing that the residents won't be asked to pay for this... will we be asked at any time to fund this? | EMAIL | 10 |
| 59 | How will the CTA monitor the 350 spaces in the elevated parking lot? Has the CTA observed the parking lots at peak drop off times? What will prevent a NN student from parking there, or more importantly, a commuter from parking in the NN student lot? This is a school...and the courthouse is over the bridge...convicted felons including pedophiles are not supposed to be within certain distance of schools. | EMAIL | 7, 14 |
| 60 | If the Olympics 2016 are approved...does this all get fast tracked? What happens to those 2 year + studies per section? | EMAIL | 1 |
| 61 | Single track train? So will this train ever be extended further north? What happens then? Widen it out further to add that additional rail track? | EMAIL | 3, 12 |
| 62 | With all the financial problems facing the CTA how can this organization even propose such a foolish and potentially dangerous plan. I am sure there is a hidden agenda as there is with everything else. jobs and contract and kickbacks for friends and relatives. This plan will not only disrupt the lives of those of us in the neighborhood but seriously affect the resale value of our homes and safety of our families. Be smart and use hybrid buses for a lot less money. | EMAIL | 10, 14, 15 |
| *63 (63-64) | It was finally admitted at CTA's meeting on Thursday, April 30, 2009, that the proposed extension of the yellow line (Skokie Swift) could NOT possibly serve the Skokie Courthouse, Holocaust Museum, Skokie Hospital, Lewis University, and Westfield Old Orchard Shopping Center, as we area residents knew all along. The new proposed, recommended route will ONLY serve Westfield Old Orchard Shopping Center. | EMAIL | 2, 8 |
| 64 | As a neighborhood resident and taxpayer, I object to having my tax dollars go to fund this project, which will physically destroy our high school and bring more people into our community only to "shop." Westfield, who will be the only benefiter from this project, can run a shuttle bus from Dempster St. If the shoppers are too lazy to take a bus and in such a hurry to get here, that's their problem. | EMAIL | 2, 14, 15 |
| 65 | I couldn't make the meeting...seems to me hybrid busses are the most efficient and versatile means of satisfying the objectives of the CTA and local residents | EMAIL | 4, 15 |
| *66 (66-70) | I am totally against the Swift extending to the Niles North High School area for the following reasons: This is another waste of tax payers money and will only benefit the shopping mall. Buses will then have to be boarded if visitors need to travel to the hospital, courthouse and museum. What is the difference boarding buses from Old Orchard or Dempster street station? Walgreen's corporation shuttles their employees back and forth to the train as an employee incentive to use public transportation. The hospital is not within walking distance and could easily shuttle employees as they are shift workers. | EMAIL | 2, 8, 15 |
| 67 | Who will provide security in the parking lots as students, teachers and parents leave the High School in the evening after an event? The high school will loose revenue as they charge students \$300 a year to park in the lot and now they will have to share it with commuters, 300 parking spots may not be enough! Most commuters to Chicago start earlier than the students, who do you think will have priority parking? | EMAIL | 7, 14 |

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| 68 | It looks like another park, soccer and baseball field will be used for this project. My friend organizes the fields for the Skokie youth baseball and there is never enough field opportunities for practice and games in the summer months. If you take the space figure out where it will be replaced. | EMAIL | 14 |
| 69 | How long will the trains run in the evening on school days? The noise of trains running through the neighborhood day and night is maddening! I think we have enough noise pollution in our neighborhood having to deal with the Edens expressway and now an elevated train! | EMAIL | 13, 14 |
| 70 | What a waste of tax payer money. I just spent an evening at the homeless shelter and they are reusing paper clips to save money. How about repairing the roads in Skokie instead of patching them, we need to maintain what we have instead of creating more misuse of tax payers money. | EMAIL | 15 |
| 71 | I am strongly opposed to this project. I live on XXXX Old Orchard road and I think it would be very disruptive | EMAIL | 15 |
| 72 | <p>We are longtime residents of the XXXX block of Laramie Avenue in Skokie, each of us having lived in our homes here for at least 20 years. We would like to state our unequivocal opposition to the extension of the Skokie Swift Yellow Line to Old Orchard Road if it is to be located on the site of the former Union Pacific Railroad track, which is less than 100 yards west of our homes and adjacent to (and immediately east of) the homes on the 9500 block of Terminal Avenue.</p> <p>Needless to say, the operation of an extended Skokie Swift Line along this route, and the construction that would precede it, would cause irreparable harm to the quality of life that we enjoy in our homes. It would also disrupt the quality of life of hundreds if not thousands of other residents of this neighborhood, residents of the Terminal Avenue neighborhood, residents of the condominium townhouses on Laramie Avenue north of Golf Road; and residents of other neighborhoods further south along or near the proposed track extension. It would also significantly and detrimentally alter the learning environment of thousands of Niles North High School Students.</p> <p>We recognize that economic and other development of the northwest corner of Skokie in recent years has created a need for improved/extended public-transportation access to the area. However the proposed track extension along this route is impractical and undesirable not only because it will disrupt our quality of life with 16 hours a day of continual noise and vibrations. It is also impractical and undesirable because:</p> <ol style="list-style-type: none"> 1) The projected number of riders to be served each day is fewer than the number of those residents and students whose quality of life and learning would be irreparably compromised each day that the Swift would operate along this track route. 2) Other options exist that are less expensive and/or would not compromise our neighborhoods. These include: a) rerouting/repurposing the existing 97 bus route; b) creation of new bus routes to the Old Orchard terminus; and c) a different routing of the track extension, perhaps along Dempster Street to and then north along the Edens Expressway. <p>We regard the threat to our quality of life and property values that is posed by the extension of the Swift on this track route near our homes to be severe – and we will seek to form a coalition of similarly interested parties who will oppose it at every stage of its development.</p> | EMAIL | 4, 14, 15 |

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| 73 | <p>I heard that the CTA is considering a single track extension north of Dempster Street. This is a bad idea for several reasons.</p> <ol style="list-style-type: none"> 1. On a single track line, trains can only run in one direction at a time, greatly reducing capacity. 2. There will be an increased risk of collision if there is a signal malfunction allowing two opposing trains to run toward each other. 3. Any time track maintenance is needed, the entire line will need to be taken out of service since there will be no other track. Right now, on a two track line if one track is being repaired, trains can continue to run on the remaining track. 4. It will make further extensions nearly impossible since the capacity won't allow it. 5. If a train breaks down on the single track, other trains cannot go around it. <p>To my knowledge there is no section of the CTA rail system now being run as a single track line. This would be a departure from that standard and could lower the standards of the entire system in the future.</p> <p>What I would really like to see, along with the yellow line extension and additional stations, is longer trains and a yellow line express running to the loop during rush hours like the purple line express. If you extend the yellow line and run longer express trains downtown, ridership will explode. Many people from the north suburbs would exit the expressway at Old Orchard Rd if they could ride an express train from there to the loop. The CTA is missing out on a great opportunity.</p> | EMAIL | 12 |
| 74 | <p>I feel that extending the Yellow line to Old Orchard would provide a much needed alternative mode of transit to the shopping center, and its amenities., It would also serve the large condo development just to the west of Old Orchard. In an age of environmental concerns the extension would help to keep more automobiles off the roads, cutting gasoline use and lessen air pollution. .</p> <p>The Yellow line extension is just the next logical thing to do towards a greener transportation alternative.</p> | EMAIL | 8, 14, 15 |
| 75 | <p>I am a resident in the Optima Old Orchard Woods condominium complex. I commute to downtown Chicago every day by car. I also enjoy visiting Chicago during the weekends. There are many days when the travel time on the highway is as much as one hour or more. It seems to me that hundreds of thousands of people would benefit from the proposed extension of the rapid transit line to the Old Orchard vicinity. There are approximately 600 condominium apartments in the Optima complex. I am confident that many of my neighbors enthusiastically support the proposed extension as well. It is no exaggeration to say that our quality of life will be materially enhanced if this project goes forward. Thank you for considering my point of view.</p> | EMAIL | 8, 14, 15 |
| 76 | <p>As a resident of the Village of Skokie, I strongly support and encourage the extension of the CTA Yellow Line to Old Orchard. I do not see any downside to this proposal. The extension of the Yellow Line to Old Orchard would connect the shopping mall to people as far away as Howard Street, or even 95th St. from the Red line. This almost certain increase in revenue from these additional customers would be a boom to the Village.</p> <p>Secondly, an extension to Old Orchard would reduce congestion on the roadways in and around Old Orchard and reduce the need for all of the parking lots at Old Orchard. It's almost a ½ mile walk from the furthest parking lots at Old Orchard to the stores.</p> <p>Thirdly, an extension of the Yellow Line would bring needed construction and engineering jobs to the Village of Skokie. This, of course, would increase revenue to local merchants in the area of the construction. Lastly, an extension of the Yellow Line would be good for the environment. Fewer cars means fewer carbon emissions.</p> <p>A river that does not flow into the sea eventually dies. Similarly, the current Yellow Line without a connection to Old Orchard will eventually die. For both the increased economic impact to the Village of Skokie and the decreased environmental impact to the community, I strongly voice my support for an extension of the Yellow Line to Old Orchard.</p> | EMAIL | 14, 15 |

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| 77 | I am writing to you today in support of the expansion of the yellow line, the "Skokie Swift". The Swift represents an invaluable asset to the people of the Skokie and Lincolnwood as it provides easy, affordable and convenient access from our community to the City of Chicago all up and down the lakefront. As there has been great residential, fitness, commercial and cultural development in the Old Orchard area, complementing the already existing retail development, bringing people via the Swift to this area not only makes sense, it make for good business as well. In this era of expensive gas and the movement to "go green" being able to bring the labor pool, shoppers, exercisers, students, lawyer, judges, diners, museum-goers and others via public transportation will help keep Skokie, and the Old Orchard area, viable and prospering for years to come. There is an old adage; "if you build it they will come". Well, it's built now we need to provide the transportation. Thank you for your consideration. I've enjoyed using the Skokie Swift for many years. I look forward to being able to make even greater use of it. | EMAIL | 14, 15 |
| 78 | I am a resident of Northfield, and I currently commute to the Loop using a combination of Pace Bus and the Purple and Red Line El. I reside roughly a five minute walk from the intersection of Willow Road and the abandoned former North Shore Line interurban (now UPRR) right-of-way. It would be incredibly advantageous were the Yellow Line to be eventually further extended from the proposed new terminus at Old Orchard Road. While this is obviously not within the scope of the currently proposed Yellow Line Extension, the placement of the Old Orchard terminus at the intersection of the UPRR ROW and Old Orchard Road would greatly reduce the cost of an eventual further extension north. As such, I would greatly prefer a heavy rail extension of the Yellow Line to the western station location. | EMAIL | 3, 4, 15 |
| 79 | Please accept this letter in support of the Chicago Transit Authority's proposed elevated Heavy Rail Transit (HRT) extension of the CTA Yellow Line along the proposed route within the Union Pacific Railroad Right-of-way (East Option) from Dempster Street to Old Orchard Road. The CTA Yellow Line extension as proposed would provide a valuable mass transit alternative for Village residents, offering greater access to locations throughout the near north suburbs, the north side of Chicago, and into the Chicago Loop, as well as providing a greater opportunity for reverse mass transit commuters from locations throughout the city to businesses located within our region. | EMAIL | 8, 15 |
| 80 | A single track line with siding seems an inefficient solution between Dempster and the new Old Orchard terminal. I applaud the elevated right of way, not doing a 2-track line seems to be a short-sighted way to cut construction costs, particularly if any future further north extension is considered. | USPS | 3, 4, 12 |
| *81 (81-85) | I am writing to express my support as an elected village trustee and citizen of the Village of Skokie in favor of the proposed extension of the CTA "Yellow Line" to the Westfield Old Orchard Shopping Center. I am wholeheartedly in favor of this extension for several very important reasons. | USPS | 15 |
| 82 | First, the extension of train service to the shopping center is very important to the continued economic growth of this area. This service would benefit employment and customer/client/student opportunities for the businesses, health, government, and education entities in this hub, including the Illinois Science and Technology Park, Niles North High School, National-Louis University, North Shore Health Systems, the Circuit Court of Cook County's Second District Municipal Courthouse, The Holocaust Museum, Westfield Old Orchard Shopping Center, and numerous businesses that are located near the proposed terminal. This extension would provide an attractive and in expensive alternative means of commuting to Chicago for thousands of workers who live in the adjoining area. I believe there are, at a minimum, several thousand employees, students, customers, and others, who would use the service on daily basis, making it one the busiest terminals in the CTA system. | USPS | 5, 8, 14 |
| 83 | Second, the proposed extension would be an environmentally sound improvement that would also greatly reduce traffic congestion in the area around the shopping center. As I am certain your traffic studies show, the area around the shopping center is the most traffic congested area in Skokie. this extension would greatly reduce this congestion as well as carbon emissions as more individuals choose not to drive and use this train service. | USPS | 14 |
| 84 | Third, the extension will provide an employment boost to the region. This extension project will provide job opportunities in construction, engineering and the many businesses that supply services and materials for such work. | USPS | 14 |
| 85 | In sum, there would be far-reaching and extremely important benefits to Skokie, the surrounding North Shore communities, and to the entire region from extending the CTA Yellow Line train to Westfield Old Orchard Shopping Center. I fully support this important project. Please contact me if I can be any further assistance. | USPS | 14, 15 |

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| 86 | This letter will serve as Westfield Old Orchard's backing for the proposed CTA Yellow Line Extension to Old Orchard Road. Our company has attended the various briefings on the alternative analysis study, and we strongly support the extension to Old Orchard Road, with the preferred alternative for its termination on the east side of the Edens Expressway. | USPS | 15 |
| *87(87-88) | Forest City Enterprise, the developer/manager of the Illinois Science & Technology Park in Skokie, is pleased to endorse the extension of the CTA's Skokie Swift/Yellow Line. Making mass transit convenient and accessible to the public is of paramount importance. Given the cost of gasoline, the need to protect our environment and Forest City's desire to create a premier transit-oriented living/working environment along the Skokie Swift line, this proposal could not come at a better time. | USPS | 14, 15 |
| 88 | Extending the Skokie Swift from its current stop at Dempster Street to Old Orchard Road will further encourage the public to use mass transit. This extension, coupled with the CTA's and Village of Skokie's joint proposal to construct a new downtown Skokie CTA stop (which will be located adjacent to the Illinois Science & Technology Park), will create a "public transit corridor", which will allow people to work, live and shop without ever having to use an automobile. Further, extending the Swift to Old Orchard Road will fulfill the aims of the CTA, Village and federal government in protecting the environment by conserving the usage of gasoline, reducing congestion and providing direct access to existing transit networks serving Skokie, Evanston, Morton Grove, Wilmette, Golf, Glenview, and Winnetka. In short, the expansion and extension of the Skokie Swift line may represent the single most important element to help to spur economic growth in the northern suburbs. I strongly urge the Chicago Transit Authority to support the extension of the Yellow Line. | USPS | 2, 6, 14, 15 |
| 89 | I'm pleased to endorse the extension of the CTA's Skokie Swift/Yellow Line. Inasmuch as awareness of the need to protect the environment is at an all time high, this proposal could not come at a better time. The cost of gasoline, also, is a matter of serious concern. Making mass transit convenient and accessible to the public is of paramount importance. Extending the Skokie Swift from its current terminal at Dempster Street to Old Orchard Road will further encourage the public to use mass transit. As you're aware, the CTA and the Village of Skokie are jointly creating a new Swift station in the Village's downtown area. Extending the Swift to Old Orchard Road will fulfill the aims of the CTA, Village and government in protecting the environment by conserving the usage of gasoline, reducing congestion, providing direct access to existing transit networks serving Skokie, Morton Grove, Wilmette, Golf, Glenview and Winnetka. In addition, the extension will provide access to over 16,000 jobs in the northern area of Skokie and would help to spur economic growth. I strongly urge the Chicago Transit Authority to support the extension of the Yellow Line. | USPS | 14, 15 |
| 90 | I am writing to you in support of the Yellow Line Extension Project. I met with representatives of the CTA, Darud Akbar and Jeff Busby, on April 24, 2009 to discuss the proposed expansion. We talked about the benefits to the community as well as some of the concerns. I have spoken with Timothy Evans, Chief Judge of the Circuit Court of Cook County, about the extension and its impact on the Second Municipal District Courthouse. Both Judge Evans and I are excited about the possibilities and potential of the expansion. This will mean enhanced access and availability to the Courthouse for the public. The proposed station at Old Orchard Road also affords greater flexibility for jurors who currently must be released no later than 6:00pm as the last bus comes to the courthouse shortly thereafter. | USPS | 8, 15 |
| 91 | The Village of Skokie strongly supports the CTA's vision for extending the Yellow Line (Skokie Swift) to Old Orchard Road. Extension of the line will provide employees and students who work, or attend school in the area, with a convenient and more affordable transit opportunity. As you may be aware, the Yellow Line has experienced the largest rate of growth of any of the CTA's train lines (19.4%). This growth in ridership is on the weekends and week days. The Old Orchard area is a large employment center, with National Louis University, Construction Technologies, Inc. the Illinois Holocaust Museum and Education Center, Cook County courthouse, Westfield Old Orchard, Niles North High School, North Shore University Health Systems, the municipalities of the Northwest Municipal Conference, are among the businesses and municipalities serviced by the proposed extension. The extension, of course, will be good for the environment by eliminating CO2 emissions (see attachment). It will also benefit the metropolitan area by reducing traffic congestion. Finally, construction of the Yellow Line extension will provide much needed construction, engineering, and planning employment for the Chicago land community. | USPS | 8, 14, 15 |

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| 92 | <p>I am writing in strong support of the proposal for the extension of the CTA's Skokie Swift Yellow Line. With awareness to protect the environment and provide greater access to public transportation at an all-time high, this proposal could not come at a better time. With high gas prices, and more citizens utilizing the CTA, providing the public with additional mass transit options is of paramount importance. Extending the Skokie Swift Yellow Line from its current terminal at Dempster Street to Old Orchard Road will further encourage the use of this train line. As you know, the CTA and the Village of Skokie are jointly creating a new Swift Station in the Village's downtown area. Extending this line to Old Orchard Road will not only serve as a major business hub-including Westfield's Old Orchard Shopping mall- it will also reduce the use of gasoline, reduce congestion and provide direct service to existing public transportation networks serving Skokie, Evanston, Morton Grove, Wilmette, Golf, Glenview, and Winnetka. In addition, the extension would provide access to over 16,000 jobs in the area and would be a boost to the local economy. I, therefore, strongly urge the Chicago Transit Authority to continue to work with the Village of Skokie to support this important extension of the Skokie Swift Yellow Line.</p> | USPS | 8, 14, 15 |
| 93 | <p>I'm pleased to endorse the extension of the CTA's Skokie Swift/Yellow Line. Inasmuch as awareness of the need to protect the environment is at an all time high, this proposal could not come at a better time. The cost of gasoline, also, is a matter of serious concern. Making mass transit convenient and accessible to the public is of paramount importance.</p> <p>Extending the Skokie Swift from its current terminal at Dempster Street to Old Orchard Road will further encourage the public to use mass transit. As you're aware, the CTA and the Village of Skokie are jointly creating a new Swift station in the Village's downtown area. Extending the Swift to Old Orchard Road will fulfill the aims of the CTA, Village and government in protecting the environment by conserving the usage of gasoline, reducing congestion, providing direct access to existing transit networks serving Skokie, Morton Grove, Wilmette, Golf, Glenview and Winnetka. In addition, the extension will provide access to over 16,000 jobs in the northern area of Skokie and would help to spur economic growth. I strongly urge the Chicago Transit Authority to support the extension of the Yellow Line.</p> <p>In addition, the extension would provide more access to education for many. Currently there are over 10,000 Oakton College enrollments in various Skokie locations, including the northern area sites at Westfield Old Orchard, Niles North High School, Rush North Shore and numerous churches, synagogues and corporate sites. Making access to education convenient and easier can only add to the quality of life and economic development of the area. I strongly urge the Chicago Transit Authority support extension of the Yellow Line.</p> | USPS | 8, 14, 15 |
| 94 | <p>I have reviewed the plans for the proposed expansion of the CTA Yellow Line and am incredibly supportive of this necessary expansion of public transit within our community. The expansion will provide easier access to the Cook County courthouse in Skokie as well as other local businesses and attractions.</p> | USPS | 8, 15 |
| 95 | <p>The Northwest Municipal Conference would like to voice its continued support of the Chicago Transit Authority's proposed extension of the Yellow Line from its current terminus at Dempster Street north to the Old Orchard area. By providing a direct transit connection to the Old Orchard commercial center and providing transit options for the Village of Skokie and surrounding communities, the project is beneficial for the residents of the north and northwest suburbs and the Chicago region as a whole. In 2009, this project was chosen by NWMC membership a one of only five top transportation priorities for the Conference. The Conference stands ready to assist the Chicago Transit Authority as it prepares to submit the Locally Preferred Alternative to the Federal Transit Administration this fall.</p> | USPS | 15 |
| 96 | <p>I am writing to you today in support of the expansion of the yellow line, the "Skokie Swift". The Swift represents an invaluable asset to the people of the Skokie and Lincolnwood as it provides easy, affordable and convenient access from our community to the City of Chicago all up and down the lakefront. As there has been great residential, fitness, commercial and cultural development in the Old Orchard area, complementing the already existing retail development, bringing people via the Swift to this area not only makes sense, it make for good business as well. In this era of expensive gas and the movement to "go green" being able to bring the labor pool, shoppers, exercisers, students, lawyer, judges, diners, museum-goers and others via public transportation will help keep Skokie, and the Old Orchard area, viable and prospering for years to come. There is an old adage; "if you build it they will come". Well, it's built now we need to provide the transportation. Thank you for your consideration. I've enjoyed using the Skokie Swift for many years. I look forward to being able to make even greater use of it.</p> | USPS | 8, 14, 15 |

Yellow Line Extension Alternatives Analysis Study**Screen Two Public Involvement - Public Comments and Questions**

August 2009

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| 97 | Are we allowed to see the analysis of the Capital and Economics of the east vs west options for the Yellow line extension? Building and Elevated East route along the school property and expressway compared as cheaper then returning to grade and going under an existing viaduct for the expressway doesn't make sense. But, I'm sure there is more to it. | EMAIL | 4, 5 |
| *98(98-101) | I am writing to you to express the support of the Illinois Holocaust Museum and Education Center in favor of the proposed extension of the CTA "Yellow Line" to Westfield Old Orchard Shopping Center. The museum is wholeheartedly in favor of this transportation extension for several very important reasons. First, the extension to the shopping and professional hub of Skokie is important to the continued economic growth of the area. Expanded transportation opportunities would benefit both the employment and customer/client opportunities of the surrounding educational, health and business neighbors including, but not limited to, Illinois Science & Technology Park, National-Louis University, North Shore Health Systems, and Westfield Old Orchard Shopping Center. We believe that there are, at a minimum, several thousand employees in this corridor that would be served by the extension, making the extension terminal one of the busiest in the CTA system. | EMAIL | 8, 14, 15 |
| 99 | Second, the proposed extension would be an environmentally sound improvement. The extended "Yellow Line" would make it feasible for residents from and visitors to the region to take public transportation to the area instead of using their automobiles. This will, in turn, help to relieve congestion on the highways and local streets. An additional benefit will be the reduction of carbon emissions. | EMAIL | 14 |
| 100 | Third, the extension will provide an employment boost to the region. Construction of the line will provide job opportunities in the construction, engineering and planning arenas. The entire region, not just the community, would benefit from the employment needs of the construction project. | EMAIL | 14 |
| 101 | Finally, on a more personal level, the transportation extension to the north side of Skokie would be immensely important to the ongoing success of the Illinois Holocaust Museum and Education Center. Our mission is to bring hundreds of thousands of people, young and old, to the museum from all over the region to educate them about the legacy of the Holocaust and the universal lessons of acceptance and understanding. The added transportation alternatives certainly would enable our diverse visitors to reach us with greater ease. In sum, the benefits to the museum, community and the region from the extension of the "Yellow Line" to Westfield Old Orchard Shopping Center would be numerous and ongoing. Thank you for your serious consideration of this extremely important and timely matter. | EMAIL | 8, 15 |
| 102 | I want to register my support for extending the CTA Yellow line to the vicinity of Old Orchard. Climate change is going to be the overarching issue of our time, in my opinion. We can't have a healthy economy without also having a healthy ecology. We must invest in and support mass transit and cluster development along transit lines. Extending the Yellow Line to Old Orchard will help to promote 'smart growth' and reduce greenhouse gas emissions by providing mass transit options for many more people. This makes sense regionally and locally. We have no time to lose. | EMAIL | 14,15 |
| 103 | I am not sold on any fo the Yellow Line Extention options. None of these are cost effective. They are way too expensive for the few riders that would benefit. It has the "aroma" of "pork" or "earmarks". | USPS | 4, 5,15 |
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| * Key to source of comments: | | | |
| NNHS | Comment received at Public Meeting held at Niles North High School | | |
| EMAIL | Comment sent to CTA by email | | |
| STK | Comment received at Stakeholder Meeting | | |
| USPS | Comment sent to CTA by postal mail | | |