

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

23-Jun-06 revised to correct Topic Area references 26-Jul-06

No.	Comment/Question	Received via*	Topic Area(s)
1	We live near the Brown line and lose color on our TV every time a train goes by - how will the CTA address this?	LPHS	19
2	Will the Circle Line result in closing / addition / modification of any Metra stations?	LPHS	15
3	If an elevated structure is used will it be similar to the structure used by the Orange Line (concrete bed with walls) or a metal structure like the Brown Line?	LPHS	6
4	Will there be noise abatement measures taken?	LPHS	6
5	The AA excludes the Damen corridor because of impacts on residential. Why is this not a concern in the Mexican neighborhood of Pilsen - where home and business demolition will be likely to occur?	LPHS	5
6	Combining the Circle Lines with other projects would allow costs sharing. Examples include job training, programs, reducing dependency on oil, placing utility lines at the same time the transit line is build or designing el stations as tourist attractions.	LPHS	13
7	Will the Circle Line create jobs and if so, how many?	LPHS	16
8	If properties need to be acquired has house-moving been considered as an alternative for reluctant property owners?	LPHS	11
9	Transit activists are afraid the Circle Line will displace other projects. An Olympics would make all projects viable - a Peotone Airport would make the Red Line extension a priority as would the development of the south suburbs.	LPHS	2
10	How does the FTA address land within the Armitage - Halsted landmark district?	LPHS	11
11	The key to success is cooperation with the City of Chicago to ensure smart growth and transit-oriented development near Circle Line stations.	LPHS	16
12	Heavy rail is the only sensible option due to superior integration and connectivity with current system	LPHS	7
13	Have you considered switching from oil to electric powered buses as one of your alternatives?	LPHS	7
14	Why wasn't a pedway that includes a moving sidewalk explored as an option?	LPHS	7
15	Why can't bullet trains share either the tunnels (double tunnels) or elevated line (double line) to lower the cost?	LPHS	7
16	Why would you use another type of vehicle other than existing trains? If switched the systems could not interchange.	LPHS	7
17	How was the study area ascertained?	LPHS	4
18	Is there a plan to connect CTA with the rail stations?	LPHS	15
19	Why don't you use new materials and technologies so the money used for the research and development are used to share costs on this project?	LPHS	7
20	Why has public comment been confined to written comment instead of oral debate?	LPHS	12
21	Is the CTA serious about its commitment to public participation in the decisions that affect riders' lives?	LPHS	12
22	How do you pick and chose which comment cards to answer?	LPHS	12
23	The Chicago Fire Department's "Answer the Call" campaign made use of billboards, train ads, posters, fliers, etc. to widely publicize their application procedure. Why doesn't the CTA use a similar saturation ad technique to announce its hearings since so many riders will be affected?	LPHS	12
24	When will the four other AA studies be available to the public? When are those public hearings?	LPHS	2
25	If this project experiences no delays when may it be completed?	LPHS	3
26	Chose and option closer to downtown (I.E. Ashland, not Western) to further create a vibrant central area.	LPHS	5
27	Metra connectivity would be better served by a downtown distributor subway not the Circle Line.	LPHS	15
28	Why don't any of the Circle Line alternatives connect through Bridgeport and US Cellular Field? It is a part of the study area and would develop entirely new neighborhoods and enhance connectivity across the city.	LPHS	5
29	Why do none of the designs consider routing the southern section of the Circle Line through Bridgeport on new rail to the 35th street station of the Red Line instead of along the Orange Line to Chinatown?	LPHS	5

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30	What was the selection process for Circle Line AA meeting locations? Why were so many neighborhoods excluded from having and open house? Why was the hearing process so poorly publicized?	LPHS	12
31	Why has the LIQ deadline for the Red Line been extended 6 times while the New Starts planning process for the Circle Line has been fast-tracked ahead of the other capital projects?	LPHS	2
32	At this point which route and mode of transportation would provide the most efficient service as it would effect CTA riders within the study area?	LPHS	5
33	At this point which route and mode of transportation would provide the most efficient service as it would effect CTA riders within the study area?	LPHS	7
34	The Western corridor is now least served but what is really needed is east-west.	LPHS	5
35	Western Avenue corridor appears best. Consider this - if in the future extensions both north and south were desired, Western certainly works out better than Ashland in that regard.	LPHS	5
36	Underground subway appears inevitable - it does not affect character of neighborhoods - but if elevated must be done, use light rail; elevated heavy rail in a street looks ugly.	LPHS	6
37	What specifically excludes the use of the Damen corridor for a below-grade alignment?	LPHS	6
38	The City of Chicago Department of Transportation has conducted both a marker analysis and a ridership analysis of the Mid-City transit way. This alternative could connect many more underserved neighborhoods and be more cost efficient than the Circle Line. Why hasn't the CTA included this corridor in its AA? When does it plan to do so?	LPHS	2
39	An advantage of using heavy rail is that it allows equipment to be interchangeable with the rest of the system.	LPHS	5
40	Heavy rail would allow through trains to Bypass the Loop. For example, if ridership justifies it, every third Red Line train could go over to the Ashland corridor, bypass the Loop, and go back to the Red Line on the other side.	LPHS	9
41	I am in favor of the Ashland corridor with heavy rail.	LPHS	5
42	I am in favor of the Ashland corridor with heavy rail.	LPHS	7
43	I favor the Ashland corridor because it can use a lot of exiting el tracks - at the north end tie into el at Halsted/North.	LPHS	5
44	I am dubious about any grade-level project because of interference with street traffic where the buses or light rail cross streets. That will irritate drivers.	LPHS	6
45	I totally support the idea of a Circle Line and have imagined something like it since I started riding on the CTA in the 1980s. I hate the idea of bus technology - buses don't get you out of traffic, are slow, take too long to board and exit, and are unreliable and waiting for them exposes one to the weather and crime.	LPHS	7
46	I worry that the CTA should make extending rail to the South Side a higher priority. What's the justification for doing the Circle Line over improving public transit travel times for far south riders?	LPHS	2
47	What percentage of riders do not start or end in the Loop?	LPHS	10
48	What percentage of current ridership do you expect to transfer 1 or more times to avoid Loop congestion?	LPHS	10
49	There should be sensible station distances 1/2 to 1 mile	LPHS	8
50	Don't route Brown Line to subway; straighten the link, add island platform/walkway to North & Clyborn.	LPHS	6
51	Focus on speed both on the Circle Line and in removing slow zones throughout the EI system.	LPHS	9
52	Can this project be built without federal funding?	LPHS	13
53	The CTA usually does whatever it wants to, pretending that all alternatives are impossible according to guidelines. What is different this time?	LPHS	1
54	Can buses be used temporarily till rail is built?	LPHS	7
55	Why can't you ask real questions instead of the watered down general pap?	LPHS	12

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56	A subway would reduce the need for contentious property acquisitions. Even a shallow subway would allow buildings to be temporarily removed to another location and put right back at a later date.	LPHS	6
57	Western Avenue subway is the only way to go.	LPHS	5
58	The EI is noisy and archaic.	LPHS	7
59	With the budget deficit CTA is facing now, how is the Circle Line project going to be funded? With a fare increase?	LPHS	13
60	When would the Circle Line be operating realistically? 2010? 2015?	LPHS	3
61	Has the CTA considered upgrading current transit technologies such as from bus to bus rapid transit, especially on crowded areas like Michigan Avenue?	LPHS	18
62	Would the new heavy rail rapid transit be as noisy as the current one?	LPHS	7
63	Is federal money the only way this project could ever go forward? Are there other funding methods available? Local, bond issues, or private investment?	LPHS	13
64	Should the LPA be local bus what would federal funding be used for?	LPHS	13
65	The local bus option may not save travel time - can't additional routes be added using current buses or current routes be re-routed?	LPHS	7
66	Will this project use TIF funding?	LPHS	13
67	Sheldon, speed up the presentation - you are losing your audience inducing sleep.	LPHS	12
68	Will federal funds be left for any other transit expansion plans since the Circle Line is built?	LPHS	13
69	In the face of rising fares and problems in the CTA operational budget, where will the money come from to meet the operational budget of the Circle Line?	LPHS	13
70	Is there local matching funding for the Circle Line? And if so what is it?	LPHS	13
71	If the line terminates at Fullerton, how much additional land will be condemned for train storage and how much additional costs over the present Brown Line renovation costs?	LPHS	11
73	Will interim transit improvements such as express bus service be used to test ridership assumptions used in the Circle Line?	LPHS	10
74	Why is there no station between Sedgewick and Armitage?	LPHS	18
75	Why are there no cameras at Brywn Mawr and Berwyn stations?	LPHS	18
76	If political support is the reason that the Circle Lines is ahead of other projects like the Red Line, don't the 39,000 citizens who voted or the Red Line extension referendum in the 2004 election count as strong political support?	LPHS	2
77	Has increasing CTA service to the Elston and Clybourn shopping areas been considered?	LPHS	18
78	Will these projects improve connections to the north Michigan Avenue - Near North from the commuter railroads	LPHS	15
79	Would there be provisions made so that trains/other vehicles could run express between stations? (O'Hare and United Center)?	LPHS	9
80	Would the tunnels be bored or a cut/cover method?	LPHS	6
81	Would a light rail ever run underground or elevated like the Boston T or Toronto TTC?	LPHS	6
82	If light rail is chosen would the train sets be the same gauge as the heavy rail so that it can be moved around the system?	LPHS	7
83	What are the ridership projections for the Circle Line?	LPHS	10
84	Who has the final decision-making authority between the 12 remaining alternatives? CTA board?	LPHS	1
85	With the Circle Line linking CTA to Metra Stations will the fare cards for Metra, PACE and CTA be linked?	LPHS	15
86	Circle Line not needed. CTA should be extending Red Line to 130th street since that is now fully funded.	LPHS	2
87	Why is the highway/transit bill always considered massive?	LPHS	19

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88	Why isn't the Chicago/US media talking about more rail systems in lieu of alternate fuels?	LPHS	19
89	Is there any talk of substantial increases in rapid transit funding in the US?	LPHS	19
90	What do you estimate to be the cost of the project?	LPHS	13
91	What is the necessity of the project?	LPHS	1
92	What is the relationship between the CTA Board and the Chicago City Council? Would the Council have to approve any or all of the project?	LPHS	1
93	What's meant by "maximum loading point?"	UIC	9
94	I feel that CTA should hold public meetings with direct question and answer session with the members of the audience interacting verbally with the presenters. The written question format does not allow for spontaneous debate of ideas or asking a question of a presenter directly relating what he or she just said.	UIC	12
95	Why aren't other submitted questions being presented and answered?	UIC	12
96	Why is another circle considered a good idea? One major flaw, that I see, of the CTA is the limited nature of the Loop trains. Merely building a bigger loop will not solve this problem as Chicago grows, there is a need for people to do more than waste time traveling in a circle. Please explain why a circle is the best way to move people in Chicago, and please feel free to be as technical as needed in your response.	UIC	5
97	I am more concerned how the Red Line. There was a study done in 1970 stating the it should be extended to 130th street.	UIC	2
98	I find it quite interesting that the Circle Line's AA study has been done and the Red Line extension which came first cannot even get past the RFQ stage. Why is that?	UIC	2
99	3 Corridors * 3 modes * 3 paths =27, what has already been eliminated for which alternatives?	UIC	5
100	Funneling all questions and answers directly to the people "on stage" without a n opportunity for back and forth dialogue makes the form too sterile and feels overly-managed. While it's certainly efficient and calm this way, the meeting seems pointless - might as well be a TV show. It probably fuels resentment since there is no opportunity to have people's opinions heard in their own voices. A true community meeting must be messier and should include opportunities for following up and asking for clarifications of answers given.	UIC	12
101	I think the Ashland corridor leverages the most existing infrastructure and is probably the most cost-effective way to connect the lines together. Western Avenue would probably benefit the most from the new train service, however, I believe that this would make the connections between lines too far apart and would not improve travel times between lines efficiently. A circle line works best when the travel time between lines is minimized thus necessitating a smaller loop, closer to downtown.	UIC	5
102	Need to explain how these cards will be used - for all we know they'll be insulation. We need opportunities to ask questions and receive answers UNFILTERED. Break the Gridlock supports the Circle Line and Pink Line but once again the CTA pays lip service to the community.	UIC	12
103	I think a connection stop at Medical Center is essential between the Blue Line and the Pink Line if it is made permanent. I thinks a stop at this location should be considered immediately and outside of the Circle Line project.	UIC	18
104	Has Metra given any feedback? Is Metra positive about the general concept of all the new CTA/Metra transfer points?	UIC	15
105	Has (or will) DMJM/CTE studied other circle line operations, such as London's Circle Line, to see what effects those circle lines had on central business district commerce, commuting patterns, etc?	UIC	1
106	This city is famous for the elevated trains. This type of transit is more aesthetic and comfortable to ride. An elevated train will increase ridership.	UIC	6

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107	Why has MCT proposal not submitted for legislation to review (sic) in 2005 when legislation was passed and approved for the Circle, Orange, Yellow and Red and Ogden projects?	UIC	2
108	What is the project completion date for the Circle Line? Is this anticipated for 24 hour operation? Only during rush hour? 24 hours a day? 7 days a week?	MFA	9
109	Once screen 3 is complete, how long could construction to operation take? When is circle line proposed to be operational should everything go smoothly? How long from right now to screen 3?	MFA	3
110	How soon can this project be completed?	MFA	3
111	The study area should extend to Cicero to combine O'Hare & Midway airports besides downtown.	MFA	4
112	Where does the Circle Line begin and end? I am a artist and I have ideas that the entire RTA system maybe interested in?	MFA	4
113	How will stations be chosen in the study area?	MFA	8
114	Ashland/North Corridor with 24 hour services if the best.	MFA	5
115	Will CTA take away the Ashland stop to build the Ashland/Ogden stop? I hope that the Western & Lake area is looked at as one of the major stops. There will be a new district coming up there.	MFA	8
116	Ashland/North is the best corridor.	MFA	5
117	I have carefully studied the Ashland route and I ask how can any other routing even compete?	MFA	5
118	The mode and alignment alternatives are too rigid and need some room for flexibility to best meet local conditions.	MFA	6
119	If transportation is at grade: Will it encounter stop lights? Could it be involved in a car crash? Did you take winter climate in to account?	MFA	6
120	BRT/Street Car/Light Rail are good for tourism.	MFA	7
121	Don't use light rail, and streetcars will increase tourism.	MFA	7
122	It is extremely obvious that heavy rapid transit cars elevated for subway would not conflict with street traffic.	MFA	7
123	When will we see the alternative proposal and have a chance to compare the different pro's & con's of each plan or does the general public even participate in that part of the process?	MFA	1
124	Is the most economical solution usually chosen even though another scenario may be more effective?	MFA	1
125	I have an idea for a new station where the pink (or Circle Line) crosses The Blue Line at the Eisenhower Expressway (Medical Center), This would partly be a "take-off" on Burnham's Central City Idea.	MFA	8
126	Will the CTA finally add stations between the Western and Ashland, and the Ashland and Clinton stations on the Green Line?	MFA	8
127	Pink Line needs station stop at Madison & Paulina to accommodate traffic to & from United Center (2 blocks to the West.)	MFA	8
128	Is there a chance of extending the Green Line to River Forest?	MFA	2
129	What about restoring the Night Owl service on Halsted & other owl services?	MFA	18
130	In the areas of Ashland/Western and Ashland/Ogden will there be 24 hour access to the new implemented services or will the services be limited to rush hour traffic?	MFA	9
131	How will the new trackage west of the train entrance to the subway, west of Halsted along the Eisenhower Expressway be utilized?	MFA	9
132	As the Federal Government changes over the years, will the funding change too?	MFA	13
133	Is there a way to stream line the operating expenses to be more cost effective?	MFA	13
134	If you are not seeking federal funding for this major capital project, are you still subject to any type of federal requirements or regulations?	MFA	13

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135	If Federal funding is not secured, will there be efforts to raise funds to move forward, or will the project be abandoned?	MFA	13
136	With transportation bills prepared every 6 years, each with fierce competition for non-auto forms of transit, would funding for the Circle Line be broken in to two bills, or could full federal funding be sought in just the next bill. Also, would the state of IL be required to match federal funds with 20% ratio.	MFA	13
137	How much is the proposed operating budget for the Circle Line?	MFA	13
138	In reference to your ridership review as part of the study. You are looking at renewal relationship and data gathering between CATS, Metra, and PACE; what about the City and CDOT ridership reviews.	MFA	10
139	The Red Line extension has been passed over for 30 years. How can this Circle Line project become fast-tracked 1st & the Red Line which is in the New Starts Project now is in jeopardy of becoming lost in the process again? Why?	MFA	2
140	When will the Red Line expansion to 130th & Stony Island begin?	MFA	2
141	What about the properties that have to be acquired to complete this project?	MFA	11
142	What about the neighborhoods that this new line goes through?	MFA	11
143	In the building of the Circle Line will there be any housing displacement of residents within the designated project areas?	MFA	11
144	Who is the Circle Line targeted to and for what purpose?	MFA	16
145	Will there be elimination of service because of Circle Line?	MFA	14
146	If the Circle Line goes through, how will it prevent another "Doomsday Scenario" like the recent threat of fare hikes and service cutbacks	MFA	14
147	How will this new line impact the present operating line in the city?	MFA	14
148	CTA has already been cutting services on the Madison, Western & Ashland line as well as Division, North Ave. How will this Circle Line affect the bus lines?	MFA	14
149	Who wanted the Pink Line rerouting? Was it related to Circle Line project?	MFA	18
150	What kind of jobs will be affected? (Both positive & negative)	MFA	16
151	Why are only "softball" questions being answered?	MFA	12
152	In the future, when giving further proposals, would it be possible to have a more detailed graphic of the actual proposal with more in depth detail available for the public to take with them?	MFA	12
153	The second speaker was rude & condescending. Get new speaker!	MFA	12
154	A monorail could be built between the Green Line to the Blue Line at Cicero? Maybe further North?	MFA	2
155	Would it make more sense to build the mid-city transit line now; since it will cover a larger region of the cities population going into Downtown; and connect almost all the lines you are going to build in 2020	MFA	2
156	Why is the Mid-City transitway, including the studies - ridership & marketing completed 2-3 years ago not being considered as a new start project?	MFA	2
157	Is the CTA Gray Line still being talked about in Hyde Park?	MFA	2
159	Did application for Douglas funding mention anything about Paulina rerouting?	MFA	18
160	Why isn't there a pink/blue connecting station at Congress & Paulina?	MFA	18
161	Please consider: The needs of low income riders to get to suburban and/or industrial jobs, and medical services. Keep costs for riders low, especially low income riders.	MFA	18
162	How about smaller vehicles more frequently? Wait times for transfers need to be reduced. This could be a no-build option in a new build system.	MFA	18
163	Re-extending 44 Wallace/Racine back downtown?	MFA	18
164	Why were all the Red Line stations destroyed if the CTA are only fixing one at a time?	MFA	18

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165	I am a Chicago area taxi owner/operator with 7 year experience. I am familiar with actual travel patterns of customers and am willing to share what I have learned in the field.	MFA	19
166	I think the CTA should keep the Blue Line the way it is, it takes me downtown and to the airport without transferring.	MFA	18
167	I live in Little Village, along the Cermak branch, and I fully support the Pink Line re-routing, as well as the full Circle line, in whatever final form it takes.	MFA	18
168	Uncoupling the Cermak branch from the O'Hare branch will finally give Little Village a train line of its own, with its own schedule, and more frequent service to all destinations	MFA	18
169	What is the proposed fuel of the new line?	MFA	7
170	Would the Department of Planning engage in planned transit oriented development around the route, and if so, in what areas would be targeted?	MFA	16
171	Are we providing better ways to commute or are we more focused on time saving?	MFA	19
172	See Appendix (Q172)	EMAIL	5
173	I recently added on of the community outreach meetings and I had some questions regarding the proposed route. Is the new circle line is going to be constructed underground or elevated? If it is going to be constructed elevated, what type of elevated structure is it going to be. Is the structure going to be concrete pillar(s) with a steel trestle the street can be more aesthetically pleasing then multiple pillars straddling the road (Canal street). Also, will the CTA be considering a bored tunnel design over a cut-cover tunnel. The bored tunnel design would reduce the impact of shutting down some of the busier roads in Chicago (Ashland or Western). This would also reduce the utilities and business impacts as the road is torn up for the cut and cover operation.	EMAIL	6
174	1. Approximately how many people attended the three meetings, and is the CTA happy with the amount and quality of public input into this process?	EMAIL	12
175	As I indicated last week at the community meeting, I attended a monthly community meeting of the Westside Ministers Coalition last Thursday. At the meeting, there was concern expressed that no community meeting had been scheduled for the Austin community. The Westside Ministers Coalition is currently undergoing a change in leadership, but Reverend Lewis Flowers is in an acting capacity. The WMC typically holds its monthly meetings at the Columbus Park Refectory on west Jackson Boulevard. The building is handicapped accessible. I don't have a telephone number for Rev. Flowers, but he heads the Austin Community Ministries at 5308 W. Chicago Avenue. I am sure that Rev. Flowers would be helpful in locating a site for a community meeting, if CTA would wish to convene a meeting in Austin.	EMAIL	12
176	What role does the city government play in this process if at all? If citizens are strongly for or against one of the alternatives - how else do they voice this?	EMAIL	1
177	See Appendix (Q177)	EMAIL	18
178	I need a CTA phone number to list for interested people to contact CTA as posted on the flyer; can you investigate Darud, and then e-mail to me what phone number CTA would prefer to have used. These flyers will be distributed at many upcoming public events.	EMAIL	19
179	Timeline of 3 Screens?	STK	3
180	Cost? Funding?	STK	13
181	I would like to see you co-oping with the Chamber to schedule a meeting for Wicker Park & Bucktown. Please be sure ads run in the Chicago Journal and The Booster (Pioneer Press.)	STK	12
182	Community input process?	STK	12
183	CTA is very focused on rail improvements. Will it expand capacity?	STK	9

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184	In review of alignment/mode analysis I would like to know operational policies to be considered (headways, speeds, and fare policy).	STK	9
185	What is CTA doing about bus services, which accounts for 65% of ridership?	STK	14
186	What did CTA learn about riders from construction on the Blue Line and what is doing to increase ridership?	STK	10
187	What % of current trips are commuters passing through the loop to get to a destination outside the loop? What is the demand for the Circle Line?	STK	10
188	Long: 30 miles of new rail running through/near most of Chicago's neighborhoods & many suburbs from Skokie, south near Cicero Ave. to Midway Airport, east across 87th/Dan Ryan to the Lake at the USX site. Affordable: efficient: \$1.6 billion, \$53 million per mile. Accessible: Would provide 1 million African American, Latino, Asian, and white middle/working class & low income families with direct trains to 14 CTA & Metra rail lines, Midway, O'Hare, Ford City, Old Orchard, and Lake Michigan. Would run along existing unused rail right-of-way: no destruction of homes or businesses.	USPS	2
189	When is it expected to be a viable project?	UIC	3
190	Why is the Circle Line service area, or proposed service area so close to the loop?	UIC	4
191	Why was Fullerton considered as the northern most boundary for the Circle Line Study?	UIC	4
192	Why do boundaries extend to Rockwell & Pershing and not the main thorough fares?	UIC	4
193	If you are interested in serving more developing neighborhoods, Fullerton is too far south. Uptown, Andersonville, Rogers Park, West Irving are all developing areas that could be better serviced. Lincoln Park is too congested to support a line. Furthermore, Fullerton is too narrow. Perhaps Irving Park or Touhy would be more accommodating. If Irving Park or Addison were selected you could connect to the Blue Line.	UIC	4
194	If the Western Avenue corridor is chosen, light rail would be less intrusive and more compatible with the nature of the community?	UIC	5
195	On the Ashland & Western routes what are the planned east & west connectors to the Red? Brown Lines	UIC	5
196	I believe this is an important project to improve mass transit in Chicago. I support the Ashland to North Ave. routing for heavy rail. Please make this project a reality!!	UIC	5
197	The Western Avenue corridor is too far west. It would not draw riders through the Medical District of the United Center.	UIC	5
198	Has the CTA considered combining two of the considered corridors (both an Ashland & Halsted Corridor)? In order to be truly successful, any project in the considered area must have a sufficient density of stations to create a zone in which pedestrians can reach a station. An Ashland corridor, alone, would leave a giant hole in the region bounded by the Circle Line.	UIC	5
199	I favor the Western Avenue route. It would allow for future expansion of the central district, access to already existing Metra stations or to places where stations can be easily located. It would allow access to juvenile courts, criminal courts, and other government agencies & buildings. Finally, it would compliment the Pink Line.	UIC	5
200	Please consider running "L" tracks up and down Western Ave. It's the longest street in the city, it saves the most time on perimeter trips, it connects to two Metra stations (18th St. & Grand), and the Clyborn station could be moved a few blocks. "L" stations also exist, and the Green Line needs a stop between Ashland and California anyway.	UIC	5
201	How heavy an influence on the finalized routing is the existing Paulina-aligned trackage likely to have?	UIC	6
202	I support the three chosen alignments particularly Western Avenue with its proximity to businesses, residential areas, and existing CTA and Metra routers. I support use of elevated or underground heavy rail since they have the most advantages outlined and are compatible with existing rolling stock & infrastructure	UIC	6

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203	How will a subway be built if you live directly above the path?	UIC	6
204	How will residents that live in the way of elevated tracks be compensated?	UIC	11
205	How will right of way be created where new tracks need to be built?	UIC	11
206	Elevated train would be an eyesore and decrease property values?	UIC	6
207	Can a rail system other than heavy light rail really be feasible technology for the Circle Line project, given that all of the tracks would share at least some track with existing CTA rail lines?	UIC	7
208	Are multi-mode alternatives (part light-rail, part bus) being considered, or only single-mode solutions?	UIC	7
209	Baltimore's light rail system interacts with both pedestrian and automotive traffic. This results in inconsistent travel times & public safety concerns. It works well outside of the city limits where it operates on dedicated track in a more rural environment. I am strongly opposed to the use of this technology in an urban environment.	UIC	7
210	If this is being referred to as the Circle Line, why was bus service looked at? Is this a strictly rail project or multi-modal?	UIC	7
211	Bus rapid transit will take up valuable space for cars to drive on. It will also back up the traffic if the rapid transit has the right of way when it comes to traffic signals.	UIC	7
212	Besides these public meetings, how does the CTA go about measuring public opinion? Do you think these meetings are an adequate way to come to a consensus or locally preferred alternative?	UIC	12
213	There has not been enough lead-time in posting the announcements about the public meetings?	UIC	12
214	Why was there not a hearing in the African American neighborhood such as Lawndale or Garfield community?	UIC	12
215	Are there factors like potential needs for further expansion taken into consideration during the process?	UIC	1
216	What types of companies serve as consultants in the alternatives analysis study? Public Relations?	UIC	1
217	How have other systems in New York, San Francisco, and in the U.S. Paris, London, and abroad been evaluated as reference points for this project? How serious is the CTA in getting this done?	UIC	1
218	Is there a chance of extending the Green Line to River Forest?	UIC	2
219	New stations: Orange line to Ford City, Red Line to 130th, Blue Line to Schaumburg, Yellow Line to Old Orchard, Green Line to Maywood.	UIC	2
220	What kind of operational considerations are being made? (fares, sister agencies, desired frequency)	UIC	9
221	Will you consider adding stops on the west side Green Line or Near Southside Red & Green?	UIC	18
222	Will the Circle Line be 100% new construction, or a mix between existing lines similar to the Pink line?	UIC	15
223	If there are currently riders coming into the loop, simply to transfer back out on a different spoke would the Circle Line capture 100% of those riders being that they now have a 2-seat ride whereas with the Circle Line they would have a 3-seat ride?	UIC	10
224	I have heard a dedicated presentation about the Circle Line. Is CTA no longer considering the Mid-CTA transitway alternative? From my understanding its more affordable and more people would benefit. Without another public transportation possibility CTA should attend to its customer's needs?	UIC	2
225	Would Circle Line also stop the work on the Red Line going to 130th Street.	UIC	2
226	The Red Line is the more important project.	UIC	2
227	Will this line be developed in conjunction with Metra's Star line?	UIC	2
228	With all the money, over 1.2 billion dollars, to be spent on the Circle Line, will Chicago/CTA go back and extend the Red Line from 95th to 130th? The need for the Red Line at this time is greater.	UIC	2

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229	The Red Line from 95th extended south to the city limits, would open up important transit and development on the much needed south-side of Chicago. Will the Alternative analysis for that route be as vigorously pushed for completion as Circle Line? Meetings?	UIC	2
230	As important as the Circle Line may be; How was it able to leap frog over projects that are much old on the book; such as the Red Line?	UIC	2
231	The CTA Red Line extension from 95th street to 130th street, has been waiting for more than 30 years. Ridership at 95th street is the highest in the city. Why has the Red Line been pushed back year after year?	UIC	2
232	What is the scope of potential land acquisitions?	UIC	11
233	Is this line looked at to be a be-all-end-all for the service issues in the Near West/South/North Corridor?	UIC	14
234	Will there be elimination of service because of Circle Line?	UIC	14
235	Will bus & rail improvement be put on hold due to Circle Line?	UIC	14
236	What consideration has been put forth W.R.T commercial & retail migration away from the traditional loop as a result of building a Circle Line?	UIC	16
237	Are the study results available online or by other means?	UIC	12
238	Circle Line should go east to McCormick Place Museum Campus area as well as serve Metra lines using parts of old stock yards since Bridgeport? Bronzeville/Near South are resurging neighborhoods.	UIC	4
239	What about the CTA Gray Line and converting Metra Electric to CTA Gray line?	UIC	2
240	New starts requires a 20% match, where is CTA going to get the money?	UIC	13
241	Will this Circle Line change the cost of CTA transit rides. Why have an expansion when money is tight?	UIC	13
242	Given past budgeting problems with the CTA (and possible future problems) how will the Circle Line remedy the problem?	UIC	13
243	What about the budget mistakes of the Brown Line?	UIC	17
244	I commute from the S. Cook / E. Will county areas to Belmont/Western on the north side. How will the Circle Line help me?	UIC	9
245	I just returned from a trip to Mexico City where their "metro" system is cheaper, cleaner, more modern and efficient than the CTA. It also had nine different lines reaching out to the furthest areas of the city all for 20 cents per trip. You can transfer unlimited times within a trip. Why is it that CTA keeps cutting services and increasing rates when in a poorer country, like Mexico, they can provide a better transit system?	UIC	17
246	What about having express buses on Ashland and Halsted?	UIC	14
247	How can CTA initiate new re-routing of lines (Pink Line) and claim service will be faster when CTA cannot even maintain the current equipment and schedules with problems it has now?	UIC	17
248	Is there a plan for people who commute to UIC's west campus through the blue line?	UIC	18
249	The South Side seems to be under serviced by the CTA trains.	UIC	18
250	Why don't CTA boundaries go beyond Chicago on the south-side	UIC	18
251	Do you have a plan for expanding service to the far south and west sides - especially areas such as Little Village where the Kedzie/California bus stops running at 10:00pm	UIC	18
252	What about having some sort of express service on the southwest side for Homewood, Orland Park, Chicago Ridge, Woodridge, Romeoville, and Naperville?	UIC	18
253	Please use some of this money for a bus route on 31st & Kostner that will benefit low-income high school students. At least in the morning.	UIC	18

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254	I would strongly recommend connecting the Circle line at 35th to the Red and Green Line in order to gain the support of the South side, otherwise the proposed route does not benefit them much.	EMAIL	5
255	I recommend the process of construction should be expedited as much as possible, since the impact of having the Circle Line constructed will be very positive and also because I believe it be constructed most efficiently if it is built quickly.	EMAIL	3
256	Trying to get from Wicker Park to anywhere other than downtown by CTA is a pain. Over the years more and more of my friends have moved from East side of the city to the West. This idea of a Circle Line connecting the lines and the city is great idea!	EMAIL	18
257	As part of the study, I ask that a phase IV be added for further study. Phase IV could operate from the Connection Point at the Orange Line to 79th/Western via an alignment east of Western.	EMAIL	1
259	My wife and I just moved back to Chicago after living in NYC for 6 years because we love this city where we grew up and this is where we want to be. We believe it is crucial for Chicago to position itself as a world class leader in urban transportation and the circle line is a step in the right direction. I just hope it is completed in our lifetimes (we're in our 30s). After growing up here and maintaining a constant presence here during our time in New York we've observed a great deal of change in the fabric of Chicago. We believe the best way the Circle line will benefit Chicagoans will be a deep dig rail system that follows the proposed Western Ave route.	EMAIL	5
260	We Chicagoans need to get to our jobs and points of destinations in an efficient way. An elevated train would be too complicated with the amount of traffic already on the road, plus the sound issue from above would mean endless litigation with property owners. The greatest achievement for our city in the future is to make itself available for all citizens in as much of a way as humanly possible. The social and economic benefits of this are unlimited. The challenge lies in making the best choices of where the routes are as this city covers such a large area.	EMAIL	18
261	Please add the Circle Line. It is a great idea. It may cost a lot, but when it's finished people will really appreciate it.	EMAIL	18
262	I am pleased that the CTA is finally taking action to better the non-loop transportation services of the city of Chicago. I would encourage you to select a plan that extends the furthest as possible from the Loop. From looking at the possible corridors I believe the Western or Damen corridors would be the best. I live along the Blue Line on the Northwest side and have often been frustrated trying to take public transportation to reach the North side of the City. I either have to take the Blue Line all the way downtown and catch the Red line coming back North or I have to take a bus east/west across the city to the Red Line. Both of these alternatives are far more time consuming than a Circle Line option would be and I often choose just to drive and put up with the traffic and parking hassles than to take the time to take public transportation. If the Circle Line met the Blue Line at the Western or Damen stops and made a quicker connection with the Red Line I would be a frequent user of that service. I hope the decision can be made quickly and that the planning and construction can be accomplished in good time.	EMAIL	5
263	Excellent idea! My suggestion is to do the exact opposite what was done with the "EL." In other words, mirror the actual structures (train, track, stations, etc..) after successful subways (DC).	EMAIL	9
264	The Chicago area has an extensive system of highways and mass transportation options, but nothing is linked in order to literally go around the area on the same mode. I think this is an important flaw and could be mitigated by a CTA circle line. Such an option is long overdo and sadly under-recognized by officials.	EMAIL	18
266	A Circle Line is a needed addition to Chicago's mass transit system. I live on the north side. If I want to travel to western Chicago, I am required to spend lengthy time on a bus or come into the city and travel back out. A circle line would alleviate some of the excess travel and time.	EMAIL	18

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267	I'm all for this project. I think that your plan to use the Paulina connector is the best option. I work for an airline at Midway and can only see positive results for my employer and the city of Chicago if this plan is put into effect.	EMAIL	5
268	Before the CTA invests in this new line, I'd rather see them invest in a massive upgrade of the Red Line facilities on the North side. I take the L daily from Bryn Mawr. That station is terrible—grimy, shabby, leaks everywhere when it rains, people use the exit on the north side of Bryn Mawr as a urinal, pigeon droppings everywhere, only one small “warming” spot in the winter. Plus, the train usually moves at a snail's pace from Sheridan down to Fullerton, both south and north bound—track problems? But, the Purple line seems to fly right by.	EMAIL	2
269	I think the Circle Line is a great idea. However, it should be put underground wherever possible. The EI is very loud and detracts from the look and feel of the city and neighborhoods. If we had an underground (or streetcar) system like European cities do, we'd have a more civil, mellow city. I fully support doing this--just do it right!	EMAIL	6
270	Another idea: for innovative station design, why not have students from IIT or U of I architecture schools compete to design stations? This would help elevate the reputation of the city and provide local students with an opportunity to shine. Chicago has the greatest modern architecture in the world, and yet with the exception of Millennium Park we build (or allow to be built) a lot of mediocre stuff. Having a contest like this for at least one and maybe all of the stations would be a win-win proposition. We'd get cool looking stations (not cookie cutter, dull and uninspired), and students and schools in our area would receive a boost. The city's reputation as a nurturer of modern architects and civic beautification would be further enhanced. Who knows, maybe in ten or twenty years the stations would attract tourists like the Metropolitan stations in Paris and the stations in Scandinavian cities.	EMAIL	19
271	I live in Cicero and I believe that the Circle line would be acceptable if there were a stop where riders of the Douglas line (to Laramie Ave) could transfer to the Eisenhower route. A number of people are upset because, as riders from Laramie and 22nd St. they will no longer be able to go directly downtown and gain entrance to the stops at Racine, Halstead, Clinton, LaSalle and Jackson, to name a few. Why don't you consider a stop at Rush-Pres that would allow riders to transfer to the Forest Park line for that route?	EMAIL	5
272	I am in favor of the Circle Line. I think it would be good for businesses, especially along Pershing Road. There was a time when the old Stock Yards were booming and the area was thriving with businesses. There was not a shortage of trains back then either. Perhaps this new line will bring back jobs to the area. Western Avenue is the longest city street in America. The addition of a train line on that street will be a good thing. Not everyone enjoys the trip to downtown just to get to the North side.	EMAIL	5
273	Great idea and can't wait to use it but make it look natural (maybe European) some on the ground some elevated or maybe some underground if its on the lakefront or if Anyway the design is IMPORTANT you going thru great real estate!!!!!!!!!!!!	EMAIL	18
274	I like the addition of the Circle Line. As it stands, el service to the west is limited. The Circle Line won't solve that problem but it will help. Thanks.	EMAIL	9
275	I am a city resident and daily CTA rider. The Circle Line sounds like a great idea, but not the highest priority. Basic service must take priority over expanded or improved service. The CTA should make the extension of the Red Line to 130th its top priority. Then extensions on the Orange, Yellow, and Blue Lines. After that, the Circle Line sounds great.	EMAIL	2
276	Will the project include connecting the Metra South Line (University Park to Chicago) to the CTA lines? I hope it does.	EMAIL	15
277	See Appendix (Q277)	EMAIL	5, 18

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278	I have only two suggestions regarding the circle line. They have probably been floated before: 1. create a Cermak-Chinatown Orange line stop, as it would give circle line passengers easy access to a much-touted red line stop (see: multiple Kung-Pao Red Line adds on CTA trains...) or alternatively, extend the Circle Line to Sox-35th instead of sending it northward along the orange line tracks; 2. extend the brown line west, either from Kimball to Jefferson Park, or from Addison/Paulina to Addison to give brown line passengers access to O'Hare. Further, I sincerely hope this plan succeeds and isn't laid low by parochial interests (see: proposal to extend red line to 150th). I wish you a lot of luck and hope that your leadership skills are sufficient to execute a truly monumental endeavor. It would engender quite a legacy.	EMAIL	2
279	I was unable to make the presentations and viewing them on line is hard to understand where each line suggested would operate, but I do have comments. Whatever line is constructed the line should conform to the existing rail car configuration and should be a subway system. To put up trackage similar to the existing el lines would create noise and future maintenance costs, and an eyesore as the rust, flaking paint, and dirt that covers the present system would revisit the new addition. Additionally, coming from the west to the east would also create problems in residential neighborhoods as it does now, as those mentioned above, as well as rats. The only exception to my comments above would be a no sound, no paint, monorail system, with dual supports so as to not interfere with traffic, but the problem with this is it would not be compatible with the existing system.	EMAIL	6
280	I've always said that the biggest hole in Chicago transportation lies in the distance between Union Station and the nearest elevated line. The brown, orange, and purple line station at Quincy is close, but for commuters in the winter, people with luggage or other large items, or tourists unfamiliar with the two train systems, this is a big problem. It will be especially problematic should our fine city win its bid for the Olympics in 2016. Other major international cities link their airports, train lines, and buses to accommodate visitors, and Chicago should be no different. Please act on this problem now (read: well before 2016) and elevate our fine city into the upper echelon of world class cities.	EMAIL	15
281	I, and many others I have spoken to, am in full support of the circle line proposal put forth by the CTA. As I am sure CTA knows this is a great way to lessen our dependence on the automobile as a form of transportation, now if we could only dedicate less space to off street parking we may really be on the something. As for the corridor options it seems like a waste of energy to locate the circle line so close to the current infrastructure as the Canal/Clinton and Halsted corridor suggests. It seems that there is enough redundant service of rail and bus in this area, not to mention that Clinton is a walkable distance from the Loop. The reasonable proposals seem to be the Ashland, Ashland/Ogden, Damen, and Western corridors as they are far enough from the Loop to be effective. I would like to see someday a multiple ring of rail lines around the Loop radiating out much like the efficient public transit systems of Paris or London. Thank you!	EMAIL	5
282	I am a regular CTA rider and write to support construction of the Circle Line. The Circle Line will make all public transit in Chicago, including the El, Metra and bus system, more usable to residents. It will be easier to travel from neighborhood to neighborhood instead of having to go downtown for every trip, which has been the major flaw in Chicago's rail system for some time. I live on the Northwest Side, and the Circle Line would provide me easier public transit access to the North Side (such as Lincoln Park) as well as the Southwest Side. The Circle Line is a worthy investment that will boost ridership on all connecting CTA and Metra lines.	EMAIL	18
283	We need this project now or as soon as possible.	EMAIL	18

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284	I am glad that the CTA is looking at enhancing the elevated transit line. I sure the folks in Chicago would tell you that they want to see improvements in the infrastructure of the existing system which has the appearance and charm of 19th century Bulgaria. It is rather sad that it generally takes less time for me to ride my bicycle 8 miles downtown than to use "rapid transit" My impression of the Circle Line is that it's a pet project designed for developers who possess all the money and power and planned by people who never ride public transit. Lawrence would make for a better northern point for a spoke system; it is 6 miles rather than 3 from State/Madison and it could connect with the Blue Line, Brown Line, Metra Union Pacific Northwest Line, and the Red Lines. The Southern and Western Boundary seems fine because they could also serve an area where all people don't own cars. Thank you for your time.	EMAIL	4
285	I really have no qualifications for this other than being college educated and having wide experience with European mass transit. Looking at the Ashland/Ogden Corridor, Ashland, and Western corridors, one gets the feeling that there should be a way to hit a balance between the three. Now, I think the beauty of many European cities' mass transit lay out has much to do with the hectic layout of their cities. Chicago is obviously a grid, but to take mass transit is in a way saying no to the constrictions of such a grid. People take mass transit if it lets them navigate the city easily. The Western corridor is the obvious choice because there would be ample connections already, using the Ashland corridor would merely reduplicate the pink line. Running a train up western and snagging it around to meet Fullerton is the most rational choice if you look at how European mass transit design is all about filling out the core rather than filling it in. Also, new mass transit will most likely make the western corridor more economically potent and thus set off an even greater demand to live near transit, and thus more	EMAIL	5
286	I think it would be outstanding to link the CTA with Metra and Amtrak. Also, reducing commute times and times to transfer to other lines are both ideas that are solved extremely well by the proposed Circle Line.	EMAIL	15
287	I'd like to register my support for the proposed "Western Ave Corridor" as I believe this route would serve not just a greater amount of people in need of better transit in the city but also a more diverse group of people. The West side is in desperate need of a line going both North and South. Kind regards and thank you for your time and consideration.	EMAIL	5
288	The Ashland/Ogden corridor doesn't make much sense. The northern part of that line is just too close to the loop and other el lines. Either Ashland or Western (preferred) would be far superior solutions. In terms of the form of transit, I think that rail is better than buses. That area of the city is already served by enough crappy buses - we don't need more. Furthermore, dedicating a lane to BRT on either Ashland or Western would be a fiasco from a traffic standpoint. Those roads are incredibly busy as it is. Ideally, the CTA would have the circle line be a subway, but I am sure that it is far more expensive than putting in elevated tracks. If it is feasible then I think a subway should definitely be considered.	EMAIL	5
290	I was writing to encourage routing the proposed Circle Line west on the green line to Western avenue then north. The line would provide service to so many that have to rely on bus service to get to a train in an area of the city that is rapidly developing. The Humboldt Park area has made great strides and is a wonderfully diverse city that would be well served by Western Avenue train service. Going along Ashland/Paulina creates some redundant service as the area is already such a short bus ride from downtown and other parts of the city, plus the Blue, Green, and other lines are closer along Ashland than they are out at Western, further filling in holes in the transit service. Finally the Western route would allow for a valuable link to be made with Metra rail systems at Western and Grand, providing service to the north side and medical district/UIC. Thank you for your time and extension of the comment period.	EMAIL	5

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291	First comment - it's a great idea to have an approximately north south line on the west side that connects all the lines headed into the city - please build it! Second... The study area looks pretty evenly divided between north of the Eisenhower and south of it. Optimally there would be enough \$ to cover the North and the South well, but if a compromise must be made, please compromise wherever the richer folk are and build a few more miles of track in the poorer areas to help those folk out.	EMAIL	4
292	In newspaper articles published by the Chicago Sun-Times ago, (Spring and Fall of 2002), the Chicago Sun-Times reporter detailed that the proposed "Circle Line" would only reduce the transit or travel time from the United Center to the Loop area in downtown Chicago by only about four to eight minutes; A horrendous waste of money. We are so afraid that "luxury project" (The Circle Line), will jeopardize absolutely vital and needed transit services, upgrading, rail extensions, and new and/or revived bus routes throughout the entire City of Chicago, Illinois for many decades to come. Many needed transit projects may be in absolute danger of being canceled indefinitely.	EMAIL	14
293	See Appendix (Q293)	EMAIL	2
294	See Appendix (Q294)	EMAIL	5
295	See Appendix (Q295)	EMAIL	5
296	See Appendix (Q296)	EMAIL	2,5,12,14,16,18
297	See Appendix (Q297)	EMAIL	5
298	I am concerned that a Circle Line would not benefit travel times much unless the circle line trains are run frequently. If a trip involves three trains wait time between trains is very important.	UIC	9
299	I work for the leading supplier of European passenger rail in the US - located in Rosemont - and have much experience in rail transit. Also I live in the study area and would be happy to participate in an advisory group (available evenings). Of course, I am a daily CTA user and also use Metra / PACE on a regular basis.	UIC	19
300	The Circle Line is the best idea anybody's had for years. When I was a boy (and a rail fan), I saw how little trackage was needed to make an Outer Loop – connect the Stockyards branch with the Douglas at Paulina, then up then Paulina connector to Damen, and over to the Ravenswood at North and Sheffield. But there was no point to it, then; those neighborhoods were in decline. Today, though, they're booming, and the Orange Line now helps supply the "missing link". You have an idea whose time has come. Go for it!	USPS	5
301	This customer welcomes the idea of a new line. He states that the new Pink Line leaving the 54 Cermak branch would allow him quicker accessibility to the loop. This new line would enable the CTA to have more riders added to service. The customer states this is a plus due to high gas prices.	CSR	2
302	As a person with right-left dominance problems—which ways would the proposed route-run? Or would both ways be considered?	USPS	9
303	See Appendix (Q303)	USPS	5, 12
304	As the CTA refines the alternatives, businesses in the Clybourn area hope that the CTA continues to brief those of us investing millions of dollars into the area so we may plan accordingly. Given the lack of detail, we ask that you meet with the LEED council regarding the river crossing.	USPS	12
305	See Appendix (Q305)	USPS	5
306	See Appendix (Q306)	USPS	5

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307	<p>My senior class project at University of Illinois (Chicago) was to design a campus transportation system. I did all the computing (including plotting maps and simulation) for that project. Two people from CTA attended. That was in 1973 and I have been offering to work with CTA as a consultant ever since but you never hire me. Meanwhile, you keep fouling up things and getting bad press for it. Some of those are ideas that I would have warned you about before they were implemented. Some are ongoing problems that I could fix now. I hold 2 FCC & 1 FAA license to work on and fly aircraft, where people's lives depend on my work, so that should be good enough to work on a system using buses and trains. I do the hardware side of computers (the electronics) also. For a reference, ask Robert Quetschke, former CTA executive.</p>	USPS	18

*** Key to source of comments:**

- CSR Comment received by CTA Customer Service phone operator
- EMAIL Comment sent to CTA by email
- LPHS Comment received at Public Meeting at Lincoln Park High School
- MFA Comment received at Public Meeting at Mexican Fine Arts Museum
- STK Comment received at Stakeholder Meeting
- UIC Comment received at Public Meeting at UIC
- USPS Comment sent to CTA by postal mail