

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

12-Feb-07

No.	Comment/Question	Received Via*	Topic Area(s)
1	Are "no advance" options now eliminated?	STK	2
2	What does CTA use as its criteria for making the final decision?	FBC	2
3	What is the federal government looking for as a "competitive" solution	NTA	2
4	Can the federal government force Metra to be apart of the design?	NTA	17
5	The Circle Line appears to be a part of a larger plan which is not being discussed or presented-when will that be presented and by whom?	FBC	17
6	Considering that the city and CTA must anticipate the issuance of as many as 5 major transit project applications to the federal government, How will the agency prioritize spending proposals?	NTA	17
7	Are considerations for light rail connections of Olgivie / Union stations to North Ave./Michigan Ave still in the works?	BWL	17
8	It would be a good idea to expand the blue line to Schaumburg while maintaining what we already have. Expansion of the Green line in all directions would also be good. Expand and maintain all existing lines well before considering a Circle line.	BWL	17
9	Will the Bloomingdale Line be used in the new route?	BWL	4
10	Will any portion of the elevated track along Bloomingdale Ave. be used for the Circle Line?	BWL	4
11	What cities have recently tackled a similar project? What was the result? What was the percentage cost overrun?	BWL	17
12	Does CTA have within its timeline the goal of completing any portion of the Circle Line in time for us by 2016 - i.e., does a potential Olympic bid play any part in the plan?	BWL	17
13	Funding priority vis-à-vis improvements to 2016 Olympics? Hyde Park-Midway Line?	BWL	17
14	Has the possible Olympics been looked at in the planning?	BWL	17
15	What is the time frame for planning, construction, and completion of the project?	STK	1
16	What is the amount of time it will take for the routes to be complete (end to end)?	FBC	1
17	Building something seems like a done deal regardless.	BWL	1
18	When will construction start?	BWL	1
19	What are the major transportation infrastructure needs of the City as a whole? How does this problem solve city/suburbs needs, and what major needs are not solved?	BWL	1
20	Is this going to solve the most pressing issues?	BWL	1
21	What will be the North & South boundaries for the Circle Line?	STK	3
22	If you shrink the circle line towards the loop, then you lose the point of promoting rapid transit in the outlying area. It has to be a wider circle otherwise there is not much time saving in going into the loop and coming back out.	NTA	3
23	Do you plan on continuing further than North Ave. in the future?	BWL	3
24	Why can't LSD be east border (other than cost)? It would connect museum campus, Navy Pier, Ohio St. Beach, and North Ave. Beach to all Metra & CTA lines.	BWL	3, 4
25	Is there consideration for Division to be furthest north or anything south of North Ave.?	BWL	3
26	What are the most common cross town routes that you studied?	BWL	4
27	Was a combination Ashland/Western alignment considered that would utilize the Paulina corridor south of Lake St. and Western north?	STK	4
28	I personally feel the Circle Line routing should be using the Ashland Corridor just like the original plan was because of major ridership towards the Bucktown/Wicker Park areas.	FBC	4
29	Since 35th Street was not presented at screen 1 is it still an option?	FBC	4

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30	I think you should stick to the Ashland-Ogden route.	FBC	4
31	Have you considered a hybrid alignment using the "Ashland" option on the southern half of the proposed line and a dogleg west along the Green Line to Western and north along Western? This would add less than a mile of new track and provide new access to heavy rail for residents of Chicago's west and northwest sides?	NTA	4
32	What were some of the problems with using the 35th Street as the southern leg of the circle route?	NTA	4
33	Take a map and draw a straight line down the Western bending east at the top to Howard. A Western Ave. rail is a perfect next step. Thank you.	NTA	3, 4
34	I have a comment regarding the proposed Circle Line. This should be looked over, the corridors on Western Avenue and Ashland Avenue would increase ridership. I prefer the original plan to Ashland because of a simple thought that the customers who could take the train away from the loop can get to their destination quicker.	NTA	4
35	Connect from Archer & Western, run north on rail line to Pink Line, Use the entire Paulina Connector to Ashland/Lake, Go north on east side of Ashland to Milwaukee/Division & join the Blue Line (NW). Then go down and turn east (run east-west) on ground 1 block North of North Avenue & connect at Clybourn to Red Line. It works!	NTA	4
36	I am not in favor of North-Ashland connection, more for Ashland-Ogden. North Ave is too congested as is.	BWL	4
37	It seems clear to me that the Ashland route serves the neighborhoods on the north branches of the red and blue lines much better. It will include mass transit in congested areas that need relief like North/Clybourn and Division/Ashland. It will also help people without a car to and from O'Hare airport faster because they won't have to go as far south on the Red Line before connecting to the Blue Line. If the goal of the circle line is to facilitate travel between neighborhoods and reduce travel time by allowing people to bypass the loop then it is clear that the Ashland route meets those goals. The Ashland route includes neighborhoods near North/Ashland, Division/Milwaukee and North/Clybourn that the Ashland-Ogden routes excludes. I vote for the Ashland route!	BWL	4
38	Why not run a bus along Elston as well as build a connection along Western-Ogden-North-Grand.	BWL	4
39	Use Ashland Ave. corridor with approx 27 stations.	BWL	4
40	I prefer the Ashland route, but I really like the Western underground.	BWL	4
41	Ashland intersection needs to be wider, how will this impact the design?	BWL	4
42	If the goal is to connect the radial system, why not build the ring connecting at the center point of each radiating line i.e. 63rd St., Cicero, Lawrence? The premise that the Circle Line as proposed provides connection to the spokes is not really valid, it is too close to the loop.	BWL	3, 4
43	The south branch of the circle route should go from 39th and the lakefront to Ashland paralleling 39th St. This right of way was used for the stockyard rapid transit. Then it would turn north and connect into the Pink Line at 18th and Ashland. At 39th and Ashland they are planning to build a soccer stadium (Olympic Games 2016). This would be a monorail.	BWL	4, 6
44	Why after connecting at Milwaukee/Ashland/Division did you not consider going down Division to Halsted and then North rather than up to Ashland and east on North?	BWL	4
45	Why was the 35th St. alternative only included on the Western line? It seems like Western line was doomed from the start, but a 35th & Ashland corridor might be more successful, especially in an area of the city with adhere need for improved transit?	BWL	4
46	If our neighborhood is to have any benefit from the Circle Line, Western would be the best choice - otherwise Ashland to North will accommodate some people but Ashland-Ogden is not a good option.	BWL	4

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47	The tribune said a "path" will be on Rockwell. Is that true?	BWL	4
48	Which parts would be surface?	STK	5
49	I have a question regarding the proposed North/Clybourn station. Are the Brown Line tracks going to be reconstructed to use the subway?	FBC	5
50	Above grade transportation is an eyesore and brings property values down, will property owners be compensated? Also loud!	NTA	5
51	Is it possible to offer an alignment with service to McCormick Place and/or North Avenue Beach in form of a "C" instead of a circle since the eastern part is already served by the Red Line?	NTA	4
52	Elevated train would be unattractive and greatly reduce property values in Chicago. Not a good idea. Underground is a much better option.	NTA	5
53	Build underground.	BWL	5
54	Limit subway construction.	BWL	5
55	Please consider underground trains and stations. I realize that this is probably more expensive, but it is cold here in the winter and it makes the trains quiet and out of sight.	BWL	5
56	If the underground option is chosen, will the deep tunnel or cut-and-cover option be used?	BWL	5
57	Which portions of the heavy rail will be above us below ground? Both routes?	BWL	5
58	Line should be subway, not elevated.	BWL	5
59	Adding more surface traffic seems to be a questionable solution.	STK	6
60	Does the city need to purchase any right of way to accommodate BRT or limited HRT?	FBC	10
61	I believe heavy rail would be more efficient than either bus rapid transit or increased bus service, because it is less subject to road/traffic conditions, and maintain consistent, shorter travel times and increased reliability.	NTA	6
62	If the buses become the choice you will go with, what effect will traffic have on travel time?	NTA	6
63	I strongly prefer heavy rail or BRT on dedicated bus ways. BRT mixed with road traffic seems no better than bus service. I don't think I would use that type of service.	NTA	6
64	How about using a monorail?	NTA	6
65	Bus is less intrusive, but street capacity limits speed and service quality	BWL	6
66	Are buses or heavy rail assumed to be more likely to be heavily utilized?	BWL	6, 9
67	BRT should be the preferred mode of transit, at least until we see how well the ridership builds up. Use of the new Lakeside busway to McCormick place would be helpful, as well as Garfield, Western, and the rest of the Blvd. system.	BWL	6
68	I think bus rapid transit is a good idea because if the electricity goes out the people in wheelchairs and other disabilities won't get stuck on the bus.	BWL	6
69	Are the light rail options for the circle line compatible with existing rail and other infrastructure?	BWL	6
70	Why was LRT removed? The idea that LRT is more expensive is flawed. The new BRT line (Orange) in L.A. cost more than recent LRT lines in Salt Lake City and Sacramento. BRT, in fact, has cost more in Boston and Pittsburgh than comparable LRT lines.	BWL	6
71	Using existing infrastructure - specifically the Paulina connector seems to be a great benefit as adding stations, such as Congress/Medical Center, would allow new riders and a transfer option between Congress and Douglas trains without a subway through-routing bus rapid transit would seem to be more difficult to transfer to and from existing rail stations.	NTA	7

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72	Have you considered extending the subway from North/Clybourn over to the Sedgewick Brown Line station? It would better facilitate transfers between the Brown and Circle Line.	NTA	5, 7
73	May I suggest that as the proposed Circle Line runs on the Orange Line tracks that a stop be added on Clark St. to accommodate the increasing number of residences that have been built since the Orange Line was completed.	NTA	7
74	Are there any parking areas planned near the Circle Line stations?	NTA	7
75	Have "flex" stations been included in the circle line plan? These would be either temporary stations that could be used during reconstruction or special events. Or permanent stations that would be needed if conditions dictated.	BWL	7
76	What government provided parking lots will be added or available next to the existing proposed stations? The reason being many new riders could be added from more remote areas if they drive their car close to a station.	BWL	7
77	Will there be a station at North and Ashland?	BWL	7
78	Are Circle Line stations built to accommodate even larger platforms if that would be necessary in the future?	BWL	7
79	Do number & location of transfer stations impact time savings calculations?	STK	7
80	Will there be sufficient rail cars for the Circle Line (provided that it is heavy rail) even after the expansion of the Ravenswood to 8 car trains? The current order for the new 5000 series does not seem to be enough?	NTA	8
81	With increased interlockings and junctions on the system, would the added switching cause substantial delays system wide?	NTA	8
82	What are the potential service hours proposed for the Circle Line?	BWL	8
83	Will new stations have a backup system to evacuate handicapped patrons if elevators are not working or the power is out?	BWL	8
84	How was ridership forecasted?	FBC	9
85	Did you project demographics (residential) especially on the south portion in 10-20 years?	NTA	9
86	How will the percentage of riders of trains versus percentage of riders of buses change from today if the Circle line is built?	NTA	9
87	Will provisions be implemented to make the Ashland HRT alternative extensible North or South based on business growth or population shifts?	BWL	9
88	Will this line increase ridership or merely divert travel patterns?	BWL	9
89	How many will benefit from building it?	BWL	9
90	How were ridership levels determined?	BWL	9
91	What are the trip volumes for transit and auto? Now and in 20 years?	BWL	9
92	How much of the ridership comes from outside the proposed Western corridor vs. inside?	BWL	9
93	If you are making the second part of the north side's circle line totally underground without destroying one house why cant you do the same in Pilsen for the 18th St. stop to Archer Ave.?	NTA	10
94	How many private properties will need to be acquired on the HRT option for the "Cermak Connector"? What steps will be taken to ensure property owners are involved in the process, and if necessary that they receive a fair market value for their homes and businesses?	NTA	10
95	The primary disadvantage is devaluing real estate.	BWL	10
96	If relocation or eminent domain proceedings are necessary, house moving would allow property owners to still have the same building, and live in the same neighborhood. Why isn't this discussed in any Circle Line proposals?	BWL	10

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97	Although it is not specifically required in new starts, is real estate impact on nearby properties considered as part of the "land use" analysis category? If so, how far from each proposed station are you looking? (In fact-answer this part with respect to all land use analysis if you can, please)	BWL	10
98	For subway constructions, how much disruption would occur above ground during construction? My house is one block from (Southeast) North and Ashland where the subway would bend.	BWL	10
99	What percentages of screen 1 responses preferred Ashland, Ashland-Ogden, and Western?	FBC	11
100	Why do we have to write something down and can't ask a question. Do you know that this is violating my 1st amendment rights (freedom of speech). Your institution deemed me important enough to come, so why can't I talk?	NTA	11
101	If CTA is sincere about public involvement, why don't you allow people to speak and dialogue at the open houses? Why is this a problem for you? Why don't you read the comment cards verbatim?	NTA	11
102	Why are questions grouped together? It muddles and waters down the meaning and intent of questions.	BWL	11
103	Why are the same questions still being asked? If these have been resolved why hasn't a better job of getting out the information been done?	BWL	11
104	Step 2 was quantitative and qualitative, while Step 3 was solely quantitative; is there less attention to qualitative and why? Purely cost?	BWL	13
105	How much of the capital cost would come from the State of IL?	FBC	12
106	Does "New Starts" provide operating cost assistance?	FBC	12
107	What happens if our proposal is not accepted (limited funding, no funding)	NTA	12
108	Where is the money coming from?	NTA	12
109	Can the CTA do more transit expansion via a model like that used recently in Madrid where government finances expansion partly via anticipated growth in property values?	NTA	12
110	Will this project be jeopardized without funding from the state?	BWL	12
111	Would different types of rolling stock on the L increase the CTA's operating costs? Is so, how and to what extent?	BWL	12
112	Is cost per boarding the only method used? If so, this method is biased against a longer route that does not use existing rails. (Western route)	FBC	13
113	What are the ultimate determining factors for deciding which alternatives is best for the impact area? Cost?	FBC	2
114	How are "average costs" determined when comparing alternatives? (Your presentation does not explain this.	NTA	13
115	Will gasoline be as or more expensive as electricity?	NTA	13
116	What's the cost?	BWL	13
117	In the cost estimates quoted, for the Circle Line are the costs to Metra's new stations, track realignments, and connecting facilities included?	BWL	13
118	Is the cost of subway construction and utility re-location considered higher for the Western Ave HRT alignment?	BWL	13
119	What criteria and/or factors were used to determine the ratings in the initial evaluation of medium vs. high capacity alternatives? How were these percentages determined or figured out?	BWL	2
120	How large are the cost differences for the two options?	BWL	13
121	Are station locations selected based upon potential economic development, if not, what is the criteria for selected stations?	BWL	2
122	How do you base the cost for the 3 projects? I believe more benefits will come from Western line, but it seems too expensive, even if it is more feasible.	BWL	13

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123	At what point does cost become prohibitive?	BWL	13
124	How many trips originate and terminate along the alternative corridors?	BWL	9
125	What effect would the Ashland or Ashland/Ogden proposal have, if any, on the Pink Line, if heavy rail would be underground?	FBC	14
126	It seems that the emphasis on interconnectivity serves mostly to benefit individuals who live on existing rails. Perhaps a renewed emphasis on new service could create new ridership, thus integrating mass transit into the fabric of more lives.	NTA	14
127	Will operating funds be diverted from existing lines in order to operate Circle Line if ridership on Circle Line is lower than projected?	NTA	14
128	The original circle line concept envisioned routing changes to existing lines, one of which has occurred with the Pink Line. How will the options being considered at this point enhance or impede those changes?	BWL	14
129	Heavy rail loop would reduce capacity of Red Line or suffer long headways and reduced capacity that minimize used and viable projects.	BWL	14
130	Will the Circle Line junction with the Red and Orange lines be grade separated "flying junctions" or "flat junctions" where trains on one line block those on the other?	BWL	14
131	How will construction effect the running times/efficiency of the current CTA/Metra lines? Will certain stops or lines be shut down during the construction of HRT?	BWL	14
132	How will the Circle Line connect to the various Metra lines and stations?	STK	15
133	How will the options being offered by CTA impact Metra travel?	STK	15
134	Will all the routes connect with all metra lines?	FBC	15
135	Stopping at North Ave., 2 blocks short of Metra Northwest at Ashland & Cortland is contrary to the concept of connecting the lines, further comment?	BWL	15
136	How has Metra responded to the Plan?	BWL	15
137	A metra stop at Ashland should be required for Metra's funding request for improvement to the UP West line (also currently in progress.)	BWL	15
138	Where will the Metra lines and CTA lines overlap with these new changes?	BWL	15
139	How do the various alternatives connect with the Metra station "Clybourn" on Elston/Ashland?	BWL	15
140	The Circle Line does not improve connectivity between the downtown Metra lines. Building new stations primarily for the sake of connecting to the Circle Line slows down all Metra arrivals downtown (slows departing trains too.)	BWL	15
141	Of the remaining alternatives, what Metra stations - specifically - could the Circle Line have transfer stations with? Cutting Western out seems to cut some Metra lines out too?	BWL	15
142	How will the fare structure differ between BRT, HRT, LRT?	FBC	16
143	How will CTA create a viable, sustainable system for operating an additional line without significantly increasing the fares?	FBC	16
144	I don't like the idea of ripping out the medium on Ashland for BRT. Chicago is short of greenspace as it is. (compared to suburbs)	BWL	16
145	Would cut-and-cover construction disrupt communities more?	BWL	16
146	Could we deck over the entire new circle line to create greenspace and transit lanes dedicated to pedestrians, bicyclists, and other non-motorized vehicles?	BWL	16

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147	If the Circle Line is implemented would it cause the bus and rail fares to go up astronomically?	BWL	16
148	Will the Circle Line cause fares to go up?	BWL	16
149	What local jobs will this project provide?	BWL	16
150	Will the project include local products/resources/materials?	BWL	16
151	How will this impact already heavy traffic?	BWL	16
152	How the CTA's never ending budget woes affect this project? Would better management persuade Washington to funnel more money into the project?	BWL	12
153	I think the Circle Line is a good idea because it makes it easier when you don't have to go all the way downtown.	FBC	18
154	Is there any way of making the Pink Line quieter? As of now it is very disturbing, sleeping is difficult, using outdoor space is no longer pleasurable, and makes renting an apartment very difficult.	FBC	18
155	We need information screens which might provide next bus arrival time, weather, news, transfer to train/bus (nearest) on an interactive map, and tourist attractions and places to eat in the area.	NTA	18
156	Please urge train operators to use both interior and exterior speakers to announce the train lines. I often have to ask riders which train has arrived or if a transfer train is already waiting in the station. Particularly at Belmont and Fullerton	NTA	18
157	I love the idea of the circle line.	BWL	18
158	Machines keep eating I.D. passes.	BWL	18
159	Late night drivers not paying attention at site street bus stops. (80, 77, 52, 78, 92) Sometime float right on bus 3.	BWL	18
160	I think it's a good idea because people need to know where transfer locations are going to be, and how will it be ready for rush hours and non-rush hours too, so they won't be confused and complicated.	BWL	18
161	Would the CTA consider a New Starts application to build a monorail from the Roosevelt Road CTA station to the museum campus, Soldier Field and Northerly Island?	BWL	18
162	Don't mess with the Bloomingdale Rail viaduct, It is going to be a greenspace.	BWL	18
163	Why isn't a public transportation system that affords more privacy and personal space tried to attract people that currently don't use public transportation?	BWL	18
164	Let's rethink what the el - a defining icon of our city- could be for us. Let's make it practical and inspiringly beautiful.	BWL	18
165	I have a friend who has been a CTA bus driver for 27 years. He recently informed me that CTA is trying to fire him because of his seniority & money. He happens to be an excellent driver and how can CTA even think of a circle line when they can't pay their senior drivers without giving them grief. I won't say his name or route for his protection.	BWL	18
166	Glad to see the CTA finally expanding.	BWL	18
167	I am happy to hear that the Bloomingdale tracks are not a consideration for an el line.	BWL	18
168	I am 100% in favor of the circle line - great idea!	BWL	18
169	Of course its more expensive to build where infrastructure currently isn't - but isn't that the point? (To provide transportation where there aren't needs met?)	BWL	18
170	It just seems sad that we have already ruled out the route that would have been used the most. Why must public transit be done on the cheap while roads aren't required to be economically efficient?	BWL	18
171	It would be a great idea to expand the Red Line to 130th St. (maintain what we have)	BWL	18
172	Alderman Burnett should be promoting the meetings.	BWL	18
173	Bloomingdale should be a bike path and not considered for the new circle line.	BWL	18
174	How can CTA consider a Circle Line when they can't even maintain the present L trains?	BWL	18

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175	As a Blue Line passenger, I experience countless delays. The track maintenance is over staffed and under worked. It would be a good idea to cut back on the maintenance staff and make them work more efficiently. If the els were well repaired and efficient, A Circle Line may be more viable. At present, it is not the case.	BWL	18
176	What's the impact for Chinatown neighborhood?	NTA	7
177	Will it increase the transit access to Chinatown?	NTA	7
178	Will it increase Chinatown residents access to other communities?	NTA	7
179	How far is real time information screen from today?	NTA	19
180	We need to connect the communities and neighborhoods of Chicago. Our city is segregated in a large part, connecting the neighborhoods will go a long way toward forging connections between racial and ethnic groups.	BWL	19
181	Who owns the Bloomingdale Line?	BWL	19
182	Why can't existing coal tunnels in loop be drilled wider for an L train?	BWL	19
183	On 1 map - Halsted (at North) looks to be considered as an alternative with the demise of Cabrini-Green and the current congestion as well as truck traffic the possibility for too much congestion on Halsted is a real concern during construction North Town Village is currently experiencing vibration problems and noise because of the heavy truck and street traffic.	BWL	19
184	I would like to thank the CTA not only for improving transit, but having forums like this one. Contrary to impressions from the press, we have what is one of the best transit systems in the USA and what can become one of the best in the world. Many thanks to the CTA for improving transit and making the improvement process so democratic.	NTA	11, 18
185	How does funding for this project impact cost, which should be allocated to enhance/improve existing rail lines. It would probably help to provide information on how CTA plans to pay for maintenance of and up grades to all current lines without significantly increasing fares.	FBC	12, 13
186	How will Circle line's operating costs affect current crisis in operating budget of CTA?	NTA	12
187	While the Circle Line is a great concept, is it a good idea to go forward with such a project, while there is still so much construction being done?	NTA	12, 18
188	How would the Circle Line tie into the Red extension on North and Metra lines throughout the city.	BWL	14, 15
189	When considering ridership in context of other expansion projects, is the circle line expected to see reduced ridership if the Mid-City Transitway is built? Would the two lines provide any improved connections to each other?	BWL	9, 17
190	If the Circle Line is not funded - what other projects may be funded such as a monorail connecting the Roosevelt Rd, CTA station to Soldier Field, museum campus, and Northerly Island?	BWL	12, 17
191	What is the total projected cost of this project and how will it affect funding for other New Starts projects in Chicago?	NTA	13, 17
192	The City should not use buses and go in a more green direction if hoping to attract Olympics and to be viewed as a leader in country/world!	NTA	16, 17
193	What improvements have been made to the process of evaluating alternatives and future projections since the plans to bury the Loop 40 years ago? The studies then noted that the properties bordering the loop structure disproportionately contained low-rise buildings and parking facilities, and used those observations to recommend placing the new Loop tunnels a block off of the elevated structure it was to replace, under the notion that more riders would be going to the taller buildings along the proposed route. This of course, ignored the impact of the new system on the land use (likely causing the smaller buildings along the then-removed L structure to be replaced by still taller buildings.) Although the Circle Line would not replace track it will surely impact land use around itself.	FBC	10, 17

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194	Wouldn't it be better to build a Mid-town Line instead from Ravenswood (Brown Line at Roscoe to the Paulina Connector, and south from the Douglas (Blue) Line to the South Side? How much would it cost compared to the Circle Line?	BWL	4, 13
195	You seem to spend plenty of time analyzing negative impacts on neighborhoods, what about all the positive impacts the new transit lines will have on the west side. A line running up Western Ave. would increase property values.	BWL	4, 18
196	Why can't you make the southern portion of the Circle Line underground similar to Roosevelt/Orange, Green, and Red line connection at 18th Street to the Orange line at Ashland. The distance from Ashland/Lake to North/Clybourn is roughly seven miles at minimum, but from the 18th St. stop to the Ashland/Orange line it is only one mile. Since the north or south side have connecting and existing tracks to each other, wouldn't it make more sense and be cheaper for the southern portion to be underground because its smaller in length.	FBC	4, 5
197	The Western Ave. 35th St route is the only one that makes sense! As a subway!	BWL	4, 5
198	I strongly prefer the heavy rail transit alternative that runs down Ashland. (Western is better, but I see it's already gone.) No one likes to use the bus, it won't attract riders, and doesn't connect to the CTA lines I more frequently use.	BWL	4, 5
199	I think the Circle Line should be elevated from Lake/Paulina and follow the old Northwest Line alignment to Division, then curve northeast and go into subway near North/Ashland.	BWL	4, 5
200	There is a strong need to use an alternative to use a bus rapid transit down Ashland to determine if this new rail can forgo operation down Ashland. If the construction down the Circle Line goes down Ashland, it should be elevated to go down Ashland to the river and North of the Lake down the subway underneath Ashland. If you are thinking of having a bus rapid transit going down Western, I suggest that it should be a Western BRT from Howard to Harvey to using Western, 154th Street, this wouldn't benefit downtown, but it would be a start!!!	FBC	4, 5, 6
201	I am in full support of the following two options: HRT limited elevated Ashland and HRT limited elevated Western. Also, a 35th Street extension via HRT to Sox/35th would be an excellent future addition.	BWL	4, 5, 6
202	Please do not use buses. I strongly favor the heavy rail option via Ashland and not Ashland/Ogden.	NTA	4, 6
203	I support the heavy rail Ashland corridor alternative	BWL	4, 6
204	I am in favor of the Ashland heavy rail option	BWL	4, 6
205	What does a building project for heavy rail entail and how are alternative routes set up in the interim?	BWL	4, 6
206	Ashland has limited right of way in BRT scenario, what does cross section look like? How many lanes of travel in each direction? How will bike/pedestrian accommodation be addressed?	BWL	4, 6
207	Ashland rail alternative seems to be the clear winner on several levels (lower operating costs, lowest impact on current gridlock, visual, pollution, and noise	BWL	4, 6
208	Of all the alternatives currently being considered, the best is the Ashland heavy rail. It covers more ground, won't deal with auto traffic, shave more travel time for citizens/visitors, and provide more long-term benefits for the city.	BWL	4, 6
209	You confirmed that the west boundary is Western for some technologies, and North is now North Avenue. Do you expect that to change?	BWL	4, 6
210	In relation to the elevated system, the Circle line is great, but very close to the loop.	NTA	18
211	Is the cost of gasoline in years ahead factored into the cost for BRT?	NTA	6, 9

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No.	Comment/Question	Received Via*	Topic Area(s)
212	I am not able to attend the sessions regarding the Circle Line but would like to add some comments: The Circle line should encompass those areas where Public transit is heavily used. Living on the North Side, I have noticed how the public will take public transit or grab a taxi when there is no other alternative. Most of these cab rides are between neighborhoods in North Center, Lake View, Lincoln Park, Bucktown, Wicker Park and Logan Square. There is no convenient way on public transportation to connect between these neighborhoods. This provides a market for cabs. I believe that is why there are so many cabs in these neighborhoods. I like many others often have to catch a cab between these neighborhoods. There should be a serious consideration of extending the Circle Line further north rather than south. The Circle line would benefit so many more people if it was extended north to Belmont (3200) N. If it can be extended south to 3900 S then it should be extended north to 3200 N.	EMAIL (9.27.06)	3
213	See Appendix 213	EMAIL (9.28.06)	4, 5, 6, 13
214	Do you have a contact for the CDOT project called the "West Loop Transit Center"? Since the Clinton/Canal Corridor is not a part of the circle line plan now where does the ogden-carroll avenue -navy pier transitway fit into CTA's planning? Where can I obtain information on this project?	EMAIL (9.27.06)	17, 19
215	We live at No. Honore and support the underground rail transport option (no further north than North Ave.) Please confirm that Bloomingdale is no longer under consideration.	EMAIL (9.28.06)	5, 17
216	See Appendix 216	EMAIL(9.29.06)	4, 6, 11, 18
217	Just an idea, but instead of doubling back the CTA should continue on the red line tracks at North & Clybourn down to Clark & Lake. There it could jump on the Metra electric tracks going south to Millennium Park, Museum Campus, Soldier Field, & McCormick Place before rejoining the Orange line. To avoid disrupting 22nd st., you could even dip down to IIT and come back up Ashland. The obvious cost would be linking the Red line tracks to the Metra Electric tracks under Lake & Michigan but the rest of the route is already there. And you'd avoid tunneling under Halsted. This way you'd have a real "circle" and tourists/conventioneers would be able to hit all of the major city highlights on the CTA. Heck, if you really wanted to do it right you could loop down to Hyde Park (for the Olympics <hint><hint>) and come back up the Green line.	EMAIL (9.29.06)	4, 17, 18
218	I was surprised that my comments were not included in the database of public comment in the Alternative Analysis. Was there a reason for their omission? I still believe that the omission of study of the 16th Street Rail corridor in the analysis is a missed opportunity. I think we would have all benefited to be shown how productive and cost conscious this corridor would be or would not be to use. I wonder why the connection on the North is given options while the connection on the South just is assumed to be the only one.	EMAIL (10.1.06)	4
219	I live in the Southern part of Ukrainian village and find getting to the "L" quite difficult. I think the Ashland avenue circle line project would make a lot of sense and would improve transit in the area tremendously. I think the Ogden avenue variant would be much less beneficial.	EMAIL (10.2.06)	4, 18
220	I have been following the progress of the Circle Line Project for quite some time. I think the development of such a transit corridor would be highly beneficial for the development of the West Side of Chicago. Personally I would support the variant along Ashland avenue rather than the one through Ogden. I think the Ashland variant would include a larger area of the city and would allow better connections with the existing train / CTA lines.	EMAIL (10.2.06)	4, 18

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No.	Comment/Question	Received Via*	Topic Area(s)
221	I know the CTA is down to two options, but I got the info from the Sun Times. I really need it to come from the CTA. So, could you please tell me the two possible options for the Circle Line?	EMAIL (10.3.06)	1, 13
222	Congress authorized a bill last year that included the Circle Line project. How much was authorized and was it for the Alternative Analysis Study only?	EMAIL (10.3.06)	12, 17
223	When do you expect the project to be finalized?	EMAIL (10.3.06)	1
224	How will Metra riders be affected, if at all?	EMAIL (10.3.06)	15
225	How many CTA riders will be affected?	EMAIL (10.3.06)	14
226	What is your overall opinion of the new line (i.e., great for traffic)?	EMAIL (10.3.06)	19
227	What is your full name, title, and how long with CTA?	EMAIL (10.3.06)	19
228	The circle line is not worth doing unless it is underground.	EMAIL (10.4.06)	5
229	I think it's also best on ashland, not cut off on ogden.	EMAIL (10.4.06)	4
230	See Appendix 230	EMAIL (10.6.06)	4, 6
231	I am happy to see that such alternatives and rail expansion proposals are being assessed by the CTA. I would like to put my two cents in that the Ashland HRT option is the strongest of all four alternatives. As a fellow urban designer has noted in regards to any BRT proposal, this is Chicago and we need to be thinking world class city. BRT is inappropriate for an urban center with high population densities and an existing overburdened roadway system. Direct connections via a railway system provide mass transit in its most efficient form. Please pursue the HRT system as expansively as possible (reaching the densely populated north side neighborhoods).	EMAIL (10.9.06)	4, 6
232	I wanted to attend the baptist church CTA meeting but couldnt last minute. can i please add my 2 cents? i think its pretty obvious! The blue ohare line should connect to the pink line(from lake to 20th) and then connect to the orange line, all at about the ashland/paulina corridor. 1 train from ohare to midway/both directions with no transfers end to end! The circle line doesnt have to include the red, brown or green lines. The red, brown, green etc. lines are basically at right angles to any destination west so they should transfer/proceed through downtown chicago.)	EMAIL (10.9.06)	4
233	See Appendix 233	EMAIL (10.11.06)	3, 4, 13
234	i hope i was clear? 1 route from blue/ohare to the pink to the orange/midway both directions. only extending the line north of the pink from lake and south of the pink from uic/rush.	EMAIL (10.11.06)	4
235	I am a Bucktown resident (N. Hoyne and Courtland) and wanted to see what the status of the Circle Line is. I went to the meeting a few weeks ago and reviewed the information on the site, but am still unsure as to where things are leaning. Any information is appreciated.	EMAIL (10.11.06)	19
236	As the CTA studies alternatives for crossing the rivers, we ask you to meet with LEED Council to determine which one would best benefit businesses and their employees. At this time, we are unable to endorse a specific corridor but recognize issues for businesses related to: Ashland, Ashland/Ogden, Damen, Halsted, and Western corridors. Businesses that have invested millions of dollars must be involved.	USPS (6.20.06)	4, 19
237	Please find a sketch for an alternative routing through the Loop from O'Hare Airport. Instead of Ashland, Western may be used. These could be used by, say, every second train, to serve as well for extended westward "loop"	USPS (9.28.06)	4
238	Thank you for the 9/26 presentation. So far I am unconvinced that the Circle Line is worth the expense because it isn't far enough west to serve new neighborhoods. Thank You.	USPS (9.29.06)	18

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No.	Comment/Question	Received Via*	Topic Area(s)
239	By defining the area of study as you did, it seems to me that you eliminated many viable alternatives. In fact, I'm not sure how much benefit there is between going through the loop or down Ashland when your destination is west of Cicero. One particular alternative you eliminated is the so-called western corridor, most likely connecting O'hare and Midway airports. I seem to recall some discussion about extending the Blue line beyond O'Hare, possibly to Schaumburg or the Yellow line to Old Orchard. Are those dead?	EMAIL (10.20.06)	3, 17
240	I dislike any bus option. I support heavy rail.	USPS (10.25.06)	6
241	I would prefer the Ashland corridor over the Ashland-Ogden Corridor because the Ashland corridor would provide service farther west in the northern areas of the study	USPS (10.25.06)	4
242	See Appendix 242	EMAIL (10.27.06)	4, 5, 11, 17
243	I attended the Sept. 26 second screening meeting at the Bucktown/Wicker Park library. First, I am assuming capital costs include construction costs. After reviewing the analysis it seems that the LRT was eliminated due to higher capital costs compared to the BRT. While the HRT Limited Elevated was advanced even though it will have significantly higher capital costs. This seems a somewhat illogical grouping of comparisons which has resulted in the cheapest option and the most expensive advancing while eliminating a more cost effective middle option. I suggest a matrix type of analysis where all four alternatives are compared against each other.	EMAIL (10.27.06)	13
244	At our October meeting, the Board of Directors of Ranch Triangle Community Conservation Association voted unanimously to support the 32nd Ward Wide Referendum; endorsing the underground heavy rail transit option proposed in the CTA's Circle Line Alternative Analysis Study. We discussed the negative effect that a bus line alternative would have on our community and how it would compound our current traffic problems on North Avenue. We also felt that an overhead rail line track option would have a very adverse effect on our neighborhood. We will ask our members to support this referendum on the November ballot and I have written an article in our newsletter in support thereof.	EMAIL (10.27.06)	5, 6
245	See Appendix 245	EMAIL (10.27.06)	4
246	Will this project get federal funding considering all the other projects trying to get funding?	BWL	12
247	Why aren't you also looking at the Mid-City Transitway?	BWL	3
248	What are the energy costs to City/County & neighborhood? Impact on ComEd?	BWL	16
249	How many people will building this advantage? Disadvantage? Will land acquired dislocate people? How will this impact already heavy rush-hour traffic?	BWL	10
250	Can you elaborate on Metra connections?	BWL	15
251	I had to leave this meeting before the conclusion last night. Is it acceptable to send my comments by e-mail to you or whoever the appropriate recipient is? Thank You!	Email (9.28.06)	19
252	As a part of the CTA's alternatives analysis process, have they produced a final study, or even a draft? If so, could you send me a copy?	Email (11.16.06)	1
253	I live at 226 North Clinton Street and am on the Board of Directors of the Fulton River District. The proposal for the Clinton/Canal Corridor directly impacts our community. I'm a little unclear as to how we can become more involved in the process/analysis? What can we do to inform the community about this very important corridor?	Email (9.26.06)	4, 11
254	What referendum is being referred to below? Does the CTA have a referendum on the November 7th election? Or someone else relative to the 32nd Ward? Thanks for you help.	Email (9.25.06)	5

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No.	Comment/Question	Received Via*	Topic Area(s)
255	Does your Department have flyers or brochures announcing the CTA's Circle Line Alternatives Study? Our community would certainly like to have copies of those. If you have these, please contact me at your earliest convenience so we can arrange a delivery to our office. Many thanks	Email (9.18.06)	11
256	I will be in attendance at the community meeting that will be held at the First Baptist Church at 1613 W. Washington, that is my service area for the Madison Western Chamber of Commerce. I hope to see you there to I will inform residents, and businessowners in the area about the upcoming meeting. Thank you for keeping me informed about the progress CTA is making, also about the data that is being collected from the communities at large.	Email (9.15.06)	11
257	See Appendix 257	Email (9.28.06)	14
258	I'm a graduate student at Northwestern University's Medill School of Journalism. I'm writing an article due tomorrow about Wicker Park (32nd Ward) reaction to the CTA's proposed Circle Line and the alternatives analysis report. I was wondering if I might speak with you sometime tonight or tomorrow morning for just a few moments. Or, if you can recommend another person to speak to about this, that would be great, too. It shouldn't take more than 5 minutes. Please do let me know if and when you are available, and at which number I might best reach you.	Email (11.01.06)	19
259	See Appendix 259	Email (10.01.06)	4
* Key to source of comments:			
BWL	Comment received at Public Meeting at Bucktown/Wicker Park Library		
EMAIL	Comment sent to CTA by email		
FBC	Comment received at Public Meeting at First Baptist Congregation Church		
NTA	Comment received at Public Meeting at National Teachers Academy		
STK	Comment received at Stakeholder Meeting		
USPS	Comment sent to CTA by postal mail		