

From: Solomon, Harry (GE Healthcare) [Harry.Solomon@med.ge.com]

Sent: Tuesday, September 09, 2008 9:48 AM

To: Tip

Cc: Randy Blankenhorn; Gordon Smith; hmorgan@cmap.ilinois.gov; Stauber, Joel; aalex@uic.edu

Subject: Comments on RTP Update and TIP amendments

1. The Draft Revision of the 2030 Regional Transportation Plan should recognize some of the new regional priorities and the new realities of the high fuel price economy. Even though this is only a relatively minor update to the RTP, and understandably not much effort is being put into it, it should at least introduce the overarching themes of *Sustainability, Equity* and *Innovation* accepted by the CMAP Board for the 2040 Comprehensive Plan. For example, the "Regional Transportation Challenges and Concerns" should, under Section 1.2.6 Natural Environment at least mention the regional goal of applying sustainability principles, not just to the regional environment, but to the larger scope of the global environment and in particular climate change, and our goal of substantially reducing our greenhouse gas emissions. Section 1.4.3.1 Transportation and Natural Environment Objectives should address overall carbon footprint *reduction*, not just "offsetting carbon emissions."

2. The Transportation Improvement Program (TIP) amendments, as listed in "Results for conformity analysis of October 9, 2008 TIP Amendment", include an item "I-294 at Balmoral TIP ID: 05-08-0013 – new project." However, I could not find this project in the "FY 2007-2012 Project Listing Current as of the August 22, 2008 CMAP Transportation Committee meeting" file on the CMAP website, and 05-08-0013 in that file is the ID for a completely different project ("31st Street from Kemman Avenue ..."). The other two new projects, "Add lanes to Reagan Memorial Tollway ...TIP ID: 09-08-0034" and "River Road and Chapel Hill Road ...TIP ID 11-08-0023" also do not appear in the TIP Project Listing file. ***It is impossible to comment on the TIP amendments if there are no details on the new projects.*** It is essential that the materials provide a complete and consistent accounting of the TIP projects.

3. As a general comment, the TIP amendments review process does not come up to the standards of CMAP's Public Participation Plan. The material is presented in a manner that there is no effective way for the public to participate in a meaningful review. I have served two years on the CMAP Citizens' Advisory Committee, I consider myself fairly knowledgeable about planning documents and pretty computer-savvy, but I had considerable difficulty understanding what is really in the update, and finding it on the CMAP website. For instance, the updates are listed in a memo entitled "Results for conformity analysis of October 9, 2008 TIP Amendment", and it is not apparent that that really is the list of TIP projects being changed (and not a misdirected Web link), or what the list means, or the content and significance of the projects in the list. In my search for details on the TIP projects, I even downloaded the MS Access database of projects; the user interface is wholly unusable for the process of public review (even assuming they have MS Access software and the skills necessary to use it), and the database doesn't really have descriptions of the projects anyway. I recognize that improving the web site and visualization tools is a work in process, but effective and meaningful *public* review (not just by project programmers and planning professionals) is critical to CMAP accountability. Even a little bit of attention to considering the questions the public would ask about the TIP, and reformatting the data for presentation to address those questions, would go a long way to improving usability.

- Harry Solomon
CMAP Citizens' Advisory Committee

From: Carroll, Mary [Mary.Carroll@mwrddc.dst.il.us]

Sent: Friday, August 29, 2008 12:41 PM

To: Tip

Subject: Resume Old Routes

My suggestion for transportation improvement would be to resume some old bus runs. My neighbors used to take a bus from Central Avenue in Edgebrook all the way to Michigan Avenue and Erie Street. The bus began farther north, and was an express bus that had only three stops, with the one on Central Avenue being the last. It was dropped many years ago because of *supposed* low ridership. Actually, the bus always was filled and had a large number of people standing. They did not mind standing because the service was so good. Now, for me to use public transportation I must take a bus on Central and Peterson Avenues to the Jefferson Park el. Then, I walk to work. The entire commute takes a minimum of one hour and 45 minutes, so I drive. If I drive, the entire trip--including walking--is a half hour. It can take up to 45 minutes during snowstorms or bad traffic. I would be thrilled to take the bus, if there was one near me. The Devon Avenue bus route near my home has been canceled too. More people would take the bus if old routes were resumed.

Mary Carroll
312/751-6634

From: Walt McElligott [wmcauth07@yahoo.com]

Sent: Tuesday, September 09, 2008 9:09 PM

To: Tip

Subject: TIP Amendments

CMAP

ATTN: TIP Amendments,

Sears Tower,

233 S. Wacker Drive

Suite 800

Chicago, Illinois 60657

I'm e-mailing, my comments on the 2030 Regional Transportation Plan for Northeastern Illinois.

First, i question how CMAP blindly goes along with IDOT officials concerning the alleged "need" for a regional South Suburban Airport (SSA).

Dr. Shea, of IDOT's Div. of Aeronautics hasn't even found the SSA important enough to make Daily Southtown-Star headlines lately.

In all honesty, as a resident of Beecher, IL, who likes to say on my blog that i live off Runway 9/27, I'm confused as to why efforts continue to keep this new SSA alive through the planning process.

After all, there are certain facts IDOT keeps hoping will go away if they just close their eyes to them:

1. As pointed out by 3 area township supervisors in a June 12, 2008 letter to the Chicago Tribune, an "independent airport need study" has never been done by the Illinois Dept. of Transportation in Eastern Will County, for a South Suburban Airport. These township officials have been the first and only parties to request an independent airport need study. A request, to which the state has not yet replied.
2. IDOT claims to have purchased approximately 2000 acres of some of the last best farm soil in Eastern Will County by the expenditure of various total sums of money. However, the majority of that land is noncontiguous acreage that does not lend itself to the construction of the mile long runway necessary for the landing and taking off of cargo jet airplanes from China on a 24/7 (hours, day) basis.
3. IDOT has advised residents that Asian cargo air companies are the ONLY aircraft companies willing to talk to Illinois about sending their jet airplanes (with less pollution restricted aircraft) into Eastern Will Counties, four decade old proposal for a South Suburban Airport.
4. Upon seeing the latest IDOT plans, Mr. Jim Bult, owner of Bult (originally "Sanger") Field, responded, 'he had not been notified that he had turned his airport over to the state.' However, this is how the airport on which he has spent in excess of \$43 million of his personal funds in restoring the runway and building new hangars and equipment. All work done with the written approval of Will County and the state of Illinois. Since Bult surely has no intention of making his airport a gift to IDOT, perhaps Ms. Shea can advise where they will get the \$43 million to buy Bult Field, to include it in their alleged airport.
5. In case you're thinking, "eminent domain," may i remind you that Shea, in her promise of Dec 2006 to cooperate with area residents, has had her first & only "friendly" condemnation litigation in Will County courts for 6 months, without resolution. And, case number, 08ED11, Helena D. Hudgins, involves an 80-year old Chicago widow, and a small home, on 5 acres land in Monee, IL, next due on

the docket on Sept. 30, 2008. "Condemnation lawsuit seeks Peotone land for airport," By Guy Tridgell SUN-TIMES NEWS GROUP, made the media on March 13, 2008.

6. IDOT's own SSA web site makes the case for their declining interest in a "third" (actually 5th) area airport. IDOT was quite busy through 2006, spending taxpayer's funds on an airport that even former Gov. George Ryan once rejected. Then came 2007, & Shea & IDOT purchased one plat of EWC property. And, July 2, 2008, was the date of the only purchase they made this year.

7. According to information from the FAA office in Chicago, in an email dated, Friday, September 5, 2008,

From:

"Amy.Hanson@faa.gov" <Amy.Hanson@faa.gov>

To: "Walt McElligott" <wmcauth07@yahoo.com>

The FAA is still awaiting the remaining portions of the Master Plan from IDOT. The FAA's EIS process is awaiting those materials before it can proceed.

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As is evident, Shea's claim that 'all necessary documents have been delivered to the FAA' is incorrect as of Sept. 5, 2008, almost 6 months after she notified the media it had been done.

Thank for listening to (part of) my side of the story.

Walter McElligott, Box 452, beecher, IL 60401