

Wilson L Public Space Committee – Public Meeting

Meeting Minutes

Meeting Date: Tuesday, June 21, 2016
Meeting Minutes Issued Date: Thursday, June 30, 2016

Location/Host: Institute of Cultural Affairs

Presenters: Julianne Scherer and Brett Weidl
(Co-Chairs of the Wilson L Public Space Committee)

Distribution: All Attendees & posted on the www.wilsonunderline.com website

Attendees: +/-41 people – Sign-in sheet attached

Presentation:

Julianne walked through the history and timeline of the Wilson L public space community process which has been ongoing since 2012. The overview included the CTA plans, the efforts the community has gone through since 2012 for the elected officials and CTA to understand the CTA plan does not support the community vision and sharing other organizations visions for this space – Chicago Studio, MPC and UIC TOD Studio – all have reports and designs with the same conclusion that parking is not needed and does not support transit oriented development to spur economic growth. What the community and all these other plans and organizations that have studied this site want is VISION beyond what is presented to them. We want forward thinking effective urban design that will bring renewed positive activity with good sight lines to support a safe vibrant urban plaza as a destination for the City of Chicago in the Entertainment District. The ability to transform and connect Uptown is at our finger tips and we do not want to settle for mediocracy.

Brett reviewed the current Wilson Underline proposal and the architectural and programmatic details that have been carefully worked through up by the Wilson L Public Space Committee. Pedestrian and bike circulation through the existing and proposed site was explained and detailed. The Wilson Underline plan was broken down by material & element and it was explained that the proposal provides a realistic and maintenance sensitive approach to a design that can work for both the community, the CTA and organizations who might be maintaining it like the SSA. Brett reviewed the asphalt paving with decorative striping, bike activation zones, dynamic LED lighting, sustainable plantings, boulder seating, food truck area with picnic seating and the public art component. Brett also reviewed the public input survey results which showed that 94% of the 931 people survey preferred the Wilson Underline plan as opposed to a fenced parking lot.

At the end of the presentation the audience was given the opportunity to ask questions. The audience also provided their comments on comment cards and participated in an input activity by placing stickers on boards indicating their preference for programmatic elements in the space.



Q&A Minutes:

Question by Question and Response Description

JEFF ***What is the total cost of the project? Could Target be a partner for funding?***

RESPONSE: Our understanding is the total cost of the project is \$203million dollars including the current parking and site design under the tracks. Along with UU, we will be sending out letters of support to the surrounding businesses that we had conversations with last year including Target. In regards to the cost of the Wilson Underline proposal, we had a professional cost estimate done and the magnitude of probable cost for the Wilson Underline design is approximately \$2million. This does not take into consideration any cost savings the project would see from eliminating concrete curbs, metal fences and gates, etc. In previous conversations with the CTA representative, Jeff Wilson, at Wilson L Public Space Committee meetings, adjustments and revision to the plans were discussed as potentially being treated as part of the typical construction change order process. Not all change orders are cost increases, some can be credits and this can be used to reallocate funds towards a design that the community prefers.

SEBASTION ***What steps need to take place to make this happen?***

RESPONSE: First, we need support beyond verbal support from our elected officials, for example the Alderman. We need the Alderman to spearhead this once in a generation opportunity that could be a catalyst for change and a legacy element for his term. We need the CTA contactors to provide a cost estimate to the Underline proposal

COLLEEN ***What is the CTA's opinion/stance on this proposal?***

RESPONSE: At the Wilson L Public Space Committee meetings, CTA's representative, Jeff Wilson, was open to the conversation and ideas and verbally supported our committee's efforts. As an entity, you can read CTA's stance in the many media releases this project proposal has received (Sun-Times, Chicago Tribune, DNAInfo etc.). They want to know how it is funded and they say the community wanted parking. However, the summary meeting minutes from the October 11, 2012 Public Meeting held at Truman College do not indicate the community wants parking. In fact, a comment received from the public was stating "Concerns that new parking spaces will be installed". Please see CTA minutes attached taken directly off the CTA website.

MATT ***How can residents help generate momentum for this proposal?***

RESPONSE: Sign-up on the volunteer sheet in the back. Talk to and send letters to your elected officials regarding the importance and significance of this design.

ALECIA ***What is the Alderman's opinion of this proposal?***

RESPONSE: The Alderman verbally indicated his support for the project and that he would sign a letter of support. Someone in the audience requested that the Alderman assist the effort by calling the Mayor and CTA for their support of the project.

(NO NAME PROVIDED) ***What will the tracks be like? Will there be a four season use to the space? Who will maintain the space?***

RESPONSE: They are closed tracks rather than the open tracks with corrugated metal hanging below – similar to the photos we showed of the Belmont station. We believe it can be programmed and planned as a four season space – imagine a snowman building contest perhaps. It would be maintained in part by the SSA. This would be negotiated with CTA.

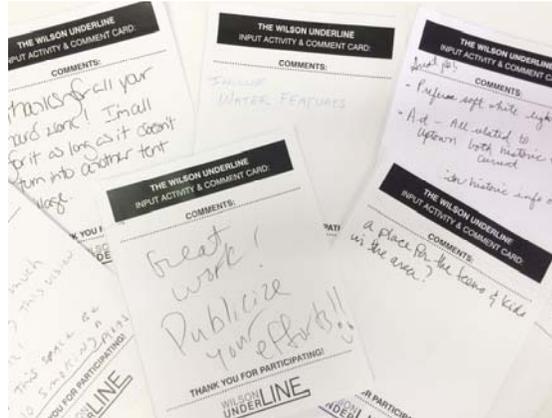
(NO NAME PROVIDED) ***Will this proposal meet the CTA construction timeline that's already in place? Will there be sufficient time to implement this plan?***

RESPONSE: There is time if the Alderman gets behind this proposal to make it happen.

JEFF ***Are TIF funds available?***

RESPONSE: Alderman response was that we don't believe that this falls within the category of TIF funding.

COMMENT CARDS:



"Great Work! Publicize your efforts!!"

"Thanks for all your hard work! I'm all for it as long as it doesn't turn into another tent village"

"Include water features"

"A place for the teens and kids in the area?"

"Great plan!!! Thank you so much for starting this vision since 2012! Can this space be "no smoking" please?"

"Great job! Prefer soft white lighting. Art: All related to Uptown both historic and current. Plaques with historic info on Uptown"

This is my understanding of the items discussed. If any of the above is contrary to the thoughts of any attendees, please contact the writer promptly so that revisions can be made accordingly.

Recorded by:

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and

Julianne Scherer

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Attachments:

Sign-in Sheets

Oct 11, 2012 CTA Summary: Public Comments, Wilson Transfer Station Project

SIGN IN SHEET | PUBLIC OPEN HOUSE - THE WILSON UNDERLINE
 June 21, 2016 | 7:00 - 8:00 pm | THE INSTITUTE OF CULTURAL AFFAIRS

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 UNDERLINE**

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**WILSON
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 June 21, 2016 | 7:00 - 8:00 pm | THE INSTITUTE OF CULTURAL AFFAIRS

**WILSON
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Chicago Transit Authority

Summary: Public Comments, Wilson Transfer Station Project

Public comments were collected at the Wilson Station Open House held on October 11, 2012 at Truman College. The comments were categorized, and compiled to find common themes. A total of 57 individuals submitted comment cards in person. CTA received 4 comment cards via the US Postal Service, and 19 emails that were sent to wilsontransferstation@transitchicago.com. As of December 14th, 2012, CTA had 78 individuals submit a comment about the station. Some comment cards and emails touched on more than one topic, and therefore, a total of 152 comments have been categorized.

- Overall, the comments were positive, and community members are very excited for the reconstruction to happen
 - Among the general comments, a few people mentioned how the ramps and elevators will be an extremely positive thing for the disabled community
 - Another group indicated that the improved station will help the Uptown community's image on the whole
- The most talked about element was the proposed Sunnyside Auxiliary Entrance.
 - Nearly all comments about the proposed entrance are positive
 - One positive comment indicates that an entrance at Sunnyside could be a boon for the commuters and others who live south and west of Wilson
 - Another community member said that he lives south of Truman College and west of the tracks. He said that if an entrance were constructed here, he would choose to take transit to work rather than driving everyday (which he does currently)
 - One participant mentioned that although the auxiliary entrance at this street seems like a great idea, there are a number of people who hang about on this street, which makes it feel like a less safe area
- Many people had input about the state of the Gerber building, and what to do with the exterior and interior of the building
 - CTA received more positive comments than negative about the plan to preserve and restore the exterior of the building
 - The 'negative' comment indicated not to maintain the structure of the Gerber building, and to make everything look contemporary
 - Many were curious about the retail plans for the area, with a couple of comments that the retail space should be reserved for local businesses, and another suggestion of building a "French Market" type space like in Ogilvie Metra Station
 - One person suggested a place such as a Panera bread move into the retail space as it could be a place to offer healthy alternatives for commuters
 - Another person asks that more upscale businesses move into the space, and not let another bank, Currency Exchange, or Dunkin Donuts move in
 - Another suggestion was made to install a working clock in the clock tower – it is unclear from the renderings as to whether or not this is in the plan
- There were mixed reviews with regard to the Purple Line stopping at the station
 - A few were excited for the one-seat ride to Evanston

Chicago Transit Authority

Summary: Public Comments, Wilson Transfer Station Project

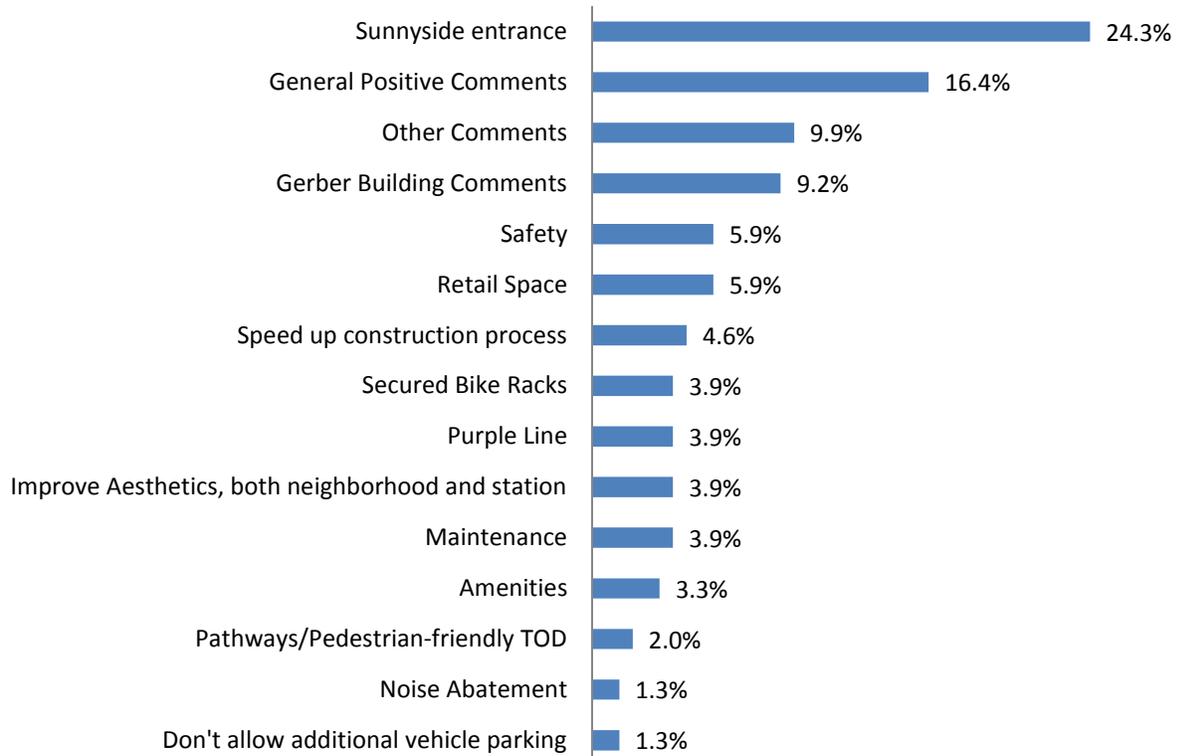
- While others had concerns for current Purple Line customers, and how stopping at Wilson may cause a longer ride for the current customers
- A few mentioned that having the Purple Line stop at Lawrence would make a lot more sense due to the fact that Route #81 runs later (not realizing that the Purple Line only operates south of Linden in the weekday peak periods)
- One mentioned that it didn't make sense to provide an upgrade for the Purple Line when it only operates part-time to the station, and investment would be better spent in providing even more service on the Red Line
- Participants are also concerned about their personal safety from others
 - They state that they like the idea of more cameras at the station, and want as much bright lighting as possible
 - Other specified about their personal safety concerns surrounding the stations, and have hopes that the station improvements will help with getting rid of loiterers
- Community members are enthusiastic about the project and want CTA to do anything that it takes to get it started and ended more quickly
 - Some customers stated that they would rather have the station closed for a shorter period of time in exchange for faster work completion
- Comments about secured bike racks include
 - Having additional bike racks available in the paid area
 - Installing cages for the bike racks
- Participants indicated they want improve aesthetics for both the station and the neighborhood including:
 - Planting trees near the auxiliary stop
 - Creating provisions to prevent pigeons from perching
 - Plans to prevent roosting should be conveyed to the public
 - And a disapproval of the art work that is at the Belmont Station
 - Display art from local artists
- Attendees also want improved amenities which includes:
 - Real-time information about both buses and trains displayed at the street level, so that it can be viewed from about a block away.
 - Another attendee wished for public restrooms to be made available
 - Provide permanent seating for Target/Aldi customers
- There were some concerns of how CTA plans to manage the maintenance of the station
 - One attendee mentioned the lack of care of the planters at the Montrose Brown Line station, and stated he/she hopes that doesn't happen at the new Wilson station
 - Other concerns were regarding choosing a material that can stand up to graffiti, or at least be fairly easy to clean up after any "tagging" occurs
 - Another attendee mentioned that track improvements need to be made between Montrose and Wilson
 - You (CTA) must provide upkeep, just as you would with a home or car or anything else
- Additional comments include:

Chicago Transit Authority

Summary: Public Comments, Wilson Transfer Station Project

- The want for additional transit-oriented development additions – primarily enhanced walkways especially south of the Truman College parking lot
- Noise abatement at both the Broadway crossing , and at Clifton
- Concerns that new parking spaces will be installed
- Ensuring that the Alderman is fully involved in the process
- Ensuring that auxiliary stations had fare media machines, and one customer wanted the Sunnyside entrance to have an elevator
- Ensuring that seats won't be removed from the station as was done at Belmont
- Incorporating "green" elements (though nothing was specified)
- Ensuring that this project is fully funded, and wanted to know if the TIF funding was committed to the project
- An attendee mentioned that finding information about the project on the web was difficult to find – CTA may need to enhance marketing efforts about the project, or make it searchable on the site
- Improve operations by ticketing vehicles parked in the bus lane
- An attendee suggested that CTA change the name to "Wilson-Broadway-Truman College" stop
- An emailed comment suggests that an entrance should be installed at the north end of the Wilson tracks
- Create a community garden

Wilson Construction Open House Comments



In-Person	Mail	Email	Comments
Yes	No	No	I'm involved with several preservation organizations including preservation Chicago and landmarks Illinois. I am concerned about the two historic buildings on the south side of Wilson just west of the current auxiliary entrance. Is there a plan in place to restore and reuse there facades in another building? Also, can I be notified when a hearing on sawing there historic facades occurs?
Yes	No	No	It looks pretty good so far. I notice one person would have liked a bar scale on the maps' he was interested in the R/T of trains at the station, do you have provisions to keep all pigeons out?
Yes	No	No	We think this is going to be the awesome project of them all, and the models are also awesome too. It's going to be wheel chair accessible too, and a brighter station too.
Yes	No	No	This is a very exciting project, at least in theory. My main concern is how the city will make the area immediately surrounding the station less threatening? Is there a plan to educe the loitering that contributes to the appearance of danger?
Yes	No	No	How did this once magnificence station ever skipe into such delay. And to also let north shore part just lay to rust, well anyway bravo for new station which will probably incorporate 11/2 - blocks would imagine, this is may 4th meeting in last 6 or 7 years. greatly enjoy rapid "L" travel. lets build on it! Also I would like to see open washrooms, most of the soumbpbbs are gone , so whats the problem. Also how about ticketing vehicles parked in bus stands. I'm tired of boarding in the middle of the street.
Yes	No	No	A building a south auxiliary (Sunnyside) is a great idea. Light up a pathway between Truman and Broadway (where Sunnyside ends) Don't remove all section like what was done at Belmont and Fullerton renovations use materials that are easy to clean - graffiti, gum, etc. Try to limit chain businesses in Gerber bldg. What about artist studio space?
Yes	No	No	I think shutting down the stop would be more helpful. There is a Lawrence stop near by. If not I would recommend having short periods where it's shut down to quicken the project and reduce the budget.
Yes	No	No	What will happen to all the ugly under "L" space back of Aldi and Mc junken BLDG? will there be any noise - deadening barrier betw. "L" and Clifton) or other streets)?
Yes	No	No	Would love to see a public walkway on the south side of the truman parking lot ro connect with the Sunnyside Auxiliary entrance. Makes sence to connect that part of the community since this great project is in our back yard. Thank you!
Yes	No	No	The entrance to the Wilson station has moved father south by removing the entrance on Broadway, there still plums to eliminate the Lawrence station? By moving the entrance of Wilson south, it makes more sense to keep the Lawrence station.
Yes	No	No	Please work closely with Alderman's office on all steps of planning. Please ensure all over head structures are designed and constructed in ways to prevent roosting of any birds, I don't just mean having spikes - do not provide any surface area where a bird may roost. If building such significant canopies on platforms, why not cover tracks completely - as at Howard? This seemed like a missed opportunity at Belmont. Please do not include mosaic murals as at Belmont. Please include noise abatement on portion of track crossing Broadway, which I understand will be metal structure.
Yes	No	No	\$3M in TIF - is it programmed/ committed? Sunnyside entrance is a must! This is very very necessary. This rebuilding of Wilson station. Thank you!
Yes	No	No	It looks to good - for uptown. My closest station (s) are Southport / Addison / Paulina on the brown line. This new Wilson station beats them all - plus, it even beats Belmont and Fullerton, combined!! Whoa! It's too nice! Way to nice for uptown.
Yes	No	No	This is a much better format than a public meeting with an audience.
Yes	No	No	The remodeling is a great idea for the people in uptown. Cause there are a lot of handicap people in uptown. I pray that the work will start on time. It will be a great deal to fix up the Red line. There is much to be done on the Wilson "L" . Oh by the way will there be jobs in doing the Wilson "L". I could use a job as general labor. (Clean up person) Thanks and god bless.
Yes	No	No	Aesthetics appears to be a mojour enhancement and potential shift in image of community. Hopfful that along with improvement in the general economy that new ritail/commercial etablishments will be sdded.
Yes	No	No	Strongly support an exit/entrance at Target /Aldi. I walk though there all the time and have never encountered a safety issue. The more people can walk that way the more they will feel safe and the target will provide added security
Yes	No	No	Very excited about the renovations - I wish the renovations were stating tomorrow. The proposed plans appeared to be very well planned. Suggestions add walkways from Clifton and Sunnyside to Sunnyside auxiliary entrance. For axillary entrances - provide CTA card machines to refill CTA cards that accept credit cards. Provide plenty of lighting. Suggestion for Gerber Bldg.- French market similar to Grand central Station NYC and Olgavey station in Chicago.
Yes	No	No	Pedestrian access at Sunnyside to the west (south of Truman Garage).

In-Person	Mail	Email	Comments
Yes	No	No	Displays on the platforms should show mainly next train and near by bus route arrival times; not news, ads, weather... Also, having the arrival times on the street (hanging over the sidewalk under the platform) would be helpful for pedestrians and those waiting for the bus (maybe near Target as well?) CTA should really work with nearby business to ensure this station stays nice. Also - TOD area between Truman and the main station house should be for bike share, not car parking.
Yes	No	No	The Wilson stop is one of the oldest station on the the north portion of the Red line - outside of restoring the Garber building is there any thought to preserving any of the history elements within or on the station and/or platform. Right now you can still see elements of the old platform.
Yes	No	No	Is there secure caged area to store all the bicyclists? Love the auxiliary entrance behind Target/Aldi. Love Lawrence
Yes	No	No	Purple line access (Transfer) Great!! (Entrance) Access by Target/Aldi very important! Inside indoor platform to wait for trains Great. 2nd entrance on Wilson is good. Important to keep safety features in mind so it is a safe "EL" stop.
Yes	No	No	In the artist rendering, the "uptown station" sign has been removed from the corner entrance to the Gerber Building. I hope the actual makeover will preserve this part of the historic façade. Apart from that, I'm enthusiastic about this project.
Yes	No	No	As a new resident of uptown, I'm exited for the improvements to the Wilson station. Including, with the improvements that the Purple line will stopping at this location once it's completing. Currently, I use the station for my commute to work in Evanston. Also, I'm happy to see that the Gerber building will be saved and restored to its historical look from the 1920's.
Yes	No	No	Suggestion: Create wide open space under roof for farmers market. Work with Weiss hospital and move the farmers market from the hospital parking lot to that new area (inside the garage building)
Yes	No	No	I like the idea of Wilson stop. The only thing you should do is shut down the station during construction instead of keeping it open. Also, re-name the stop Wilson - Broadway - Truman Collage.
Yes	No	No	Overall my impressions are positive. Though I suspect the visual detailing shown at this time is fairly diagrammatic. I do have concerns about the residual Space west and north of the Gerber building would hope it is not building, as I'd have that as not pedestrian friendly an interruption of continuously in the street wall. I hate the parking that's there now for that reason.
Yes	No	No	The proposed project looks well through of and appears to offer a lot of much needed improvements. Unfortunately, the idea of preserving the old Gerber Building seems unnecessary waste of time and money. The marble exterior does not look that that special, The building is old and decrepit and it does not flow well with the modern look of everything else around it. The space could be better used for setting up a farmer market and retail space.
Yes	No	No	The plan look great. I especially like the idea of moving the main station house south and adding the entrance at Sunnyside. I also very much enjoy the removal of the structures on Broadway.
Yes	No	No	My only big concern is the safety concerns around the auxiliary Sunnyside entrance. Theoretically, it is a no-brainer to enter on Sunnyside, however, the fact that the Sunnyside entrance passageway to the train is all behind the Aldi is concerning - not at street view, too easy for bad guys to hide out / run through. Everything else looks great!
Yes	No	No	I love how it's gonna look. I want it to be the final look. Like it, love, it need it. I like that it's gonna look fancy. I think that making a new station was a great idea!!! I also like that there will be three entrances to the station. I think that having a ramp is a great idea so that every body can get on the station. I also like that it will be white and clear so I can feel safer.
Yes	No	No	The Sunnyside entrance / Exit would be great1 I really am looking forward to shortening my walk to the train while also being closer to some of the stairs like Target /Aldi.
Yes	No	No	Please include as part of this promising project: 1) Ample space for bikes to be locked on CTA property (inside station, provide bike racks.) 2) Streets capping along Broadway: plant trees along Geber Building, btw Wilson and Leland. Give it life. It's barring right now. 3) Facilitate /attract community - oriented tenants an produce seller, a performance space/ coffee shop. If the city awns, the Gerber building, it should redevelop the site's retail presence to benefit the community. more fruit, less junk food.
Yes	No	No	T 130 street you should make a airport. An international that is.
Yes	No	No	Looks great! The only issue I have is that the #78 bus is not ideal for potential Purple line connectivity. I'd think Lawrence would make a better candidate for Purple / Red transfers as the #81 bus is more frequent, runs late and has more connections out west.
Yes	No	No	Looks very impressive, but up block we have impressive buildings on Broadway (i.e. the old Borders) that are vacant - why would this retail space (if it happens) be different? Is there a long-term ongoing Maintenance plan for the terra Cotta it crumbles! Why include the Purple line? are you cutting purple at Belmont or Fullerton? won't it diminish the express quality to add another stop?
Yes	No	No	I had a difficult time trying to find the Wilson project, in part olne to bing. Now I see two sites. Transitchicago.com/Wilson wilsontransferstation@chicagotransit.com

In-Person	Mail	Email	Comments
Yes	No	No	Very excited about the project. I think it will have a great impact on the neighborhood. If there is anything you can do to accelerate the timeline, it would be much appreciated. This area needs help fast! Also, please consider anything that can be done to improve public safety and general appearance outside the station. the perception of the area is very negative. I am hoping the CTA can play a big part in improving this perception.
Yes	No	No	Add 3 more things: 1 bike racks 2 more bike racks 3 even more bike racks in secure, lighted and street visible Areas with rider monitoring.
Yes	No	No	I am very excited about the new Wilson station I ride the train almost everyday and I can't wait for the project to be though and be able to get off on Sunnyside. Thank you CTA for the soon to be new Station.
Yes	No	No	Plans look excellent! I believe that auxiliary entrance at Wilson and especially Sunnyside are going to be key to the continued development of retail along Broadway. All in all, this is very exiting for our neighborhood and I can't wait for it to start!
Yes	No	No	Love it wish I had a time machine so it would be done already. Treat plan to restore the Gerber building it's the most exciting portion if the renovation... Don't change anything.
Yes	No	No	I like that I don't have to cross the street from the main to get my bus. Love the auxiliary exit at Sunnyside. Would like to see more "GREEN" such as solar panels for all the lights and esculators /elevators. Overall I can't wait till it starts: before it falls down.
Yes	No	No	I am very excited about the Sunnyside auxiliary exit/entrance because it will make my commute safer and faster and will also improve connectivity and across and cleanliness between parts of our neighborhood. I hope that retail needs will also be addressed to increase foot traffic and upkeep in the surrounding the station.
Yes	No	No	I love the idea of heaving a new entrance on Sunnyside. Are there going to be stores for rent?
Yes	No	No	This project looks fantastic and is an important investment / improvement for the neighborhood.
Yes	No	No	I think their should be bike racks
Yes	No	No	There should be more color. They should have the red line stops on the front of the station, and more bike racks.
Yes	No	No	Please do whatever you can to cut down the loitering outside the station. Loitering, drinking, and drug dealing really detract from the perception of the area. Public safety must be improved for this project to be a success.
Yes	No	No	The new layout looks awesome!! Thank you. Wilson station does need a new makeover. Right now at times it is like a pig style!! I cannot wait to see the new makeover
Yes	No	No	Shut the station completely down for 4-6 months to save costs for other much needed projects.
Yes	No	No	I really like the light and open space with cameras everywhere. It will discourage the street gangs. Also, it is very important that it is handicapped accessible. The track really need repair, as does the platform, before there is a disaster. It will improve the appearance of the neighborhood and improve the shopping. Beautiful design!
Yes	No	No	Once Wilson is an express station, it would seem unfortunate for the Lawrence bus not to have a connection to the station. I say this because having a direct transfer to Lawrence might encourage current Red line riders to take the purple line, thereby reducing rush hour loads on the Red line. If future plans consider how bus routes might benefit by slight reroutes which address a more versatile Wilson station.
Yes	No	No	Please keep entrance at Sunnyside need access from that part of neighborhood. Also, increase pedestrian access more access points, remove ? Fences in Montrose /Clifton /Sunnyside area tear down Truman garage. Why is there so much parking in such dense, transit friendly area. Handicapped access is great much needed in community. Can CTA riders get access to Truman ? bike parking? Improve pedestrian environment throughout. Encourage smaller retail. make big boxes more ? to transit friendly. more trees by Target /Aldi's.
Yes	No	No	Platform light cutoffs so neighbors can't see light source. This neighborhood has human scale - Sheridan park is on national historic register - can the station elements curtain wall, masonry, platform structure and canopy have a level of detail sympathetic to level of detail of neighborhood can still be modern materials.
Yes	No	No	Please lease space in the refurbished Gerber Building to some really desirable businesses. I also think the Sunnyside entrance to the trains should have elevators access. Also, if plan they require maintenance. Unlike the planters at the Montrose Brown line! A perfect location for the aldermanic office would be space in the refurbished Gerber building. Many obvious reasons for that move. Thank you
No	No	Yes	Hello, I left some comments at the open house but I had one more to leave: I think that any bicycle parking that will be at the station will be good but the CTA should follow a model like it has done at the Damen blue line station, for example, and include sheltered, well-lot parking. This would encourage people to ride bicycles and also deter theft. I'd like to see more of this style of transit-oriented design in CTA stations. Thank you, [name withheld]
No	No	Yes	As a resident of Uptown living East of Sheridan Rd/South of Montrose Ave. I would strongly support an exit AND entrance at Sunnyside for the the newWilson transfer station. It would be very convenient for many of us in Buena Park. Just making sure it is well-lit and accessible from both sides of the tracks. Thank you! [name withheld]

In-Person	Mail	Email	Comments
No	No	Yes	I hope that the reconstruction of the stationhouse façade will preserve the historic "Uptown Station" designation to honor the station's past as both an elevated and a North Shore Line station. The station itself can still be called the Wilson Station, but the "Uptown Station" label is part of the Gerber stationhouse's historic character. In addition, it would be a good touch to include an actual clock on the reconstructed clock tower. It's unclear to me from the rendering whether that is already planned.
No	No	Yes	LOVE the new proposed station and really look forward to it's completion. I did want to comment that the new entrance/exit on Sunnyside behind Aldi and Target is really important to me and my neighbors!!! I certainly hope that this comes to fruition as the plans show. It will make the daily commute so much quicker as I live on Magnolia near Montrose.
No	No	Yes	I commented previously on both the question of need for four tracks and the limited utility and rationale for an express stop at Wilson. The four tracks north of Belmont were built primarily for the North Shore interurban express service to Mundelein and Milwaukee throughout the day, and Wilson Avenue was an in-city stop and transfer point coinciding with the CRT Wilson Local terminus. Over time, the Wilson Local and North Shore were discontinued, and the latter was replaced by the rush hour-only Purple Line Express without the stop at Wilson. It's hard to justify the cost of reconstructing all four tracks for continuing a part-time service that could be absorbed in more frequent Red Line service with more efficient utilization. The whole Red-Purple Reconstruction process has been subverted by an apparent administrative decision to proceed with design and engineering to retain four costly tracks and two platforms for Wilson without documented quantified support or sound rationale. Incidentally, the proportions of the platform rendering seem out of scale and do not show windbreaks and other visual clutter found at Belmont and Fullerton. As had been seen with the Brown Line [Reconstruction], I am concerned that the construction does not fully meet the expectation raised at this preliminary stage.
No	No	Yes	Hello, Nice meeting you at the Red Ahead/Wilson open house last week. We spoke briefly in regard to a city wide public arts and design project that I am directing - "Wake Up! Waltz" - currently underway and scheduled for this coming spring, 2013. I believe the project aligns with the ongoing development and redesign in Uptown - enclosed is a short project brief as promised for you and your colleagues to review. I look forward to discussing the project in more detail and considering a partnership with your office and the City.
No	No	Yes	As a senior citizen who lives on Clifton, south of the Truman garage, I can tell you it would be marvelous to have an entrance/exit on Sunnyside. Before the Truman garage was built those of us who live south of Truman were able to walk straight and without impediment to the auxiliary entrance on Wilson. Now that the garage has been built we are forced to walk all the way around the garage building in order to get to the station. In cold, messy winter weather that is very uncomfortable. In addition, I feel unsafe at night. I use the CTA every day and sometimes come home at night. I would feel safer and be happier having an entrance/exit at Sunnyside. So would my younger neighbors. It makes a great deal of sense to have the auxiliary entrance/exit at Sunnyside. I hope nothing stands in the way of that happening.

In-Person	Mail	Email	Comments
No	No	Yes	<p>As a citizen, taxpayer, neighborhood resident, CTA Wilson Station commuter, and chair of the Graceland-Wilson Neighbors Association's (GWNA) Transportation and Infrastructure Committee, I am pleased to offer my comments about the Wilson Red Line Station plans which were presented to the public on Thursday, October 11, 2012. First, I want to congratulate CTA on the plans and the presentation. Obviously a great deal of thought and effort went into the plans and renderings that were presented, and the CTA staff present for the meeting were very professional, open and engaging, and helpful as they interacted with the public. Overall, the plans are excellent; CTA's intentions appear to be to construct a new station that preserves the best of the past while providing superior surroundings and amenities that will serve CTA commuters and the surrounding Uptown communities very well into the future. The new Wilson Station will have a dramatic impact on Uptown that will define the community for generations to come, and I believe that the planners at CTA understand that importance. We appreciate that understanding and commitment more than you might know—we believe that the Station can and should be the center of the neighborhood, and the proposed plan does a great deal toward achieving that goal. The GWNA serves the neighborhood immediately south and west of the station and North Main Line tracks. The orientation of the current infrastructure, including street layout, Truman College facilities, and the Wilson Yard development effectively walls off the GWNA neighborhood from North Broadway and from the existing Wilson Station. As a result, neighborhood connectivity that encourages walking to and from our neighborhood to Wilson Station and businesses, schools, and other facilities on Broadway and Wilson Avenue is discouraged. We strongly support the addition and operation of the proposed auxiliary entrance at Sunnyside because it will encourage pedestrian traffic and increase the utilization of the Wilson Station by residents of GWNA neighborhood "and" by residents and businesses south of Montrose and east of Broadway. Easy access directly from the station to Aldi and Target will also encourage more business traffic for both of those businesses, and for others ranging from the storefronts of Wilson Yard to World Gym, Jewel, and restaurants on Broadway and Montrose. We also noted from the drawings and from conversations with CTA staff that the existing abandoned trestles and support columns will be removed between Wilson and Montrose, and that pedestrian amenities including permeable paver walkways and plazas will be constructed along that stretch of CTA property. Not only would these enhancements serve as a logical and desirable extension of the Chicago Park District's Challenger Linear Park (located immediately south of Montrose along the North Main Line tracks) north to Wilson, with appropriate lighting and landscaping, it would provide additional open green space and additional pedestrian paths for GWNA residents and for residents living south of Montrose to easily and safely access both the Sunnyside auxiliary entrance and Aldi and Target. If it is feasible, we also recommend a direct pedestrian connection to the 4400 block of North Clifton. We strongly support these measures. It would be appropriate to note here that some individuals have claimed without merit that a Sunnyside auxiliary entrance and pedestrian pathways leading to it would be unsafe. We strongly disagree. The alley behind Target and the area around the proposed Sunnyside entrance are currently used extensively by many pedestrians and neighborhood residents, despite the unlit and "abandoned" conditions; we have not found any recent records of assaults, rapes, or robberies in those locations. There have been claims made that the Chicago Police Department would be unable to patrol those locations after construction is completed—such claims are patently ridiculous and unfounded, since there is no plan to close vehicular access to the Aldi parking lot, the alley behind Target, or the area adjacent to the Sunnyside entrance. In fact, locating the Sunnyside entrance immediately opposite the Aldi entrance would increase safety, not only because of the resulting increase in CTA customer traffic, but because the entrance would be readily-observable by Aldi security/staff/customers, Target security/staff/customers, Truman College security/staff/students, CTA staff/customers, and CPD patrol and transit details. Increased foot traffic, improved lighting, improved appearance, improved amenities, and appropriate landscaping resulting from the Wilson Station construction will discourage criminal activity in general and encourage increased use by legitimate CTA customers. Current conditions should not predicate those of the future. If conditions should warrant for safety measures, however, we would not be opposed to having the Sunnyside auxiliary entrance be closed at night to coincide with the business hours of Target and Aldi. We encourage CTA to put additional space in and around the Wilson Station to its highest use for public or retail purposes. Not only will additional retail and public traffic provide additional income for CTA, it will also discourage criminal activity by putting "more eyes on the street", which will benefit other businesses and the neighborhood at large. Public space should be available for multiple uses (some of our residents would call it "the Uptown Town Square"), including a seasonal farmer's market, performance space for musicians and artists, festival space for Chicago GLBT Pride or Ribfest, or food trucks, for example. The types of retail we would encourage should be targeted to daily commuters, Truman College students, and patrons of the Uptown Entertainment District, including bike sharing, bike sales and repairs, coffee and juice bars, book sales, healthy food restaurants, music and theater interests, and pharmacies. CTA should strive to find tenants that serve commuters but also have a bright late-night presence. We would not encourage office space, because office tenants tend toward 9-to-5 weekday presence only. New vehicle parking spaces should NOT be included with the station; we must emphasize that CTA contributed money to the construction of Truman College's parking garage, and CTA needs to work with Truman to ensure the availability of its dedicated park-and-ride spaces in that facility. There is no reason why CTA cannot use signage and access from the Sunnyside entrance to direct customers to its available parking at Truman College's garage. Overall, CTA's current plan for Wilson Station is impressive, and no major changes to it need to take place. Recognizing that new construction must be ADA-compliant, CTA's look at the "big picture" of accessibility must also take into account that the elderly, the handicapped, and families with small children must be able to easily get to the station, as well. That accessibility must include 360-degrees, so that the station is equally accessible to the neighborhoods west and south, not simply to the areas the main station entrance faces to the north. Not only will CTA's construction of the new Wilson Station and the Sunnyside auxiliary entrance help to connect the western and southern areas with the rest of Uptown, it will also open new commuting options for Clarendon Park residents to the south and east who are to see reduced bus service, and for Buena Park residents to the south who currently use the Sheridan Red Line Station because the current Wilson Station is either too inconvenient or too unsafe to reach, despite its proximity. A survey conducted by GWNA during the early summer of 2012 tells us that the safety and accessibility improvements that will be accomplished by CTA's construction of the new Wilson Station will yield a dramatic increase in passengers. Hundreds more people will use the station if they can get to it easily and feel safe getting to it. Thank you for your work, and thank you for your attention to the needs of Uptown's residents. Please contact me if I can provide additional input.</p>
No	Yes	No	I am/was extremely impressed, joyed, proud, and satisfied with Wilson transfer station project open house! The CTA staff were not only knowledgeable but enthusiastic as I was about the project. Great job by all At CTA!
No	Yes	No	The plans for the new station are lovely!! It is great to see the entrance on Broadway eliminated. Nice renovation of the Garber building, the access on Sunnyside should make it convenient for Target Shoppers. Hate to add this but now someone needs to clear up the neighborhood, otherwise in 5 years it would be a urine soaked mess like it is today.
No	No	Yes	First - I'm thrilled to see the plan for Wilson. It's so exciting to know that renovations will soon become a reality! I'd like to suggest an entrance/exit at the north end of the Wilson el tracks. With the Mayor talking so much about making Uptown an entertainment district, it seems like traffic up to the Riviera/Aragon area will only increase. Adding an entrance/exit at the north end of the tracks will allow passengers -- especially those arriving via the new purple line stop -- will want to head north to these attractions. Thanks for considering! <i>[name withheld]</i>
No	No	Yes	To whom it may concern, With regard to the renovation of the Wilson station, I strongly support the inclusion of a south entrance to the platform at Sunnyside. As a resident of of the 4200 block of N. Kenmore (at Buena), I will be much more likely to use the El in general if this entrance is included in the redesign.
No	No	Yes	As the owner of <i>[location withheld]</i> at Montrose and Broadway, I am definitely in favor of a South Entrance to the new Wilson L station, and would be a user of such an entrance. Alderman Cappelman, I hope you will support this.
No	No	Yes	I am a resident of Buena Park and would like to voice my support for the new proposed south entrance between Aldi and Target. It's not only more convenient. But safer then the current entrance at Broadway and Wilson which is not adequately policed and continues to attract vagrants. I would also love to see a Panera Bread go into the Uptown Station space since they serve healthy food and coffee/tea etc for commuters and other individuals using the red line. Thanks for your consideration.
No	No	Yes	Good morning, I received an email that indicated there may not be Sunnyside access to the new renovated Wilson L station that will be built next year. I live at <i>[location withheld]</i> , and think this would be a wonderful addition to the stop! I know going an extra block out of my way is not a huge inconvenience, but to me it would make perfect sense to include an entrance/exit at Sunnyside for those living near that spot, as well as for those who want to shop at Aldi and Target or attend classes at Truman. It would save me a few more minutes coming home from work at night to see my family. I actually see this as making the station more secure, since there would be greater traffic in the back area of Truman and the Aldi lot. Right now if I have to go to Aldi I never walk because I'm worried about the safety of cutting through that 'underneath tracks' area--I actually drive the 4 blocks over there. I hope the Sunnyside entrance ends up making it into the final plans! I'll look forward to hearing more updates about the Wilson construction. Thank you,

In-Person	Mail	Email	Comments
No	No	Yes	<p>Good morning, I applaud the CTA for it's progressive and beautiful design for the new Wilson L Station. I attended your open house at Truman College and was gratified that the CTA didn't just "rehab" a station, but created a total transportation environment for the community. I was especially pleased to see that a south entrance to the station between Aldi and Target had been included. What a boon for commuters and others who live south, and west of Wilson! I can't help but think that this will increase ridership by shoppers and commuters who live south of Montrose and who want safe, convenient and clean access to shops on Broadway, Truman College and elsewhere in Uptown. Bravo! I was also impressed by the design for the Gerber building. You kept the feel of the old Uptown Station, but added a sleek, modern twist to it. I know many commuters and shoppers who are now hesitant to get on or off the Red Line at this station will soon make it a destination. That is, if the retail space is creative, exciting and not just a collection of unhealthy fast food franchises -- or worse -- ANOTHER bank or currency exchange! I hope your TOD staff is working on finding NEW and more upscale types of businesses to rent those Gerber building spaces. The last thing we need is another Dunkin' Donuts or Subway Sandwich shop. I was also happy to hear that the CTA personnel at the open house were enthusiastic about creating open, green and welcoming space beneath the L tracks, south of Wilson. As you probably know, that area is a blight on the neighborhood with garbage, pigeons and human waste all over it. It would be wonderful if we could open up that space for community functions, and create a well-lit, safe walkway that extends from the proposed south entrance west to Clifton. Many older residents who live west of the L have to walk several blocks out of their way to get to Aldi, Target, the shops on Broadway and the L in inclement weather. It's heartbreaking to see them with their shopping carts and often several small children in tow trying to walk an extra 3 blocks over icy sidewalks in the winter, and carry home their frozen foods and milk all the way around Truman College or make the long trek down Broadway and Montrose in the heat of the summer. I hope you will use any influence you have over the planning of the rehab to make the east-west walkway a reality for our neighborhood. I understand that Alderman James Cappleman is not currently supporting a south platform entrance. I think this is very short-sighted of him, considering that this neighborhood is changing all the time, and this is our only chance to build an entrance between the two biggest retail entities in Uptown. If we don't do it now, we don't get another chance for decades -- if then. I understand the alderman sites safety issues for not wanting this platform entrance. He says the police say they can't patrol this entrance sufficiently. Well, I wonder how they patrol the Belmont station? The North Avenue subway station? Any of the downtown elevated or underground stations? A south entrance to the platform at Sunnyside, if it's well lit, open and welcoming will have thousands of "eyes on the street" as well as Aldi, Target, and Truman College security in the area -- along with Chicago police. The CPD can drive down Sunnyside between Aldi and Target then exit out the drive behind Target to Montrose. As for the area north of Sunnyside, how do they patrol it now? I hope the CTA goes ahead with its plans as they were presented at the open house. It will create the most modern and exciting L station in Uptown, a neighborhood that has unlimited potential but that has been woefully ignored for decades.</p>
No	No	Yes	<p>Dear Sir/Madam, I would like to inform you of my support for a proposed south side entrance between the Aldi and Target as part of the Wilson L Station Renovation. I believe this south side entrance would improve the flow of foot traffic in and out of Uptown and make it more convenient for individuals residing close to or south of Montrose Avenue to utilize the services of the CTA. Please feel free to contact me.</p>
No	No	Yes	<p>A HUGE THANK YOU for the upcoming new Wilson station. Wow! It's nothing short of amazing. It seems absolutely perfect. My only question/concern is what will be done to prevent pigeons from roosting under the tracks and station. In uptown, if you're not dodging bullets, you're dodging pigeon droppings. Seriously! Case in point, there are lights under the purple line tracks to illuminate the sidewalk on Broadway just south of Clifton by the Ace Hardware Store. Pigeons have made the warm lights their home and the ubiquitous droppings on the sidewalk are the proof. While people feeding the pigeons are certainly not helping the problem, preventing roosting under the tracks and lights will be of some help. In the whole scheme of things, the cost for this would be relatively small compared to what is being spent on the entire project. Thank you for your consideration on this matter,</p>
No	No	Yes	<p>Dear CTA, I am writing to voice my very strong approval for maintaining a new south entrance, at Sunnyside, in the planning for a renovated Wilson El station. I attended the open house at Truman College on the new Wilson station, and the Sunnyside entrance was one of the most exciting and attractive options in the new station plans. Living as I do on Montrose Avenue, this new entrance would be a great convenience to me personally--I would use it every day--and to hundreds of other residents of the neighborhood. It is my understanding that there is some opposition to the Sunnyside entrance. I would strongly urge that this opposition is entirely misguided. Supposedly the CTA is asked to abandon a certain amenity (the Sunnyside entrance) in exchange for an extremely hypothetical benefit--the idea that forcing CTA patrons to take a more circuitous and inconvenient pedestrian route to the Wilson station would somehow benefit business owners on Broadway because of increased foot traffic. I urge the planners at the CTA--and anyone in the 46th Ward alderman's office--to reject this dubious and self-interested rationale for denying a clear benefit to hundreds of citizens and taxpayers. Yours sincerely,</p>

In-Person	Mail	Email	Comments
No	No	Yes	Hello, I am a fourteen year resident of Uptown. I have volunteered, invested and waited in anticipation for its revitalization. I truly believe a new south entrance on Sunnyside will help residents closer to Montrose choose to take the Wilson El instead of the Sheridan El. By making it easier to access the station, there would be an increase in riders. That can also encourage many of these people to impulse shop at the stores such as Target and Aldi. It can also ease some of the congestion at Broadway and Wilson. Less pedestrians in this area can help with some of the congestion at the light. Additionally, there was a time where I didn't have a car. It was easiest to shop for groceries and household items when there was a store right at an El Station. Having an entrance closest to Target and Aldi can help those who don't have cars and encourage those who do have cars to use public transportation when shopping. Thank you,
No	Yes	No	I like the plans you had at Truman College, especially the entrance on Sunnyside. Please build that entrance, clear up fix up under the tracks from there south to Montrose and Challenger Park, and make sure that it looks nice and is well-lit at night. Also, make it easy for people like me who live south of Truman College and west of the tracks to get to it without having to walk around out of our way to get there. If I can get to a Sunnyside entrance easy, I would use the Purple or Red/ Brown lines to get to work instead of driving. The Sunnyside entrance will be safe if you do it like you plan.
No	No	Yes	Good afternoon, I would like to take this opportunity to provide my feedback to the proposed Wilson "L" Station Construction project. I appreciate the CTA seeking the input from the neighbors who use this station. That being said, our block club, the Graceland Wilson Neighborhood Association, has taken a great deal of time and effort to survey the community as to the needs and preferences of the project. They have provided you with the survey results and I hope they are seriously considered in the project. Although not a daily user of the station, I do use it on occasion. I also walk around the neighborhood and look forward to the positive impact this project will have on the surrounding area. In particular, I would like to see a greater use for the entrance at Sunnyside. I envision a grand welcoming space, not the dark, mucky area which currently exists. I happened to drive by the Clyborn station last night and love beautiful, well-lit environment that has been created from a previously dumpy/scary space. I fully believe we can have that and so much more. Ideas to consider (in no particular order) 1. Bright lighting 2. Open space 3. Permanent seating (perhaps for the enjoyment of Target/Aldi shoppers, to sip a cup of coffee, or to read) 4. Community garden 5. Display of art from local artists 6. A CLEAN area. You can put a \$100 million into a new "L" station, but if the homeless people still urinate in it then don't bother. You have to maintain the premises. I reference this from my experience at the Belmont station. I used to take my daughter to school and ride the elevator in the newly renovated station at Belmont and the stench invoked a gag reflex! You must provide the upkeep, just as you would with a new home or car or anything else. Again, I hope you keep the Sunnyside entrance in the plans for the station and consider the ideas listed above. Sincerely, <i>[name withheld]</i>