EMERGING PRIORITIES FOR ON TO 2050 APPENDIX

October 2016

CMAP

ON TO 2050 Outreach Appendix

This appendix is a compendium of all feedback gathered during the initial public engagement phase of ON TO 2050, which kicked off on March 2 and ran through August 15, 2016. It includes comments from workshops and other engagement activities, a summary of the online MetroQuest survey, and public comment on the draft Emerging Priorities for ON TO 2050 report that was released on June 29, 2016. This feedback was used to shape the content of the Emerging Priorities report and inform the ON TO 2050 development team's understanding of regional challenges and opportunities.

The appendix contains four parts:

Part 1: Workshop Comments. Transcription of all comments received during workshops and other in-person engagement activities

Part 2: MetroQuest Feedback. Summary of the feedback received via the MetroQuest online survey

Part 3: Email Comments. Transcription of all comments received via email on ON TO 2050 development generally as well as public comment on the Emerging Priorities for ON TO 2050 report

Part 4: Organizations Contacted. List of all organizations contacted during the engagement period

Part 1: Workshop Comments

This part of the appendix lists all comments received during workshops and other engagement activities, organized by the following themes:

- Economy
- Transportation
- Land Use and Housing
- Environment
- Governance

Economic   Belmont-Craigin is struggling with erosion of income in community and 2/3 is housing-burdened, one of the highest in the city.

Economic   Cooperation is one-sided bet city and suburbs; city is poaching suburban businesses

Economic   Good education in suburbs supports land use values

Economic   Interest in Route 66 should motivate communities to prepare area for auto and bike tourism, economic development opportunity

Economic   Need to be friendlier towards business

Economic   Need to educate kids for advanced manufacturing jobs

Economic   Keep improving schools to keep and attract young families

Economic   Need to work together to attract corporate HQs

Economic   Need to synergize work and educational opportunities

Economic   Need to invest in cultural resources to attract millennials

Economic   Unsafe abandoned buildings

Economic   Demolish unused and abandoned buildings, build parks, grocery stores, eliminate food desserts to create jobs

Economic   Address debt, employment, and job opportunities

Economic   Be an economic leader in the nation (IL debt stalls progress)

Economic   Can't do much without economy

Economic   Forgive economic debt

Economic   How to make the best use of vacant development such as Dominik's

Economic   Time recession (a factor to consolidation of goods and services)

Economic   Strong foundation to build in

Economic   Retail shrinking

Economic   Education is an asset

Economic   How do the benefits of suburb to city correlate?

Economic   Need more job opportunities

Economic	Address equity issues
Economic	Encourage sustainable businesses
Economic	We have the economic engine to progress
Economic	There is a lack of manufacturing
Economic	Bring local jobs to neighborhoods
Economic	Keep jobs in the country
Economic	Unskilled workforce means unemployment at a price
Economic	Disinvested areas means not enough jobs
Economic	Is this region sustainable? We've become too dependent on economic growth
Economic	Crime is a major issue
Economic	Where do community services fall into the picture?
Economic	Regarding economic development challenges, one causes the other
Economic	Regarding economic development, the biggest challenge is the systemic change
Economic	A big asset is collaboration or organizations that can leverage resources
Economic	Disenfranchised communities versus people
Economic	See opportunity in inclusive growth
Economic	Improve lives of groups with disabilities
Economic	Chicago has natural assets: lake and freight hub
Economic	Need to leverage the region's core strengths
Economic	The region needs the manufacturing base to succeed
Economic	Make our hospital systems more nationally competitive
Economic	Chicago is better located than Minneapolis
Economic	The region can't take its strengths for granted, need to leverage them
Economic	People are exiting the region because of lack of economic opportunity
Economic	It's easier to grow existing industry clusters than start new ones; focus on metals and logistics
Economic	The region's financial services sector is shrinking
Economic	Need to look outside our comfort zone for economic growth opportunities
Economic	Closer alignment between higher education and industry
Economic	More access to professional services can positively affect quality of life
Economic	Other cities are able to attract international immigration
Economic	Water critical to economy/commerce (tourism, transportation, etc.)
Economic	Take care of the core, focus on service to make core more accessible
Economic	How are we integrating Latinos and seniors into the conversation about ON TO 2050 and future of the region?
Economic	Need retail to fill vacant stores and to find ways to support Latino businesses.
Economic	Need to work with County to build clinic at Hanson Park, which can also serve the undocumented.

Economic	Need job training for ex-offenders
Economic	Need to address commercial vacancies
Economic	Need livable wage jobs since there's little industry left.
Economic	Restore jobs lost to outsourcing.
Economic	Job training opportunities are too far away - need local training for residents.
Economic	Need an asset-needs map of distressed areas.
Economic	Need protections to keep predatory developers from displacing locals.
Economic	All schools are overcrowded at elementary, but under-enrolled at High School. Need new CPS school.
Economic	ONTO2050 doesn't touch the most pressing issues on the South East side: immigration, education, safety
Economic	Anti-violence programs for the youth.
Economic	Impact of telecommuting on land use/office
Economic	Identify need of next generation
Economic	A major assets would be a unified, excellent school system to reduce centration of power, and improve access to jobs, housing, safety, and upward mobility of youth
Economic	Need residents to support local retail and higher density as incentive to development
Economic	Filling vacant office space, driving employers
Economic	Neighborhood factors like crime and schools have a lot more to do with where people decide to live and work than Transportation access
Economic	Changing economy - information economy, pulling communication left behind
Economic	Attract jobs
Economic	Fair educational funding as equalizer
Economic	Life marginalized populations
Economic	Equity overlay
Economic	Address demographic trends
Economic	Healthcare/wellness access systems
Economic	Investment in southwest suburbs
Economic	Develop more gathering places where people want to be
Economic	Focus on underserved areas to provide what other counties don't offer
Economic	Inequity, lack of economic opportunity drive violence
Economic	Too many people and even whole communities don't feel they have a stake in the economy
Economic	The region's central location in the US is an asset
Economic	The region's neighborhoods are assets
Economic	The region's architecture is an asset
Economic	Development (Ogden Ave Corridor in Naperville)
Economic	The region's community colleges are assets

Economic	Workforce training can help companies fill open positions i.e., manufacturing
Economic	Better work force training
Economic	There is an employee/employment mismatch in the county
Economic	Pursuing sustainability and energy efficiency in industry could grow jobs in the county
Economic	Engineer more social interaction and integration
Economic	Eliminate barriers to people gathering: security, location
Economic	Healthcare/wellness access systems
Economic	Crime in neighborhoods
Economic	Parents who aren't engage create children at risk
Economic	Pessimism prevails when working people can't afford to send their kids to college
Economic	The region's people is our most valuable asset
Economic	Make investments as a catalyst for other investments and jobs
Economic	Address Violence!
Economic	Address jobs/companies leaving for Indiana
Economic	Keep jobs in community
Economic	Decline in use of the food pantry indicates that low income populations are moving away
Economic	Perceptions around issues of sustainability
Economic	Disparity of how money is distributed
Economic	Digital hubs (telecommunications, web technology)
Economic	Should be focusing on how to support local, smaller industries, like a dairy farm, than just focusing on manufacturing or large companies. Hard to operate a dairy farm here.
Economic	CMAP focuses too much on freight and improving freight movement, but helping the big companies who benefit from more efficient circulation of goods hurts the small community businesses because it makes the bigger companies more efficient and profitable
Economic	Rural areas of Lake County need access to internet
Economic	Public policy intervention in "sharing" economy (i.e. bike sharing, etc.) to enforce equity. Communities with "sharing" resources are more affluent.
Economic	Increase access to jobs
Economic	Address disparity, i.e. suburban poverty in the south suburbs
Economic	Address Health Issues - Include a HEALTH SECTION IN ON TO 2050 PLAN!!!
Economic	Address Public Health as a separate topic
Economic	Make affluent places more equitable.
Economic	Look at Nashville MPO for addressing Health Issues & Chicago Public Health Department
Economic	The term segregation is suggestive
Economic	Diversity in its economy

Economic	We need job training and skills programs (ex. Germany vocational training programs)
Economic	Stronger connection between program and jobs
Economic	Increase partnerships with other stakeholders (ex. Chambers)
Economic	Industrial policy to attract this type of industry (Ex. Rockford)
Economic	Health disparity to get and keep jobs
Economic	Digital hubs (telecommunications, web technology)
Economic	There is an equity issue. It is easier to develop.
Economic	Asset: diversity in industries
Economic	Asset: jobs
Economic	World class city
Economic	Asset: urbanization and built environment
Economic	Communities can't attract retail/commercial development because of red-lining, crime perceptions, race
Economic	Vacant properties depress property values, affect economic opportunities
Economic	Address disparity, i.e. suburban poverty in the south suburbs
Economic	End homelessness
Economic	How do we balance regional and municipal outlook in economic development, for example, we might want retail clustered in certain areas but that creates communities of haves/have-nots
Economic	A trained workforce is important to economic resiliency
Economic	Regional public and private health systems are an asset
Economic	Trade schools in Fox Valley Career Center is a cooperative among several high schools that exposes students to job training from a young age; this is an asset and model to be replicated
Economic	We have and need to preserve the many educational opportunities available, e.g. trade schools, IMSA (high-achieving private school), and community colleges
Economic	The region is losing jobs and people
Economic	People are leaving the region because of lack of economic development
Economic	Tax burdens
Economic	State not promoting economic development
Economic	Economy, jobs, and housing will follow if quality of life issues are addressed
Economic	How does the economy of McHenry County compare to the rest of the region?
Economic	Asset: diversity in industries
Economic	Transit activity is lacking in McHenry County which may be the reason why the county might be lacking in economic recovery

Economic	Differences /disparity in communities are by those by the Metra line and those who are not
Economic	Lifestyle doesn't match cost of living
Economic	Tourist attraction such as Chicago's downtown is a major asset
Economic	Don't mess with Lucas Museum
Economic	Other major issues: violence
Economic	Other major issues: violence
Economic	Other major issues: crime (different from violence)
Economic	Other major issues: crime (different from violence)
Economic	Health and social welfare major challenge
Economic	Challenge: economic development, specifically increasing employment
Economic	Challenge: economic development, specifically job creation
Economic	Challenge: distances to shopping
Economic	It's harder to climb the economic ladder now
Economic	Lack of financial literacy at the root of many problems
Economic	Promoting economic diversity in a community is just as important as promoting racial diversity; Englewood today v. Englewood many years ago is still majority (No Suggestions), but what has changed is the number of middle income (No Suggestions)
Economic	Financial qualifications too high for many housing options (pub housing only remaining option)
Economic	Most affordable housing families carry the highest tax burden and they will only address this issue when they learn to read their tax bills [issues of financial literacy]
Economic	Age of the housing stock in Chicago is disproportionately high in poor communities, therefore, creating housing options and helping people secure housing requires a lot more rehab (but these are people without those resources). Therefore, they need different types of help
Economic	When the home you want to buy needs rehab it is undervalued, making it harder to secure the necessary capital
Economic	Tax structure in the South Suburbs of Chicago has a high tax burden that it can't support, low-capacity communities
Economic	EMS don't serve our neighborhood
Economic	Education subpar and crime too high
Economic	We need to create businesses in our community, perhaps business incubators that offer affordable space
Economic	Youth entrepreneurship critical opportunity (that if undercapitalized can become a challenge)
Economic	Startup funding needed for new businesses
Economic	Our community has a low credit rating overall and isn't attracting investment, we need open bank loans
Economic	We need entrepreneurship training

Economic	Financial literacy and training needed, people need to learn how to invest their money
Economic	Grants and available money are well-advertised in our community, they should advertise in the Pullman Post
Economic	There should be more funding for schools
Economic	Youth jobs needed in our community
Economic	Too much segregation
Economic	Hard to find a trustworthy person to guide you to the home buying process, too many scammers
Economic	Failure to ensure security in neighborhoods is discouraging homeownership in the community
Economic	Quality housing requires quality schools
Economic	Retail is too slow to arrive
Economic	Opportunities for children/youth - access to amenities of region/community
Economic	Crushing debt
Economic	Equity is a critical priority - addressing disparity
Economic	Education/information sharing and CMAP's role - divvy vouchers?
Economic	Align education and workforce jobs
Economic	Equitable education could solve a lot of planning issues
Economic	Certain investments, like the 606, seem to be pushing people out because property values are increasing
Economic	Health care
Economic	Need diversity/multi-cultural
Economic	Small specialized products
Economic	Micro-economy
Economic	Decentralization
Economic	Changing economy - information economy, pulling communication left behind
Economic	Abandoned property
Economic	Political state of Springfield doesn't encourage investment
Economic	Assets - manufacturing - shipping, fire?
Economic	Workforce development - automation of warehouses, jobs, GEDs, understanding of tech, prepare current generation to jobs in future
Economic	Tech driven - productivity, food, robots, self-driving cars, localization, services
Economic	Economy - segregation, access to jobs
Economic	Referendum for the region to independently raise funds for capital projects and investments
Economic	Assets: people and lake

Economic	Repercussions from national security, security events; security
Economic	The jobs in our community [Austin/West Side] are min. wage
Economic	Ex-offenders are locked out of economy, or offered jobs that barely pay min. wage (or not even that)
Economic	Economic development should start with CDCs and other community-based groups who know how investment should happen, esp. CDCs that focus on rehab
Economic	We need to invest in building the capacity of community-based nonprofits so they can become community developers
Economic	No high schools in the area to train in skills or offer a liberal arts curriculum, which is the first step to creating a strong workforce
Economic	We only look at unemployment, rather than looking at employment, which is only 54% in Austin. Unemployment only measures those still looking, but many people have given up looking
Economic	Large pool of youth without any work experience
Economic	Poor training for STEM and other jobs that are replacing traditional industries
Economic	Westside Health Authority works with population returning from prison, b/c they need extra support, they can't get public housing or jobs, but are middle-age and need both, despite having no experience
Economic	Instead of just bringing in outside resources to communities, ON TO 2050 should discuss how to build the capacity of communities by investing in existing organizations, like CDCs, to develop local business, local housing, and local infrastructure
Economic	Youth are an untapped resource: how can we engage them in planning to 1) show them how things work, 2) give them a voice in the process, 3) use them as a mentors for future work
Economic	Education should be more exciting and engaging, who wants to go to school today? Education today isn't practical and transferable and relevant to the real world
Economic	Top priorities: crime/guns, education, taxes
Economic	Biggest opportunity is new construction in the city
Economic	We are neck and neck with Houston. May become the 4th metro area in the US
Economic	Machines are going to be making everything that needs to be made
Economic	In Illinois, we're fighting a huge education issue.
Economic	Biggest density of college students (besides Boston)
Economic	People don't want to hire in certain communities
Economic	Taxes - economic disparity (who is leaving the city) new development is happening downtown, all over the city but yet we're losing population
Economic	Be mobile economic region
Economic	Losing industry/machines will build/take jobs
Economic	We want to pay more taxes for better education

Economic	Increased density of college students. Educational institutions
Economic	Training the workforce more realistically
Economic	More education
Economic	Business owners have said that they've got this job that they can't fill.
Economic	Big businesses coming to west loop due to Rahm's push and transit
Economic	How does gentrification affect the West Loop?
Economic	Economic collaboration
Economic	Ford Heights is having terrible economic issues
Economic	Schools in Wilmette, kids are learning coding. Doesn't happen in so. Suburban cook
Economic	Money is keeping CPS/other districts from enhancing education
Economic	Statewide reform of school funding
Economic	Access to broadband
Economic	Opportunity to advance the learning curve based on kids growing up leaving basic tech skills/internet
Economic	Where do we put those incentives that spur economic growth?
Economic	Capitalizing on the structures, bring people together across the region
Economic	Increase incentives for green tech
Economic	Encourage telecommuting
Economic	Too much investment already coming to Chicago. No shortage of economic development
Economic	All are important economic development challenges
Economic	Good paying jobs can't find quality people to fill the jobs
Economic	Big tech companies helping to fill vacant building and bringing jobs w/them
Economic	Communities are pretty parochial
Economic	Improve public education/rich vs. poor education levels
Economic	Broadband Wi-Fi to accommodate everyone
Economic	Baby boomers vs. millennial use technology/how do we capitalize on this
Economic	Where can we place the incentives to spur growth
Economic	Capitalize on structures/working together
Economic	Create nation infrastructure bank/matches public money
Economic	Use online services more
Economic	Infill is more expensive to areas that need investment (contamination, soil)
Economic	We can't create jobs: it is a function of the market
Economic	Online shopping is taking over because of taxes, convenience

Economic   Philanthropists, lenders need to become more regionally invested in our communities, the funders need to think broadly and what that means long-term

Economic   Austin is lacking employers. Biggest employer is CPS/Hospital. Need more employment streams /opportunities

Economic   Don't see much economic development happening. Need partnerships w/businesses not more organizations

Economic   A plan has to figure out if it is willing to disproportionately invest in this community because it needs more. If it doesn't encourage business development here, they will continue to experience disinvestment

Economic   Empowering residents to purchase properties through faith-based orgs to help purchase properties. No taxes/back taxes. Cash deal. No bank involvement.

Economic   TIF dollars aren't being used.

Economic   TIF/SBIF - why aren't they being used on the west side or communities of color? Why west of western money isn't being invested in communities?

Economic   People won't invest if it has one project at a time. A comprehensive plan for this community, this area first.

Economic   Violence is a by-product of our incapacity to build a community

Economic   Don't see economic wheel. Investors don't come here for multiple reasons. "Other" as all of the above.

Economic   Oak Park is invested in building a bridge over the Eisenhower and traffic calming on Madison. They are doing this in a vacuum with no care about the implication it has on the Austin community.

Economic   Strategy has been to demolish urban blight (usually means small commercial resources)

Economic   In Oak Park they have store fronts. Austin lacks walkable communities because they demolished all the commercial structures. They are overwhelmed by too many unkempt housing stock w/ornate details that need maintenance.

Economic   Estate planning. No wills, no trusts in place for families left behind after a loved one passes.

Economic   Ask questions about inclusion and equity.

Economic   Education is huge factor in where people choose to live

Economic   Increase capacity for people; jobs w/ existing infrastructure

Economic   Less competition

Economic   [survey] economic development is always an "all of the above" situation; rather than picking one priority, the bigger challenge is sequencing the various activities

Economic   Business attraction should not be a priority, it does not add value

Economic	Need soft access as well as hard access for economic opportunities (networking opportunities to learn about jobs, rather than just the training and skills to fill the position)
Economic	Need a greater focus on trade, anything that is traded outside the region, and how to boost this trade, especially additional support to increase foreign exports
Economic	Disenfranchised communities #1
Economic	"Other" = loss of manufacturing base, higher minimum wage, education funding inequity
Economic	How to get people to live closer to jobs?
Economic	Greater need for human capital investment and investment in social services
Economic	Implement/develop a small business district in every neighborhood
Economic	More education funding to develop a qualified workforce
Economic	Need for greater family support and capacity building
Economic	More activities for at risk youth to decrease violence
Economic	Stem the flow of outward migration, mitigate the violence
Economic	Think about education as a single cohesive K-14 system
Economic	Need education beyond 12th grade
Economic	Education, quality of life
Economic	Does infrastructure upgrades include e-technology (apps, Wi-Fi?)
Economic	None
Economic	Some people are still trying to recover from housing crisis. What is the equity in this?
Economic	Assets: citizens are our greatest asset!
Economic	More economic development that thoughtfully brings jobs to people (ex: Mariano's)
Economic	Stronger and more local employment policy
Economic	What does the accountability of this look like? Ex: Evanston hired consultants to oversee this.
Economic	Increase micro loans to disadvantaged residents to become entrepreneurs
Economic	Provide more resources to young entrepreneurs to be able to do their jobs "innovation hubs" ex: sunshine enterprises
Economic	Think about consumer and expandable income
Economic	How do you increase the affordability of the must-haves? (broadband infrastructure)

Economic	Broadband is very important to the success of the region. A lot of legal back and forth which is a basic utility at this point
Economic	Difference between public vs. charter schools.
Economic	Uniformity in school education
Economic	What changes in demographics are projected with IL and Chicago demographics with IL financial problems?
Economic	Discussion of Airbnb - and helping adding to house owner income
Economic	Folks include cultural institutions and discussion of some museums are also educational institutions
Economic	Involve kids in city planning initiatives. They are our future!
Economic	Need to understand demographic trends (migration, diversity)
Economic	Region needs a better PR campaign to convince companies to move here or stay here
Economic	How do we help people connect with opportunity, and bring them back into the city? According to Uchicago Prof. Ronald Burt, Chicago is a closed network with all "high-value" people concentrated in impenetrable networks
Economic	Metropolitan Mayors Caucus and CMAP need to implement the recommendations from the immigration integration toolkit they developed and released
Economic	How do we integrate immigrants into society
Economic	What are the consequences of a widening economic gap and the suburbanization of poverty?
Economic	Need to do a better job of documenting incarcerated immigrant populations, especially where they are going, this is a pop that is not tracked but needs considerable support
Economic	Failings in infrastructure affect populations of color the most, e.g. lead in water systems are hurting school students in poor minority communities
Economic	Disenfranchised communities
Economic	Support for true small businesses doesn't really exist
Economic	Access to capital isn't available for small businesses under 75k
Economic	Dependency on retail in center towns, shopping centers are starting to disappear
Economic	Economic incentive: NE Illinois region going after companies as a conglomerate instead of 'infighting'. Collaboration as a region instead of municipalities fighting for businesses

Economic	Role of educational institutions and leveraging their resources. Use the universities for footing.
Economic	Is there ever any way that planning overlaps with policing?
Economic	A significant portion of population that sees no future for themselves; you'll continue to see issues.
Economic	This is a bilingual city and this should address more.
Economic	How do you plan for the city of the future if you can't engage in the social issues of today?
Economic	[Does CMAP] meet w/various communities and groups?
Economic	Without a strong economic base, the gov't doesn't have the resources to make changes
Economic	Still a challenge to attract investors. CMAP does a good job to paint a picture of what's best for the region
Economic	What exactly are you projecting? For population growth, what do you think the changes are?
Economic	Noticed that top 3 are equity issues. Observed living in so. Suburbs, Walmart is leaving one area to move to another. 3 Walmart's are moving - that's disturbing. Vacant Malls, Matteson Mall, ex.
Economic	Investors think Park Forest is too far away
Economic	Park Forest has been neglected vs. Chicago & N. Suburbs
Economic	Stigma that low-income people are in S. Suburbs
Economic	Economic red-lining occurs in S. Suburbs
Economic	Getting people to support assets that are already in Park Forest
Economic	Lack of support for local businesses
Economic	There used to be more businesses in Park Forest
Economic	Impacts of online shopping on local businesses
Economic	If there are good jobs - people will come
Economic	Equity (Robbins, Harvey)
Economic	Too many big box stores - lowers community standards
Economic	Need to support small business growth
Economic	Need to keep $ in our communities

Economic   Policies & incentives & programs to support entrepreneurship & skills development

Economic   Identify enterprise zones & sync w/transit

Economic   Small business development - creates local employment & keeps $ in community

Economic   Funding education (community colleges) - solving budget issues

Economic   Systemic change re: how we fund education

Economic   Overemphasis core education - need arts, music, technical trade skills

Economic   Equity overlap - policy

Economic   Supporting social entrepreneur, B-Corps, LC3 - Austin area

Economic   Business corridor development. Coordinated economic development, inter-gov't collaboration

Economic   Planning for demographic changes.

Economic   Inclusive growth

Economic   Have an economy based on private enterprise to spur economic development in the region w/consistent development plan.

Economic   Employment/jobs

Economic   W/a good economy, you'll have governance that will work w/you.

Economic   Isolated communities by ethnicity - are they considered isolated?

Economic   Wealth is central and needs to be spread

Economic   Opportunities need to grow in the Southside

Economic   Downtown is just fine, they need to find a new focus

Economic   (city/state government) made it very difficult small businesses to start & thrive

Economic   Innovation to improve cities - companies are learning the importance of this

Economic   Chicago has an existing fiber optic network but won't use it due to politics w/Comcast & at

Economic   We would save $$$ if we used our own infrastructure

Economic   Comparison to other metros in the country, by 2050, likely going to be passed by Houston and become the 4th largest region in the country.

Economic   Houston is going to surpass us as tech hub

Economic   Should my kids stay here as adults? I don't know.

Economic   Things that humans create (human capital)

Economic   Chicago is largest collection of public arts in the country

Economic   Crime - Shootings. Over cultural things that you can't get out of people heads no matter where you're at.

Economic	Schools: effects all of this
Economic	Tale of 2 cities. If you're not experiencing it, it's not something you can aggressively address.
Economic	Local business within residential communities
Economic	Businesses that provide goods/services we need
Economic	Align education w/workforce demand
Economic	CTE/Vocational training
Economic	Educational responsibility
Economic	Microloan programs/access to micro capital
Economic	Shop local
Economic	Education funding reform
Economic	Local currencies/barter
Economic	Student loan forgiveness
Economic	Health care costs for businesses
Economic	Need more business development and attraction to pay for other costs
Economic	We can't reverse segregation without access to opportunity and lack of access promotes segregation
Economic	Automation eating up lots of jobs
Economic	Sluggishness in economy, is it student debt?
Economic	Attracting other business and industries
Economic	Cultural resistance to integrating - everyone wants to live near people like them
Economic	Integration requires top-down approach to get people to do it, need someone else to blame for integration
Economic	The jobs are low-paying and disappearing, especially high wages, so that's making housing less affordable - not housing changing but national economy
Economic	Diversity - all types
Economic	Wide-range of education, from U of C to Elgin Community College
Economic	Why would a company move? To more congested suburbs like Arlington Heights vs. Elgin?
Economic	As a retiree, I think we are in bad shape, what type of opportunities do our children have? Not as many as when we were younger.
Economic	People fall underemployed
Economic	Slow recovery

Economic	Economies drive communities and make them desirable places to live
Economic	Businesses influence policy (positively and negatively), they are important to strong communities
Economic	Prioritize internet fiber extension
Economic	Not all activity should focus on Randall road corridor; some plans at the county level don't make sense at the municipal level
Economic	Economic development drives communities, business important to influence policy
Economic	Sports, Brookfield zoo
Economic	You get an education, not as bad as other places
Economic	# of college options, community colleges and expenses
Economic	Good only because of technology - it's going to save us a lot in the future
Economic	Poverty rate in Chicago is high. The availability of jobs is just not there. Housing is a pillar to a person's well-being, education, sustainability. A lot of inequities in this. Economic development in land use and the way it could be used: parking lot vs. playground
Economic	Other: Gentrification, blighted communities and empty lots
Economic	Other: NIMBYism, communities that are not accepting of mental facilities. In Chicagoland this is prevalent. Mental health is at the bottom of the barrel.
Economic	Other: A lot of empty spaces where innovative development could take place but because Chicago is such a segregated city, huge opportunities for revitalizing development are missed.
Economic	Having people provide infrastructure for economic development… thinks about the tax break that Boeing got to come here… and the empty lots for a $1… if there are tax breaks for people to do that for a low tax rate for entrepreneurs… better use for small business development and economic development.
Economic	Acknowledgement of human capital and the health of human capital in go to 2040. Afraid that it is disappearing in on to 2050… has to be a shift in the way we think about human capital… what is it going to take to encourage human capital.
Economic	Equestrian industry as an economic driver
Economic	Align education w/ equestrian industry
Economic	Economic disenfranchisement
Economic	Segregation, pioneering investment b/c are linked. Look at retail leakage
Economic	Create destinations
Economic	Community-led, can't be externally driven

Economic	Commercial development very difficult for our residents to find jobs. There is an available labor pool but no outlet
Economic	Strong diversity adds to attraction
Economic	Economic development success should be shared regionally
Economic	Business development should not count more than people
Economic	Higher education in the region is an asset
Economic	Cultural institutions are assets
Economic	Incentives for sustainable development
Economic	Small business development is challenged by internet, big box
Economic	Losing our trades, need to develop those skills
Economic	More people need more central places to get together, gathering, and pubs!
Economic	Community design and human design
Economic	AbbVie, etc., are bringing diversity to Lake County
Economic	Want more human interaction
Economic	Future local economies will be trades-based
Economic	Infrastructure for a competitive economy
Economic	Secure sustainable economic development not shopping centers and factories that are abandoned after 20 years.
Economic	Address demographic changes
Economic	Align educational programs with future workforce needs
Economic	Increase the number of jobs in the region
Economic	Why isn't education included in the list of CMAP priorities?
Economic	Public Health/Health care needs to be included
Economic	Safety, gun violence
Economic	Decline of schools keeps us from attracting young upwardly mobile people. Our area is being forgotten. People come to buy homes & see disrepair and are detoured.
Economic	Chicago State is decaying. Everywhere else where a university is present, it is well kept. And the universities are vibrant.
Economic	Closed schools are an issue.
Economic	Are you recommending things to happen in this neighborhood? Because we need economic development
Economic	We feel like we've been left out.
Economic	Restaurant closings are an issue
Economic	Cost 1.2 million to open a pizza place. Why?

Economic	What can we do to open a business to employ our children and grandchildren?
Economic	Where is the IL equivalent of the "Pure Michigan" campaign
Economic	High perception of criminality
Economic	Retailers are sheep to the numbers: "what's the traffic count"? Even incentives can't overcome that (for national/regional retailers)
Economic	Until we see job creation we won't see housing construction/sales pick-up
Economic	Region has diversity of skills and people have diversity of interests
Economic	Crowd sourcing ideas leads to best ideas
Economic	Release data that CMAP creates - make it into a game/contest like Divvy
Economic	Look at Irvine CA to protect from gentrification
Economic	Education institutions bring young, talented people who stay
Economic	Look at the cultural plan/cultural plan & special events (DCASE)
Economic	Find Passion that people can tap into
Economic	Give developers incentives/not necessarily money (to develop data-related games/apps)
Economic	If overlaid w/equity, those opportunities can start where they're needed & build a more just world.
Economic	Educate people to lead and be in any job w/o institutional oppression
Economic	Techniques and tactics need to include communities
Economic	Better educational systems w/less debt
Economic	Inclusion of any and everyone
Economic	Futuro para los ninos
Economic	Comprehensive planning on the lakefront
Economic	Equity along the lakefront - access to public land
Economic	Challenged by institutional players like FBI, Navy Base, AbbVie
Economic	Need to align development w/vision
Economic	School funding reform
Economic	Segregation is linked to jobs access
Economic	High education important to advancement, but it needs to be accessible
Economic	Support green jobs, local food systems
Economic	Vocation training
Economic	Environmental opportunities are economic opportunities especially when overlaid w/equity considerations
Economic	Need to welcome people of all backgrounds
Economic	Education should be open to everyone
Economic	Our "Environment" includes public safety, crime, and violence
Economic	Workforce development
Economic	How to keep developers from leaving?
Economic	Inclusive growth

Economic	Incentives to improve the appearance of storefronts
Economic	Teach civic and soft skills in school
Economic	Local collaboration between schools and businesses, perhaps via parks
Economic	Prepare local students for real jobs
Economic	Acknowledge the resource wall in education
Economic	Encourage businesses to hire locally
Economic	Inclusive hiring for workers in reentry, disadvantaged constituencies
Economic	Expose students to careers BEFORE high school
Economic	Provide schools with jobs data
Economic	Disinvestment in education puts communities at a disadvantage
Economic	Bad funding models for municipal services, education
Economic	Train/educate students for future jobs
Economic	Collaboration between businesses and education (as in Lexington, KY)
Economic	Prioritize economic development investments
Economic	Address the mental health needs of youth and the effects of homelessness on employability
Economic	Implement effective education programs to adopt to a changing job market
Economic	Increase capacity for businesses to collaborate with schools
Economic	Professional jobs only but no low/mid.
Economic	Jobs/education match lift all
Economic	Big divide between classes.
Economic	Workforce doesn't match needs of new economy,
Economic	IL sees net loss from outward migration.
Economic	Jobs are not accessible
Economic	Creating opportunities for all.
Economic	People to do jobs.
Economic	Keeping a strong economy.
Economic	Human capital development.
Economic	Business growth.
Economic	Funding infrastructure.
Economic	Slow
Economic	Competitive jobs
Economic	Job creation
Economic	New jobs.
Economic	Unused storefronts.
Economic	Transitioning to new technology & economy.
Economic	Loss of low-skill jobs in manufacturing.
Economic	Business within the community, motivation for job training.
Economic	Equity

Economic	Economic opportunities that incentivize kids from getting off the streets.
Economic	Developing local economy - crime & vacant spaces are barriers.
Economic	Developing manufacturing.
Economic	Jobs that employ many vs. few.
Economic	Jobs in challenged communities
Economic	Jobs.
Economic	Living wage jobs'
Economic	Jobs for those w criminal records.
Economic	Lack of employment within 'hood.
Economic	Not enough jobs & commerce.
Economic	No jobs or resources.
Economic	Taxing according to income.
Economic	Less Jobs
Economic	Benefit for all
Economic	Reliance on ever-growing economy
Economic	Sustainability in industry increases, renewable incentives increases
Economic	Jobs changing, capitalism changing how motivate/support
Economic	More conducive supportive to job creation
Economic	Decreasing budgets
Economic	Lack of growth
Economic	Loss of good paying jobs in region
Economic	Inequality of wages and job opportunities
Economic	Jobs
Economic	Availability of jobs locally
Economic	Diversifying businesses; providing community space that is desirable/functional
Economic	Outreach, set examples through communities, businesses, create incentives
Economic	Hard to sustain local economy - which is more sustainable
Economic	Preventing? Where costs of complying with regulations/requirements turn away potential business
Economic	Job centers in places that aren't transit accessible
Economic	Reaching disinvested areas
Economic	Make more diverse
Economic	Equitable development invest in disinvested communities
Economic	Leverage resources
Economic	Lack of jobs for those w/out education, low minimum wage
Economic	So many connecting people w/jobs
Economic	Disinvestment reduces productivity and shrinks metro GDP
Economic	Many weak local economies. Attracting development. Local work base.
Economic	Jobs transition away from small business model

Economic	Pension fund???/education
Economic	Slipping because of government
Economic	Jobs & education
Economic	Poaching from suburbs to urban Midwest to sub belt
Economic	Preventing collapse, disinvestment on mass scale
Economic	Equal pay. Higher minimum wage. More jobs.
Economic	Connectivity and accessibility of economic opportunity
Economic	Developing Opportunities for underserved populations
Economic	Stimulating the economy
Economic	Need to attract jobs - dilapidated infrastructure access to opportunity
Economic	Our economy hasn't grown on a par with our peer regions
Economic	Pension crisis, school budget
Economic	State of Illinois!
Economic	Fostering growth & inclusivity
Economic	State government impacts - deficit
Economic	Uncertainty
Economic	Growth of US products
Economic	Getting businesses closer to where people live w/o damaging neighborhoods
Economic	High taxes are forcing business out of Illinois
Economic	Mall area and Randall road doesn't stay the same
Economic	Continuing state/Fed level mandates without funding consideration
Economic	Encourage small to mid-size businesses to build middle class
Economic	Growing jobs
Economic	Jobs for all
Economic	Growth of US products
Economic	Tax burden
Economic	Lack of jobs in urban areas
Economic	The lack of jobs; low wages
Economic	Stimulating poor income
Economic	Employment opportunities, equity of wages across group, higher minimum wage
Economic	Not a lot of employment/education opportunities.
Economic	Austin is a low-income community w/very limited employment opportunities
Economic	Need for jobs training & business that reinvest into the community
Economic	Living wages for individuals
Economic	Lack of jobs in urban areas
Economic	Not enough jobs around the community
Economic	Unemployment rate among youth & minorities
Economic	Jobs, education, health. 52% unemployed
Economic	Employment
Economic	Bad, aging

Economic	Employment for undereducated
Economic	No jobs for youth & low-skilled workers
Economic	Service industry/regional mfg.
Economic	Economic Development in poor regions.
Economic	Better education.
Economic	Set the example - min. wage.
Economic	Create jobs/livable wages.
Economic	Educational support.
Economic	Improve K-12. Job retraining.
Economic	Increase transportation/construction projects.
Economic	Wages same - no increase
Economic	Location & transportation access.
Economic	Established storefronts to short businesses.
Economic	Training.
Economic	Develop new employment training involving technology.
Economic	Transferable skills training.
Economic	Minimum wage
Economic	Economic opportunities available within community.
Economic	Large unskilled workforce.
Economic	Bring more manufacturing & retail in blighted areas.
Economic	Build industries in hoods that supply these jobs.
Economic	People want to work
Economic	Tax policy to spur new businesses to locate here.
Economic	Job training is available.
Economic	New forms of business
Economic	Redefine "growth" renewable energy
Economic	Market demand for renewables, local sourcing's
Economic	Water-food stormwater develop
Economic	Existing economic infrastructure including factories
Economic	Funding more creative solutions
Economic	Universal Wi-Fi. Car sharing
Economic	Being centralized located in the county
Economic	Manufacturing
Economic	Jobs in improving infrastructure (modern WPA or citizens corps)
Economic	Junior college training for job openings
Economic	Green jobs, vitality of walkable areas. Local production
Economic	Green jobs, need more policy to support
Economic	Small business creation is sustainable
Economic	New sharing economy
Economic	Inclusive growth
Economic	Collaboration w/agencies
Economic	TOD supportive policies
Economic	Broader investment grows the GDP pie for the whole region

Economic	Available land strong connections to community colleges
Economic	Invest in growing support of small, local business
Economic	IL has water and infrastructure
Economic	Collaborate w/industry/ communities/ sources of capital in the region
Economic	More business moving into suburbs
Economic	Diverse economic base, strong institutions
Economic	To lower crime, foster safe neighborhoods
Economic	Bi-Partisan leadership
Economic	Incentives for development of infrastructure investment
Economic	Transform our economy to greater innovation across sectors
Economic	New sectors offering new jobs/business/products
Economic	Educational & training opportunities
Economic	Projected population growth
Economic	Need to have more opportunities for becoming a manufacturing area
Economic	More control at local level
Economic	Employment
Economic	Incentives
Economic	Developing of businesses in urban communities
Economic	To increase fiscal responsibility
Economic	Large population of people who need jobs
Economic	Being the largest community in Chicago, the opportunity for development of streets, grocery stores is eminent
Economic	To build a solid business development network for business that will contribute to.
Economic	To be able to sustain their needs
Economic	Try to create more jobs
Economic	Public works, project infrastructure development, skills training
Economic	Create dynamic technologies
Economic	Vocational/business training in public schools
Economic	Crime. Voter turnout.
Economic	Education.
Economic	Immigration
Economic	Education - to make sure that next generation is self-sustaining.
Economic	Education
Economic	Development = displacement.
Economic	Local production
Economic	Quality of life - improving lives of disability, better quality of education
Economic	Quality of life
Economic	Focus on holistic community development
Economic	Violence in certain communities
Economic	Poorest communities have been disinvested oh so many fronts: transportation, jobs, housing & government
Economic	Education need stronger more supportive system

Economic	To train youth for changing job market.
Economic	Sharing economy, how to expand it to suburbs
Economic	Integrate better health as a long-term goal for the plan (along w/ economic prosperity, better air quality - whatever your indicators) a health orientation for ONTO 2050 would be in line w/trend for making health impacts a major focus. PLEASE include public health departments in this discussion (perhaps even as a separate working group? Cook, Kane, DuPage + Chicago health depts. are highly well versed in this topic.
Economic	Push for quarterbacks, collective impact, etc.
Economic	Cost reductions realized by investments (ounce for prevention/pound? For cure)
Economic	Attracting young people to Chicago (leverages additional investments)
Economic	Attracting and retaining young professionals
Economic	Civic & cultural amenities for communities
Economic	Creating amenities for young professionals: housing, transit, entertainment
Economic	How to attract and keep active residents? Create car-free recreational activities
Economic	McHenry County has fewer resources which affects the level of municipal services, which affects the county's ability to attract residents and businesses
Economic	More cultural opportunities/amenities to attract young people.
Economic	Need to attract young professionals who live here, but work elsewhere (only 30% live and work in McHenry County)
Economic	Re-image (re-brand) for city's "Facelift" - Attract new people - re-energize community.
Economic	Diverse local economy with many anchor institutions.
Economic	Strong anchor institutions including universities & research centers.
Economic	Allowing businesses freedom to grow. Fewer restraints.
Economic	Attract & incentivize for companies to invest here.
Economic	Attract new businesses.
Economic	Better environment to attract businesses.
Economic	Cost of doing business & investment.
Economic	Design it right and economy will come.
Economic	IL is seeing a net loss of people.
Economic	Keeping small businesses.
Economic	Slow growth, population and businesses relocating.
Economic	Slow growth. Regulations.
Economic	Small business.
Economic	Strive to make the state business friendly
Economic	The general business climate is noncompetitive. Let's make sure our region is different.
Economic	Companies who make capital investment create jobs & stimulate the economy.
Economic	Create "destination" communities where businesses want to be.
Economic	Harness the future entrepreneurship with good access to capital & grow businesses.
Economic	We have a competitive job market - we should promote that to bring people into the area & raise tax revenue.

Economic	1. Invest in more economic incubators.
Economic	Create a friendly environment for small business.
Economic	Improved business climate in the state
Economic	McHenry County is experiencing flat growth, unable to attract new businesses from outside the region
Economic	What incentives would encourage corporations to bring headquarters to McHenry County?
Economic	Another bubble.
Economic	Depression
Economic	Financial crisis.
Economic	Prevent economic depression.
Economic	Prolonged recession.
Economic	Blockbusting, redlining.
Economic	Class-segregated housing.
Economic	Diverse and segregated.
Economic	Divided land use, based on income, race, controlling sprawl.
Economic	Economically integrating the suburbs.
Economic	Equitable housing.
Economic	Equity
Economic	Expansion of above market luxury housing in working class 'hoods.
Economic	Fair Housing Act not enforced. High segregation - racial & economic.
Economic	Gentrification
Economic	Gentrification
Economic	Gentrification control.
Economic	Gentrification.
Economic	Gentrifying neighborhoods cause higher house prices.
Economic	Housing needs gentrification but that will mean lots of people will be left with no place to live.
Economic	Lack of economic integration.
Economic	Myth that it's poor people's fault there poor.
Economic	NIMBY, segregation/racism, red tape/politics.
Economic	People getting kicked out of their neighborhoods.
Economic	Racial and economic segregation.
Economic	Racial/economic segregation.
Economic	segregation
Economic	Segregation & funding.
Economic	Segregation.
Economic	Suburbanization of poverty. Are we overbuilt? Consolidation.
Economic	Trying to stop gentrification
Economic	Address historic discrimination. Educate on virtues of diversity. Dispel myths.
Economic	Address segregation
Economic	Be conscious of addressing segregation & economic disparities.
Economic	Beware of gentrification when redeveloping neighborhoods. No displacement of current residents.

Economic	Get people motivated to be part of equity transformation.
Economic	Increasing gentrification.
Economic	More homes are built but are available to certain people/group; inclusive areas.
Economic	Need to address economic & racial discrimination.
Economic	Poverty
Economic	Segregated land use.
Economic	Segregation. Good schools/jobs/employer cannibalization.
Economic	Access & creation of living-wage jobs & regional growth.
Economic	All the money is at the top.
Economic	Bifurcated economic development
Economic	Capitalism. Neoliberal cooperation must be overthrown.
Economic	Class divides.
Economic	Creating & retaining jobs for lower & middle class.
Economic	Creating opportunities for all.
Economic	Declining middle class.
Economic	Economic development that is more inclusive = a more resilient economy.
Economic	Ensuring inclusive growth.
Economic	Ensuring there's still a place at the table for those without a college education.
Economic	Equitable distribution.
Economic	Equity fair-use wages. Attracting businesses.
Economic	Equity on job development.
Economic	Growing inequity.
Economic	How much money people have/earn.
Economic	Inclusive economy - more opportunity for low income. Living wage & education.
Economic	Inequality.
Economic	Inequality.
Economic	Job creation for low-income communities
Economic	Lack of jobs in poor communities.
Economic	Living wage jobs. Inclusive economic growth.
Economic	Loss of middle class & upward mobility.
Economic	Not enough well-paying jobs.
Economic	Raise minimum wage
Economic	Redistribution of wealth.
Economic	Reviving the middle income group.
Economic	Southside needs help & far Westside.
Economic	Varied.
Economic	Growing gap between upper & lower classes.
Economic	Increasing segregation.
Economic	Groups working on strategies to redistribute.
Economic	Introduce new socialist agenda.
Economic	Movement toward racial equity.
Economic	Raise minimum wage state-wide; Equal pay for women; Paid time off; Equal public school funding; Support public buildings & higher ed schools.

Economic	Reassess state/regional priorities & fund those programs that fund underserved.
Economic	Set the example - min. wage.
Economic	Incentivize movement of middle class into lower income areas.
Economic	Control gentrification.
Economic	Reuse & gentrification of Chicago
Economic	Achieve health equity
Economic	Address "Equity" and call it out in the plan including each item.
Economic	Address equity in each aspect of the plan
Economic	Address Equity within each aspect of the Plan i.e. Participation representation policy etc.…
Economic	Address gentrification
Economic	Address the race issue.
Economic	All work done through lens of racial equity.
Economic	Be "intentional" about diversity
Economic	Be very intentional about addressing diversity issues and engaging diverse groups/communities.
Economic	By specifically using social justice metrics.
Economic	Create a tax incentive for more emphasis on equitable development - especially in areas that need more - such as Southside - West side, by revitalizing public spaces - increasing security - making transportation more connected between the west and north side -
Economic	Despite the use of terms such as "inclusion", it's difficult to get a sense that the plan or activities are impacting West and Southside communities.
Economic	Economic segregation at play in Lake County
Economic	Engaging impoverished communities in their own health. Not forced but helping them want it.
Economic	Equity should be foremost then government efficiency.
Economic	How to include the lowest income earners in the Chicago area?
Economic	Ignore the political climate and go for policies that make sense. Make programs and policies that explicitly support women and minorities.
Economic	Integrated neighborhoods
Economic	Integrated neighborhoods
Economic	Integration of communities - racially and economically.
Economic	Lake County: tensions between urban and rural, affluence and poverty
Economic	Low-MOD Communities
Economic	More "plans" for the South side :)
Economic	More outreach to participate in the plan with underserved communities, so there is true representation of the region and its diversity.
Economic	More strategies for the South and West sides of Chicago.
Economic	No concentrations of poverty.
Economic	One 2050 Big Idea: Have all the communities in the South Suburbs look like those in the North and West as far as Quality education, infrastructure improvements; job opportunities and diverse and quality retail. This will take lawmakers and leaders to be unselfish and unfortunately this will never happen. Doesn't hurt to dream big...
Economic	Present policy impact/implications to marginalize groups/communities especially of color. Intentional engagement of economically disenfranchised groups.

Economic	Provide useful info/data on how to address EQUITY in a gentrifying community. Humboldt Park
Economic	Racial Equity and Inclusion
Economic	Racial segregation in Lake County
Economic	Racism
Economic	Reparations for housing discrimination
Economic	Segregation of communities…Equity across the region.
Economic	Suburbanization of poverty
Economic	The cost of living continues to escalate. Current trends show that jobs pay less. If this trend continues more people will fall into the poor category and will struggle to survive. This is a challenge that must be addressed.
Economic	This is Chicago, Let's be honest it's not the most equitable place, which is a shame.
Economic	Traditionally non-engaged populations related to issues. South/Westside residents
Economic	Transportation equity
Economic	Unaffordable land use due to gentrification
Economic	Economy.
Economic	All of the other issues hamper growth.
Economic	Can we sustain growth given obstacles
Economic	Economic development
Economic	Grow.
Economic	Help grow & expand.
Economic	If economy does well so people aren't upside-down, but rather prospering
Economic	Iffy
Economic	Keep strong/prosperous economy
Economic	Stagnation. Lack of investment.
Economic	Economic development.
Economic	If economy does well then people can invest & grow.
Economic	Long term benefits
Economic	New development
Economic	New industry
Economic	Thinking to the future.
Economic	Globalization
Economic	Attract foreign investment & trade.
Economic	Foreign investment.
Economic	Global market access. Incubation R&D efforts.
Economic	Allowing development to create jobs
Economic	Create new well-paying jobs.
Economic	Creating enough jobs.
Economic	Debt. Job opportunity.
Economic	Employment
Economic	Jobs
Economic	Jobs
Economic	Jobs are not accessible.

Economic	Need to create jobs that allow people to live & raise a family.
Economic	Over-reliance on service economy or low-wage retail jobs.
Economic	Provide jobs
Economic	Create jobs & livable wages.
Economic	Improve/add jobs that attract people with certain skills.
Economic	Keep jobs locally.
Economic	Might increase the expansion of jobs & labor force.
Economic	Access to jobs and economic development
Economic	Bring and retain more industry and jobs to Chicago and the State
Economic	Bring Jobs Back.
Economic	Higher wage levels
Economic	More jobs
Economic	We need more jobs.
Economic	Inflation, not enough money
Economic	Lack of economic base which can supply secondary sector jobs.
Economic	Lack of funds.
Economic	Lack of money/funds.
Economic	Not enough money to pay for all the expenses.
Economic	Price of living is very high, yet we don't have enough money to fund necessities.
Economic	More grants/loans & public/private partnerships.
Economic	Use of various funding/grants
Economic	Increase Enterprise Zone to more communities
Economic	Highlight strategic economic location.
Economic	Locational benefit to make it a hub for service industry.
Economic	Nation's trade hub.
Economic	Use our central location as in past
Economic	Attracting businesses to fill manufacturing.
Economic	Deindustrialization, financialization & inequality.
Economic	keeping a strong regional economy without manufacturing base
Economic	Revitalizing areas depended on steel processing.
Economic	Industrial jobs moving out.
Economic	Create incentives for industrial development in McHenry County
Economic	Better economy use. Business boom back in town.
Economic	Big company leaving.
Economic	Delays, lost productivity.
Economic	Failing businesses. People downsizing.
Economic	Increasing market volatility. Lack of demand
Economic	State budget, population loss, aging infrastructure.
Economic	Fundamental changes in economic environment.
Economic	Communication - govt to business.
Economic	Create strong economic cores.
Economic	Develop best practice toolkit
Economic	Economic recovery in certain sectors allows for improvements.

Economic	Effective use of available resources is better than spending on new ones.
Economic	Invest in worker- & community-owned businesses.
Economic	Take advantage of new markets while retrofitting strip malls & industry.
Economic	The city of Chicago as a driving force.
Economic	Entrepreneurial incubators.
Economic	Flexible work location.
Economic	Business incubator that support youth, seniors, unemployed.
Economic	Communities need the resources to invest, consistent with policies
Economic	McHenry County needs better wayfinding signage to support tourism
Economic	Brick & mortar stores going to disappear.
Economic	Not enough quality retail
Economic	Long-term feasibility of brick & mortar retails
Economic	Struggling commercial districts in small downtown areas.
Economic	Boutique small retail.
Economic	Bringing larger stores & chains away from malls/strip centers.
Economic	More retailers & restaurants.
Economic	Shopping local.
Economic	Ghost commercial development
Economic	Change in economy
Economic	Controlling a market that is changing due to technology advances.
Economic	Transition into an economy that can withstand new conditions (TPP)
Economic	Provide access to high speed internet access.
Economic	Innovate & incubate new industry/technology.
Economic	Innovation
Economic	Looking for new sectors of employment.
Economic	Technology
Economic	Makerspaces/innovation centers and incubators
Economic	Address changing workplace - no office needed in some cases
Economic	Continue infrastructure and fiber improvement
Economic	Expand the existing fiber optics network to support local businesses, schools
Economic	Fiber extension throughout county
Economic	Improve access to telecommunications infrastructure in McHenry County
Economic	Improvements to tech and telecommunications infrastructure; cell phone reception is poor
Economic	Improvements to telecommunications infrastructure will support economic development in McHenry County
Economic	Inclusive access to mobile technology is an infrastructure that must be built. The digital divide, unfortunately, is alive and well.
Economic	Metro-wide encouragement of policies (such as flex-time, telecommute) to decrease peak demand would benefit all forms of transportation, including needed capital outlay for wider highways or more buses/bus facilities.
Economic	NEED - CMAP leadership for local city/county "Dig Once" ordinances (+ Tech Assist) to adopt state standard for row cooperation for fiber & lot.
Economic	There is little institutional support for working at home in McHenry County

Economic	Debt.
Economic	Keeping development at bay in lieu of responsible tax incentives.
Economic	May have higher upfront costs
Economic	Resistance to plausible alternatives.
Economic	Possible reuse or reallocation of land uses
Economic	Space & specialization
Economic	The existence of alternative economic solutions.
Economic	Incentive alternative work schedules
Economic	Incorporate alternative work schedules in planning
Economic	Promote and understand alternative work schedules
Economic	Creating jobs that people want & pay well
Economic	Debt, unemployment, lack of jobs out of college.
Economic	Decent entry-level position/cost of living.
Economic	Higher education
Economic	Job opportunities out of college.
Economic	Jobs & education match to lift all.
Economic	Jobs are laying off not compensating for a person's skill level and unemployment is still high.
Economic	Jobs, people trained to do them.
Economic	Labor shortage in healthcare.
Economic	Lack if investment in education
Economic	Lack of jobs that pay affordable wages.
Economic	Less people are working "good jobs"
Economic	Lost cause. Education loss.
Economic	School funding.
Economic	Unemployed youth of color need more good jobs. Training for those jobs.
Economic	Value or skill mismatch- jobs like manufacturing. Too many liberal arts degrees, student debt.
Economic	Wage equity. Lack of job training, failure to support public education equally.
Economic	Workforce does not match needs of new economy.
Economic	Funding, teachers
Economic	Lack of individualized education.
Economic	Quality/desirability of local school system.
Economic	Reduce class disparity in education in education.
Economic	Education for availability of jobs.
Economic	Better education with emphasis on employment from kindergarten on.
Economic	Build on workforce & schools.
Economic	Create more mobile workforce, use all 7 counties.
Economic	Education.
Economic	Educational institutions are key player in workforce development.
Economic	Great workforce
Economic	Increase usage of workers

Economic	Integrate businesses into colleges so businesses can train for specific jobs that they need that may not be taught in a regular setting. Open programs to teach specific skills.
Economic	Training/education
Economic	Multiple options to retrain workers.
Economic	2. Strengthen cooperation between community colleges and local businesses and include training coordination.
Economic	3. Support NGOs that invest in developing human capital.
Economic	Access to Education
Economic	Address high African-American youth unemployment
Economic	Affordable housing/workforce -- develop skilled and non-skilled
Economic	Better access to schools for children in low income communities.
Economic	Better job skills training for all
Economic	Better Schools
Economic	Build more learning centers rather than jails/prisons.
Economic	Education / address school funding
Economic	Education, capacity building, and social services need more attention especially now as people turn inward. Reinventing gathering spaces is an interesting challenge in today's era of cell phones, iPad, big screen tvs and declining church attendance.
Economic	Eliminate Poverty in the Chicago Metro Area - Better schools - Workforce development - Access to higher education
Economic	Excellent work on human capital, especially workforce development & focus on cluster analysis.
Economic	Focus on job creation business attraction and workforce training. Very Important!
Economic	Free, Quality public education from pre-K thru undergraduate study
Economic	Fund education in a manner that ensures all children have access to high quality, safe education
Economic	high quality of education in the suburbs supports local land values
Economic	Invest in kids K-3 grade for future success in school / life skills.
Economic	Invest in plans for CPS.
Economic	McHenry County should leverage educational resources
Economic	More relationships between youth & mature adults.
Economic	NEED - CMAP leadership on "civic engagement" in library and community college (innovation and skill classes) assets involvement in goal-setting for a tech business - fun learning" incubator (like Blue 1647) in every community (especially underinvested).
Economic	Need a focus on regional job training to supply the regional jobs
Economic	Need to coordinate the efforts and data of all higher education institutions across the region - be sure to include the community colleges.
Economic	Reduce dependency on property taxes to fund schools.
Economic	Reduce Education inequities across the region
Economic	Teach history to kids about various cultures.
Economic	Work with innovation and learning areas (in community college areas), such as via incubators like Blue 1647 (in underinvested areas)
Economic	Workforce needs: skilled production employees, low-skill production employees, engineers, IT professional

Economic	Youth disengagement in poorer communities
Economic	Address discrimination/segregation
Economic	Deep dish pizza - region's biggest asset
Economic	Good city services - clean streets
Economic	Sports teams are a big asset
Economic	Arts, culture, and food are big assets
Economic	Health, Chicago's Public Health
Economic	Violence, education issues, equity
Economic	Gentrification
Economic	Focus on Chatham
Economic	Public health: Diabetes/hypertension
Economic	Eating healthy is expensive.
Economic	Manufacturing clusters
Economic	Repeal NAFTA, we need US jobs
Economic	Local manufacturing
Economic	Proximity to Indiana - business climate
Economic	Valuation of jobs: sustainable vs outsource
Economic	Quality full-time jobs
Economic	Lack of jobs, attractiveness of the market
Economic	Businesses, economic development organizations are needed.
Economic	Crime is a major deterrent to economic development
Economic	Market our community as a diverse and welcoming place. Require private property maintenance and ensure public property maintenance. Attract a diverse range of businesses and services that would be attractive to a diverse population and provide jobs for residents.
Economic	Our area is diverse but starting to trend a majority minority population. The main problem in the south suburbs is attracting a Caucasian population. I think that many are turned off by the lack of diverse services and retail options. We have a hard time attracting those services and we believe a large reason is our majority minority population.
Economic	Lack of public investment in R&D
Economic	Reinstate matching SBIR funds; Create an Illinois Research Park authority, authorize with construction bonds; Create a program within the DCEO like NYSTAR; Permanently extend R&D credit, increase to 8-15%; Establish the Illinois Council on Aerospace, Life Sciences, Nanotechnology, etc.; Pass the Microloan Program Act; Land Bank Act; Green Jobs Training Fund Act; Community Bank of Illinois Act, etc.
Economic	I'd like to see a map that gives a sense of where the most opportunity is for repopulating a city, like Bronzeville. Where should we concentrate new development? Where would growth be most affordable and beneficial to the public? That seems like the essential basis of design for any urban planning in Chicago.
Economic	Predictability and sustainability, preferably without requiring constant adjustment due to being unlinked from inflation.
Economic	Tax businesses less and lower the obstacles to their healthy functioning. We should be treating these "geese that lay golden eggs" as the invaluable assets to collective/inclusive prosperity that they are. It might be politically impossible to propose - let alone effect - such adjustments that will be seen as indulging capitalists. But their creation of value is

the one and only source of anyone's prosperity.

Economic   This is a "feel good" topic for sure, but I fear it's impossible to ensure that everyone is "included in prosperity". Supporting our economic engines is certainly essential. But there is no substitute for personal initiative.

Economic   Is the funding source durable? Can the funding source turn a profit from its investment?

Economic   User fees are more equitable. Providing the mode remains popular, it will be more self-sustaining. Of course, traditional sources from taxing bodies will always play a part and represent funds from non-users and users.

Economic   Food, water, education. Have to get the foundation right.

Economic   Nonprofit, academic, civic, labor, and grassroots thought leaders who have the courage and vision to re-think tax, education, and economic policies so that all neighborhoods and people can achieve economic security and community prosperity. The ON TO 2050 plan should include ways to increase access to safe and affordable lending to small businesses, which create the most jobs in our economy and create amenities that make neighborhoods places of choice.

Economic   Every business that wants to employ people

Economic   Want to get the economy moving, we've got to address the government.

Economic   What is the underlying cause? Why are people far from where they need to be? Housing crisis, education? The real issue may be less of a infrastructure, it may be development.

Economic   One of the best ways to increase development is to improve CPS to make it so that people will want to live in Chicago.

Economic   Critical infrastructure – energy, transportation but DATA. Chicago is one of the largest when it comes to data in telecommunications. Nothing else would function without it.

Economic   ComED has a lot of telecommunications as part of their network even though they're an energy-based company.

Transportation	Infrastructure funding impact quality of community and ability to provide services such as road construction, sidewalk paths, water, and bike paths
Transportation	Bike funds go to Chicago
Transportation	Opportunities include Elgin O'Hare, 55 managed lanes, roadway investments
Transportation	Bike connections between neighborhoods to get people out of their cars
Transportation	Location of RR: at-grade crossings, noise, not sensitive to land use around the RR
Transportation	EOWA- need to connect to western edge of O'Hare, $2B to move Blue to west of O'Hare. RR still an obstacle to improving connection to O'Hare and surrounding areas
Transportation	TOD around Metra lines in an opportunity
Transportation	Chicago doesn't have a formal Transportation Demand Management program, no 511 program, both challenge and opportunity
Transportation	Replacing infrastructure: interlockers (Metra) and water systems
Transportation	Municipalities need to be willing to pay for transit service, i.e. Kendall County and RTA
Transportation	I-80 & I-55 are over capacity; fed and state DOT way behind the curve fixing problem and so they want Joliet to fix the problem, which isn't feasible
Transportation	Young professionals are leaving because travel time is too high
Transportation	Will County is huge, in eastern part of county there is nothing so it's a trek to get anywhere; tried to work with Pace, but they need fixed routes; moved from a township based system to a municipality-based system, so they still want call and ride
Transportation	Trains connect to Loop; SW line service far below quality compared to Burlington Northern or other northern line. Heritage Line is even worse. 3 or 4 trains in and out each day, but we all pay taxes to RTA
Transportation	Next wave of projects for CREATE needed to eliminate conflicts with freight/land use in southwest
Transportation	Need more data on what people need and where they want to go in order to improve transit
Transportation	Freight on I-55 and I-80 has been forgotten, need the Star Line and Illiana
Transportation	How do we connect South and North of region, b/t suburbs and suburbs and loop
Transportation	Municipalities are doing Phase I/Phase II, not the state, municipalities bearing the burden b/c state won't/can't include it in their multi-year capital program, though it is a state road
Transportation	Need to annex NW Indiana and expand cross-border transit routes
Transportation	Need more info on best practices for public works projects
Transportation	Be strong on infrastructure investment in ON TO 2050: roads and water
Transportation	Not enough $ for transportation
Transportation	Need transp. b/t city and suburbs AND suburb to suburb
Transportation	Need stable transp. funding

Transportation	People commute in for work and then leave, how do we create more neighbors
Transportation	Economy depends on public transit but RR connections hard to make, especially the first/last mile
Transportation	Need to invest in bike/ped projects to improve walkability and public health
Transportation	Transit connections b/t service providers needed b/t suburbs needed
Transportation	Need to improve high speed trains and better connect to hubs
Transportation	Green buses
Transportation	Concrete roads/infrastructure hubs
Transportation	It's hard to get to a place in one way
Transportation	There are many stops to make before getting to your destination
Transportation	Public Transportation is hesitant and can make people uncomfortable
Transportation	You should make a central hub of Transportation
Transportation	Create incentives to make people want to use public transportation "clean up"
Transportation	Low public transit ridership, congestion, maintenance and safety issues
Transportation	More modes of transport (high speed rail like Europe)
Transportation	Increase lighting in Transportation
Transportation	More express and faster transit services
Transportation	More connections
Transportation	Infrastructure projects that create jobs, Transportation to jobs
Transportation	Transportation is not available to everyone
Transportation	Lack of space to fix congestion
Transportation	Safety-perception of transit
Transportation	Timeliness of Transportation
Transportation	Where does parking money go?
Transportation	Increase bus stops
Transportation	More frequent bus service
Transportation	Roads are too big, not space for bikes
Transportation	Build better more sustainable roads
Transportation	Roads are over capacity during traffic hours
Transportation	No coordination between municipalities (east to west road construction)
Transportation	Master planning of Transportation roads
Transportation	Better roads mean better jobs
Transportation	Connectivity from BRT to suburbs "all comes down to the money"
Transportation	Improve infrastructure of underperforming systems
Transportation	Germany is an example of how improvements to infrastructure are being made
Transportation	High-speed rail is not getting enough attention
Transportation	Infrastructural challenges in hardest hit communities
Transportation	Outdated transit system

Transportation	Congestion pricing doesn't incorporate inclusivity
Transportation	More efficient routes for public transit such as bus rapid transit
Transportation	How about more express buses?
Transportation	Improve roadway conditions
Transportation	Need funding for Transportation
Transportation	Understand the connection between transit and roads
Transportation	Link workforce to opportunities where people can better themselves
Transportation	Freight trains holding commute with coal and oil
Transportation	Improve the city versus suburbs Transportation
Transportation	O'Hare -- need cheaper and more direct flights
Transportation	Capital plan only funded one year at a time, so you're always playing catch up
Transportation	On southwest side, the bare bones are there, but we need to invest in those areas to bring transportation to attractive/valuable standards
Transportation	Need to keep Gary as the third airport
Transportation	First/last mile issues must be resolve if we are to expand the economy
Transportation	With the death of malls, first/last mile is now a question of small vans to small stores, v. large trailers going to one destination
Transportation	Need to improve barge transportation, move to water traffic
Transportation	New Metra at 79th could spur TOD & small businesses.
Transportation	Want to see a Metra station at 79th
Transportation	Parking/land use
Transportation	Aging in place better with transit connections
Transportation	Public transportation between suburbs needs expansion
Transportation	Freight safety
Transportation	Biking not viable--needs improvement
Transportation	Public transit needs improvements/modernization/reinvention
Transportation	More options for mobility besides cars
Transportation	Sharing Economy - Bike, Car
Transportation	Improve public transit in suburbs (starline), north-south connections
Transportation	More regular bus/rideshare/BRT systems
Transportation	Improved rail/commuter transportation
Transportation	More express trains with more cars
Transportation	Safe transit
Transportation	Locomotive emissions
Transportation	Safer infrastructure
Transportation	Driverless cars
Transportation	Too many Transportation challenges
Transportation	Bike accessibility downtown
Transportation	Bike access between municipalities
Transportation	More comfort bike riding (infrastructure for commuters)
Transportation	Multiuse trails for commuting
Transportation	Bike trails need more connections

Transportation	Walkability to grocery stores, better for aging in place
Transportation	Public Transportation between suburbs needs expansion
Transportation	Townships expressed that they do have some capabilities to aid with municipal or conservation district road repairs and maintenance
Transportation	There are challenges to delivering services more efficiently through service sharing because people don't want to give up control by cooperating with other entities
Transportation	One example shared was about opportunities to coordinate road salt application.
Transportation	Improved rail/commuter Transportation
Transportation	Any service sharing tactics should be sensitive to employment – shouldn't lay people off
Transportation	Locomotive emissions
Transportation	The region's freight economy is an asset
Transportation	The region's transit system is an asset
Transportation	East coast states do a better job of leveraging their transportation systems
Transportation	We need to make a stronger commitment to transit so it's an option for more people
Transportation	Young people increasingly don't want to rely on cars
Transportation	Residents who wish to age in place prefer to live where a care is not required
Transportation	Huntley expressed one of their top priorities remains an Amtrak rail through Huntley and onto Rockford
Transportation	A Woodstock Metra rail yard is a priority for Woodstock and McHenry County to move a good number of the idle trains out of Crystal Lake and increase the number of trains going to Woodstock
Transportation	McHenry County College also places regional transportation as a priority. Automobile is the only form of transportation to the college (a bike path is in the process of being completed).
Transportation	Huntley expressed one of their top priorities remains an Amtrak rail through Huntley and onto Rockford
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Transportation	McHenry County College also places regional transportation as a priority. Automobile is the only form of transportation to the college (a bike path is in the process of being completed)
Transportation	Need for more community outreach around bike paths and trails and identified this as an area of intergovernmental collaboration
Transportation	Efforts should be made to move from a recreational mindset to seeing bike paths and trails as a transportation option

Transportation	There is a need for collaboration among governments to promote and publicize information about the new McHenry County trail, as it connects many towns
Transportation	Mismanagement of public finances means public universities aren't meeting their mission
Transportation	Future bike lanes just be painted stripes on the road and not separated with a median so that they can also be plowed
Transportation	Incorporate more bike lanes into roads and that it is an area ripe for possible collaboration
Transportation	Bike paths/sidewalks should be part of development deals with municipal planning commissions and developers
Transportation	Including bikes in road and development projects should come up earlier in the planning process at the local city level
Transportation	More connections to Metra to address first-last mile issues
Transportation	Better connections between housing and transportation
Transportation	Limited transit stops on Green Line
Transportation	Need a bus on Washington Street
Transportation	Need express buses
Transportation	Need Metra stop @ Central
Transportation	Look at current plans to improve Blue Line by CTA
Transportation	Address Eisenhower congestion at Central and 1st Ave.
Transportation	Expand Blue Line to Mannheim
Transportation	Increase access to jobs
Transportation	Utilize transportation network.
Transportation	Is there a collaborative approach to the coordination of infrastructure?
Transportation	Public transportation and lack of connectivity between communities to everywhere but downtown
Transportation	Connectivity of bike routes in the county
Transportation	East coast states do a better job of leveraging their Transportation systems
Transportation	McHenry County College also places regional Transportation as a priority. Automobile is the only form of Transportation to the college (a bike path is in the process of being completed).
Transportation	Efforts should be made to move from a recreational mindset to seeing bike paths and trails as a Transportation option
Transportation	Increase safety in crosswalks
Transportation	How to make communities more inclusive to pedestrians
Transportation	Increase physical mobility
Transportation	Fixed routes in transit are an obstacle, why not have dial-a-ride service to better meet the needs of transit-riders
Transportation	Car-sharing, ride-sharing, and van-sharing are opportunities to be explored
Transportation	Increase river mobility
Transportation	Utilize transportation network.
Transportation	Improve funding and transportation connections

Transportation	Increase bus routes = fastest way to build capacity
Transportation	Look at Niles Free Bus prototype
Transportation	Stop building new roads and highways
Transportation	Improve TDM (Transportation Demand Modelling)
Transportation	Address walkable/bikable TODs becoming a luxury of affluent neighborhoods
Transportation	Look at TOD at 63rd and Cottage Grove
Transportation	The condition of infrastructure and connectivity go hand-in-hand
Transportation	Why do new things when old infrastructure funding is needed?
Transportation	Slow infrastructure needs to be improved. This is a national challenge.
Transportation	Public Transportation and lack of connectivity between communities to everywhere but downtown
Transportation	We have the second best transit system around the country not doing enough around the transit stops
Transportation	Explore where the jobs are and how people get around
Transportation	Asset: rail
Transportation	Quality of transit
Transportation	Transit boards should represent the region's demographics
Transportation	Improve funding and Transportation connections
Transportation	Increase bus routes = fastest way toy build capacity
Transportation	Extend rail (light rail?) past 95th Street on the south side
Transportation	Intermodal connectivity with commuter rail lines
Transportation	Connect Metra to O'Hare
Transportation	Transit schedules should accommodate non-traditional work schedules
Transportation	Do transit schedules' service for only traditional work schedules disadvantage low-income commuters?
Transportation	Universal availability of transit benefits (pre-tax dollars)
Transportation	Transit benefits to incentivize public transportation, rather than use of personal autos
Transportation	Upgrade transportation infrastructure
Transportation	Reduce rail/train noise through communities
Transportation	Upgrade safety at rail crossings
Transportation	Public transportation between suburbs
Transportation	Safety is a key factor, people are more willing to get out and walk around b/c we don't have safety issues in Kane/Kendall Counties. Peace creates an opportunity for growth
Transportation	Why is the Central St. Blue Line station closed? All stations should be open, especially in poor areas like Austin where people need to be able to get to work
Transportation	Manufacturing jobs in the area are inaccessible by transit, such as near Island and Gersley businesses
Transportation	More investments in roads
Transportation	Well-rounded transportation system

Transportation	We have the second best transit system around the country not doing enough around the transit stops
Transportation	"Artificial density" park and ride
Transportation	Frequency issues/getting in the right direction
Transportation	Lack of parking encourages different modes of transportation. The real question is how do we make them work together?
Transportation	Elevated roads in congested areas
Transportation	Joint planning with Metra, PACE
Transportation	Light rail is prompt but very expensive
Transportation	Central business district need to be expanded out, don't make McHenry County an island!
Transportation	More funding for Metra
Transportation	There is a transportation problem when trying to get in and out of communities
Transportation	State of good repair is backlogged; needs to be addressed
Transportation	Why not improve existing train lines rather than build new ones?
Transportation	Aging infrastructure
Transportation	53/120 needs to get built. Safety is an issue and infrastructure needs help
Transportation	Upgrades are needed to address congestion and freight
Transportation	Increase bus service to/from Our Lady of Angels
Transportation	Address Congestion
Transportation	Joliet train station is underutilized
Transportation	Transit benefits to incentivize public Transportation, rather than use of personal autos
Transportation	Upgrade Transportation infrastructure
Transportation	Better Metra connections to city
Transportation	When will LaGrange Ave. be done?
Transportation	Improve freight traffic around Joliet warehouses
Transportation	Public Transportation between suburbs
Transportation	Scheduling/frequency in transit
Transportation	Routes for transit (access to jobs, schools, etc.)
Transportation	Condition of viaducts
Transportation	Street resurfacing, not just poor for driving on but suggests disinvestment, disinterest, which is discouraging to Economic Development
Transportation	Too many detours and bypasses from construction
Transportation	Potholes
Transportation	Coordinating repairs and infrastructure improvements among the various utilities and agencies working in public realm (road gets torn up more than it should)
Transportation	Need better access to jobs outside the community
Transportation	Need better access to jobs in our community too
Transportation	Poor quality transportation: not just where it is going, but the frequency too

Transportation	Cleanliness and safety on transit an issues, especially compared to D.C.
Transportation	Modes of transport
Transportation	UBER (pool)
Transportation	CTA - 80% of staff
Transportation	Suburban transit is an equity issue
Transportation	First/last mile access to stations
Transportation	Intermodal connections need to be predictable
Transportation	Information is important for facilitating ridership
Transportation	City's system is good to build on other cities would love to have what we have
Transportation	Public/private partnerships (shuttles)
Transportation	Lack of high speed rail
Transportation	Chicago is the only large city in US not currently planning new lines
Transportation	Lack of resources to transit
Transportation	Money for the state of good repair prohibits $ for expansion
Transportation	Sprawl and low density makes public transit unworkable in some parts of region
Transportation	Linkage/partnerships between transit and UBER/Lyft
Transportation	Leapfrog to new transit models
Transportation	Autonomous vehicles - potential to alter land use patterns
Transportation	How do we pay for transit?
Transportation	Connectivity between CTA/Metra
Transportation	Condition of roadways/bridges
Transportation	Logistics
Transportation	Infill stations
Transportation	Need for E-W connections, restoring connections between neighborhoods
Transportation	Access to open space via transit
Transportation	Well-rounded Transportation system
Transportation	Lack of parking encourages different modes of Transportation. The real question is how do we make them work together?
Transportation	There is a transportation problem when trying to get in and out of communities
Transportation	Communities have come a long way in TOD (more acceptance especially around good Transportation systems)
Transportation	Driverless cars and rideshare could lead to more congestion and have privacy issues, possibly safety issues
Transportation	Strong generational differences
Transportation	Lots of increase in senior population – autonomous vehicles may preserve mobility

Transportation	City street capacity won't be meaningfully increased by vehicle tech – we have the streets we have. We should focus on what we want our built environment to look like and have policies to encourage transit and walkability.
Transportation	Competing regions are building more transit (NYC, LA, Houston, Minneapolis, Denver) – either we're doing something wrong or they are
Transportation	Where do we want rail capacity? Should the system be so Loop-focused?
Transportation	Take advantage of under-utilized transportation investments through land use and economic development measures – also make future investments that leverage past investments
Transportation	TOD ordinances maybe be encouraging more use of already-strained transit capacity
Transportation	Neighboring out of state towns and regions are getting our residents
Transportation	Neighborhood factors like crime and schools have a lot more to do with where people decide to live and work than transportation access
Transportation	Jobs in the freight hub
Transportation	Geographic centrality of Chicago (rail, Mississippi/Great Lakes basin, etc.) still key
Transportation	Regional coordination of trails
Transportation	Sharing Economy - Bike, Car
Transportation	Transportation - condition of infrastructure
Transportation	Transit connections with in Chicago
Transportation	Too many transportation challenges
Transportation	No 24-hour public transit, but the jobs that are available require 24/7 or 3rd shift availability
Transportation	There aren't enough stops, too far to walk to the train
Transportation	Improvements to public transit could create jobs generally
Transportation	No active transportation infrastructure: Divvy, bike lanes, etc.
Transportation	Lots of pot holes on major streets, for example Madison, which makes it unappealing for new businesses
Transportation	Public works projects, e.g. train station construction, should employ neighborhood residents
Transportation	Roadway and freight/rail congestions could be separated. People may not care about one as much as the other.
Transportation	Jocks under 30 will want to use the bicycle (in response to concerns around questions about sex and age).
Transportation	South suburbs - there's no congestion but more rail/freight is on the way. 3rd airport would be a big boon for so. Subs.
Transportation	All of the new bike lanes are awful - not useable 4-5 months of the year, kids are getting hurt, segregate lanes, and traffic jams on Roosevelt are awful.
Transportation	Roads are already narrow, then they added bike lanes
Transportation	Using very inadequate approach to fund biking
Transportation	Strongly disagree that biking is a 5-6 month activity. People bike year round.

Transportation	Need a lot more public transit infrastructure to develop meaningful infrastructure that is well funded to give people the education they need.
Transportation	New York is making it so that deliveries can only be made at night so the trucks don't block the road.
Transportation	Congestion pricing/inner loop pricing for driving into downtown.
Transportation	Region has best transit
Transportation	Transportation: roadway and freight are two different things to city vs. suburbs. Affects each area differently
Transportation	Not enough PACE bus routes/times
Transportation	So. Suburbs there are no rail, in south vs. north. Geographical imbalance
Transportation	Bike lanes are not usable 4-5 months of the year. Dangerous/make them more segregated
Transportation	Transportation, infrastructure is inadequate. We need a fund!
Transportation	Transportation deliveries at night
Transportation	Increase pay for congestion, high traffic areas
Transportation	Transportation: condition of infrastructure, congestions.
Transportation	Providing ped & bike friendly condition
Transportation	Can't see how to upgrade if what is already in place is bad.
Transportation	Young people living closer to transit don't need cars.
Transportation	Last mile connections
Transportation	High speed rail
Transportation	Set up national infrastructure bank that attracts investors; to build high speed rail; expressways; good investment opportunities
Transportation	Increasing transit options in burbs
Transportation	Expand pedway
Transportation	move freight crossing to reduce delays
Transportation	Bike & road safety
Transportation	Providing pedestrian and bike friendly opportunities
Transportation	Integrated into the creation of infrastructure
Transportation	Transportation is an education shift
Transportation	The suburbs aren't TOD accessible so not affordable
Transportation	Regional plan for infrastructure (walkability)
Transportation	Increase transit options
Transportation	Make it easier for people to run errands in all weather
Transportation	Telecommuting to reduce need to drive/transit
Transportation	Culture shift for road & bike safety
Transportation	Funding for transportation options
Transportation	Lack of transportation to get to jobs
Transportation	Trans hard to get/ lack of connections
Transportation	Expansion of transportation
Transportation	Reason Austin existed was due to ideal transportation and location. The road back is the transportation which makes the businesses possible.

Transportation	Austin in a perfect transportation area but lacking the jobs. Jobs are in areas where transit doesn't exist. We need to bring these together.
Transportation	In transit-rich area. The later it gets (in the day), the harder it is to get out (using public transit). Not enough bus and trains going out after peak hours.
Transportation	Lack a strategic plan in how that works for local economy.
Transportation	Need express buses to the Loop.
Transportation	Blue Line @ Central is closed and makes that whole section a dead space for transit
Transportation	No stop between Harlem and Keddie since 1970
Transportation	Asked Metra about adding stop at Green line. Was met with excuses of how much it would cost.
Transportation	Coordination with community groups for infrastructure development
Transportation	Would like to take public transit
Transportation	BNSF line delays, freight congestion, equipment maintenance: Aurora
Transportation	Don't ride CTA because it's not safe or clean, means don't get as much exercise
Transportation	CTA buses are crowded
Transportation	Street Congestion impair bus convenience
Transportation	No real east-west CTA connections
Transportation	Tough to get Logan Square to lakefront
Transportation	Lack of east-west CTA connections creates segregation
Transportation	More regional planning for freight
Transportation	High speed rail
Transportation	Only connections are between city and out, not between suburbs
Transportation	First class light rail with frequent trains
Transportation	Chicago's transit system compared to the world is abysmal: outdated, rickety
Transportation	Bolingbrook to Elgin commute on public transportation isn't possible
Transportation	Accessibility of the system could be improved for riders needing access
Transportation	CTA is affordable and I would be willing to pay more if I saw improvements
Transportation	Tech = ITS/Cuts across all - necessary for congestion pricing, other methods of moving people. Goods, multimodal travel.
Transportation	High-speed rail: Better intercity connections, but not at expense of in-region transit
Transportation	Connectivity, reliability, speed: difficulty with north-south, e.s.?
Transportation	London underground is best example where people don't have to travel downtown
Transportation	Promote TOD with bicycle/od
Transportation	Buses as alternative
Transportation	Denser development by increasing connectivity
Transportation	Driverless cars: trucks
Transportation	Redesign transit governance: RTA with power, CMAP power!

Transportation	[survey] roadway/freight/rail should be tackled together, can make progress discretely
Transportation	[survey] should emphasize the need for a multi-modal system
Transportation	Self-driving cars, greater desire to take public transit
Transportation	Alternative work schedules to accommodate congestion
Transportation	Confusion between existing infrastructure conditions vs. need for upgrades
Transportation	upgrades and transit connections
transportation	Confusion between road/rail congestions
Transportation	Discern "where" and "for whom" we are making transportation investments?
Transportation	Where are the transit deserts?
Transportation	Improve BRT plans, Jeffery Jump is not much faster
Transportation	Transit connection between different parts of the region such as Cook to McHenry
Transportation	US is lagging behind other countries/needs to be more efficient
Transportation	Transit options are expensive & options are not in place
Transportation	As we start working at home more frequently, will we need public transit a few years from now?
Transportation	All other modes of transit are sometimes faster than public transit (decentralizes public transit)
Transportation	Public bus transit system are too confusing/ no clear signage better direction
Transportation	Transportation in the region needs to be looked at as a whole (transit connection, not being able to use one ticket to get to your destination)
Transportation	One app for all public transit systems in the cities universal fare card not only for the nation but the region
Transportation	Fare card app should be available not only on Ventra
Transportation	Connections within the city by transit
Transportation	Extend CTA transit/network
Transportation	TOD near affordable housing
Transportation	Weird traffic patterns, need to better manage conservation and preservation
Transportation	Invest in transit to connect to jobs and visit other parts of the city
Transportation	Increase transit apps that show you how to get around
Transportation	Skepticism on driverless cars
Transportation	Demand pricing/congestion
Transportation	Better connections of the spokes for public transit
Transportation	Better utilization of PACE buses
Transportation	Dedicated bus lanes
Transportation	Better service on CTA #31 Bus Line
Transportation	Let the Illiana die a peaceful death.
Transportation	More protected bikeways across the city

Transportation	Remember: There is life south of 95th Street -State Rep Al Riley
Transportation	P3's for infrastructure like Canada!
Transportation	Create LRT in North-River West Loop
Transportation	Make construction a winter project only!
Transportation	Pavement & Bike lanes!
Transportation	Add rails to the I-90 highway instead of more traffic lanes
Transportation	Expand BRT to suburbs
Transportation	Create a geographically equitable transportation system!
Transportation	More sidewalks in the suburbs
Transportation	Too much bus bunching on CTA
Transportation	Top 4 priorities: Environment, Housing, Transportation, Economy
Transportation	Other - Equity, Induced growth & demand
Transportation	2040 is mobility focused: switch to accessibility in 2050? Any increase in that kind of language?
Transportation	Connection to transportation: strange that Metra doesn't connect to anything.
Transportation	Offer a universal fare card.
Transportation	Make Metra and CTA connect
Transportation	East-west connections are poor.
Transportation	Condition of infrastructure
Transportation	Increasingly seeing communities with infrastructure out of shape.
Transportation	Municipalities are struggling
Transportation	Stuck/frozen switches on tracks, bus bunching
Transportation	Concerned about riding Metra and the infrastructure. Prays when crossing over the call-sag river hoping the bridge doesn't give way to the weight of the train
Transportation	Limited transit opportunities in the burbs
Transportation	Roadway network is multi-jurisdictional
Transportation	Looking at doing last-mile improvements
Transportation	All of these things are in the plan but can't be handled by the locals and the locals don't have funding/capacity to handle
Transportation	Not just road infrastructure, its transit.
Transportation	Coordination of depts. and money
Transportation	Having flexibility on spending (for road/infrastructure projects)
Transportation	Services are being depleted and not going in the right place.
Transportation	Metra should have jobs along lines and a mixture of housing and jobs should be land
Transportation	WITH the formula structure, it's a challenge. Need to find projects instead of leaving it
Transportation	Improve connections
Transportation	New Transportation Options
Transportation	Orland Park/ Kankakee/Indiana have lots of retail but it's not well distributed. Increases traffic.

Transportation	Tax incentives to adopt more sustainable practices (like electric cars)j
Transportation	Solve crumbling infrastructure (bridges, roads, etc.)
Transportation	Do not outsource jobs
Transportation	Affordable housing placed where jobs are - TOD
Transportation	Freight issues - tied to climate resiliency
Transportation	Expand TOD to include bus infrastructure
Transportation	Connecting our bike trails - n/s DesPlaines River
Transportation	Bike infrastructure
Transportation	Transit - higher density development. Make it beautiful
Transportation	Issue of freight car/ tank disasters - planning
Transportation	Metra electric - bus rapid transit & congestion pricing. HOV lanes
Transportation	Transit future
Transportation	Circulator bus
Transportation	Dealing with traffic congestion - stoplight technology
Transportation	Traffic circles
Transportation	Now there's no place for water to go due to asphalt & over development
Transportation	Highway expansion needed.
Transportation	Highway expansion NOT needed. The more they expand the highways, the more congestion there will be
Transportation	Encourage more public transit
Transportation	Disconnect between where people work & live.
Transportation	Needs to be jobs in the suburbs to connect to transit. Jobs in places where people are more.
Transportation	Fully fund CREATE
Transportation	There's no barrier except money
Transportation	Truckers have to report the fuel that they purchase outside of IL and pay the difference
Transportation	Lack of coordination and communication in general. Partners don't talk to each other & duplicating our work. CDOT ripped up bike lanes 2 times.
Transportation	Equity
Transportation	Reduce reliance on cars
Transportation	Walkability/bike ability
Transportation	Congestion
Transportation	Aging infrastructure
Transportation	Pedestrian/transit friendly
Transportation	East-west connections are poor.
Transportation	Integrate CTA/Metra
Transportation	Non-traditional work schedule
Transportation	Last mile connections
Transportation	Congested air space - O'Hare
Transportation	Bus service declines. Higher demand.
Transportation	Bike path connectivity

Transportation	Bus congestions
Transportation	Bus bunching is an issue
Transportation	Bike parking needed
Transportation	ADA accessibility needed
Transportation	Bridge condition poor - major conditions that aren't being taken seriously enough
Transportation	Maintenance needs to be sustainable
Transportation	How well are roads built - they seem to fall apart too quickly - what's the quality?
Transportation	Suburbanites won't take the bus - especially children and young adults. Thinking how are we education our kids - build culture of transit appreciation
Transportation	Not regular at frequent service - adults need education too on transit options
Transportation	We have rail/roads/airport - but struggling public transit
Transportation	I-90 golden opportunity
Transportation	Cars are going to be more efficient and exciting, they will still be around in 2050
Transportation	The footbridge over Harlem and Archer is scary is walk on, feels like it's going to fall apart at any moment
Transportation	The roads in deep summit are terrible, too narrow for two lanes and not good for driving
Transportation	Lots of unpaved alleyways, which is a problem because alleys are an important transportation corridor
Transportation	Trains don't run frequently enough
Transportation	I didn't even know Summit had a Metra station
Transportation	The Metra station could be a nice place to be, it's right next to a park, but rather than being a gateway, it's hidden so most people don't know it's there
Transportation	Better transportation connections between counties! Metro & Trains
Transportation	Ongoing appropriation for CMAP
Transportation	Add an exit at Route 23 on I-90
Transportation	Widen Route 47 Huntly to Woodstock
Transportation	Widen Randall Road
Transportation	Add another interchange in McHenry County
Transportation	Cars are going to be way better, cars are exciting, want my children to see what I drove
Transportation	Foot bridge over Harlem and Archer
Transportation	Deep Summit roads are terrible - too narrow
Transportation	Lots of unpaved alleys
Transportation	Why don't you use public transit… would ride bike but can't shower… Not a bike friendly city.

Transportation	Afraid of ending up like the Chinese and walking around wearing masks due to pollution
Transportation	Dependence on cars… moves away from an economy based on roads and cars that would be great.
Transportation	I love umber because they will go to some places taxis won't go… Feels safe with Uber and it provides more access. A way for people to make a living.
Transportation	Multi-use trails - horse & bike uses are incompatible
Transportation	Multi-use trails should not combine horses with other uses
Transportation	Equestrian trails (plan for McHenry County
Transportation	Each developer responsible for infrastructure, compliant with county regional plan, municipal ordinances
Transportation	Last 1-5 mile challenge
Transportation	Aging water infrastructure
Transportation	Congestion is an issue
Transportation	Accessibility of retail malls
Transportation	IDOT coordination with municipalities
Transportation	Challenges: recognize each municipality's infrastructure issues & priorities
Transportation	Residential roads are used as if they are parks
Transportation	Appreciate local character in regional planning
Transportation	We're way behind, especially high speed rail
Transportation	Future transportation pay per use
Transportation	Regional planning is important
Transportation	Improve all-weather access to Metra stations, walkability
Transportation	Improve frequency of Metra service
Transportation	Affordability of public transportation means many can't use it
Transportation	Low wages of many workers make public transportation unaffordable; they walk instead
Transportation	Reliability of the commuter rail system
Transportation	Transportation planners should think through the future implications of transit
Transportation	More local and thoughtful planning
Transportation	Freight safety, rail car contents
Transportation	Freight congestion
Transportation	Fewer at-grade rail crossings
Transportation	Cut carbon emissions
Transportation	Lack of policy imagination in transportation
Transportation	Route 45 needs pedestrian paths
Transportation	Walkability/bike ability
Transportation	Accessibility of strip malls to pedestrians and cyclists
Transportation	Threat of Rte. 53 extension is a major impediment to planning
Transportation	Impact of impervious surfaces from development
Transportation	More permeable surfaces

Transportation	Environmental consciousness
Transportation	Dial-a-Bus
Transportation	Gurnee wants walkability
Transportation	Too many big streets destroy human habitat
Transportation	Traffic calming
Transportation	Older communities have narrower streets and denser neighborhoods
Transportation	We want to walk to services
Transportation	Trolleys
Transportation	More work from home
Transportation	Walkability = sociability
Transportation	We don't want Rte. 53 dividing our county (Lake)
Transportation	We want future transportation to support neighborhoods
Transportation	Safe access to public transportation
Transportation	Better hours, expanded services, for public transportation
Transportation	Freight safety
Transportation	Make Rte. 53 a bikeway, instead of a parkway
Transportation	Dedicated commuter line, next to the freight line
Transportation	Light rail and electric trains
Transportation	Equitable access to transportation at all times
Transportation	Combine housing with transit in existing form
Transportation	We want more livable, walkable communities.
Transportation	We need mass transportation alternatives to highways that are more efficient, less expensive to maintain, and reduce the space devoted to cars in our communities
Transportation	We do not want Rt. 53/120 extended through the center of Lake County
Transportation	The Rt. 53 extension would destroy and divide communities, and superimposing it on the ON TO 2050 RTP has created massive controversy and planning gridlock
Transportation	We want our mass transit stops to be safe and commuter friendly like safe pathways to them, platforms and shelters for people waiting
Transportation	We cannot afford to maintain the roads that we presently have.
Transportation	We want a transportation plan that responsibly and strategically recognizes the development response to transportation improvements
Transportation	We favor complete streets, improved roadway intersections and turn lanes, and grade separations rather than adding roadway lanes
Transportation	There were 924 people who lost their lives on Illinois roadways in 2015. That's almost three people killed on the roads every day. Despite safety advances, road travel remains unacceptably hazardous in the 21st century
Transportation	Transportation improvements should be prioritized to support economic development with reduced trips and reduced commute distances, and not wasted to support long commutes or poorly planned sprawling development
Transportation	We support bus rapid transit on existing routes between urban centers with planning to replace them with rail to revitalize our cities

Transportation	We call for a transition to electrified mass transit to reduce the CO2 emissions from transportation, and improve the unhealthy air quality that we suffer.
Transportation	We expect less space in our communities to be devoted to cars when autonomous vehicle technology enables fewer vehicles to support the same number of passenger trips.
Transportation	Congestion pricing on toll roads is unfair, and considering the land condemnation powers granted to the Tollway by the state, should not be permitted. Instead, congestion should be managed by providing more efficient, predictable and reliable transportation options, and restricting access to highways so they operate at their rated capacity.
Transportation	Counties and municipalities should have a comprehensive transportation plan that includes walk, bike, car and mass transit components, and integrate each development and transportation improvement project with all components.
Transportation	Transportation agencies should not abuse their Clean Water Act exemptions by failing to avoid filling in waters of the US or Lake County waters.
Transportation	Many lakes of Lake County are reaching impairment concentrations from road salt. Methods that reduce and eliminate application of sodium chloride and other pollutants should be required for all public road maintenance.
Transportation	Transportation corridors should not become vectors for invasive plants, and open medians and berms should be representative of their native ecosystems.
Transportation	Animals in Lake County, such as the Blanding's Turtle and facing extirpation because of road mortality. Remedies to reduce mortality of such species should be implemented.
Transportation	Capacity will never catch up with induced demand.
Transportation	Limited road capacity must be allocated to drivers before they embark
Transportation	No Rte. 53, once drivers leave their driveway it's too late
Transportation	Billions of federal disaster aid in Katrina, Sandy… Resilience alone is irresponsible. Our area is a major source of climate emissions
Transportation	We have the responsibility to reduce them and lessen climate change
Transportation	Transportation improvements priorities should support shorter, fewer road trips. Urban areas need more efficient trains and connections
Transportation	Preoccupation with unaffordable Rte. 53/120 has consumed $ resources & produced only controversy. Adverse zoning blocks density needed for vibrant cities
Transportation	People can live better if they can enjoy services, healthy environment, with less times traveling
Transportation	Protect our water resources (i.e. Lake Michigan Water)
Transportation	Protect wetlands

Transportation	Control surface runs off as part of the planning process (charge surtax for parking lots that are hard surface, etc.)
Transportation	[Reduce the need for expansion of roads] In the older towns with existing mass transit encourage mixed use development such as in downtown Libertyville and Highland Park.
Transportation	Involve people with disabilities in the planning process not simply plan for them.
Transportation	More PACE type smaller buses and dial a ride programs for west and central Lake County.
Transportation	Combine housing, retail and transit in existing downtowns with mass transit. For example, the new METRA station in Grayslake on Washington Street should have been built in downtown Grayslake not in a farm field a mile or so outside of town on Washington Street.
Transportation	Make it easier for young professionals to get to where the jobs are
Transportation	What about bridges?
Transportation	Freight congestion - suggest overhead railways/bridges/viaducts
Transportation	Extension of Red Line, is that part of the plan?
Transportation	Bridges/viaducts along Cottage Grove are in bad shape.
Transportation	Streets underneath viaducts are in bad shape. And unsafe for driving.
Transportation	How do we know the viaduct on 100th/Cottage will be listed as priority? And will it be tested?
Transportation	Sink hole on 103rd/Wallace… Alderman says the street is 93 years old. But there's a problem of neglect. Urban decay.
Transportation	No repairs on 95th/IL Rte. 20 since 2008 between state street and western. West of Western there is repairs every year. But not east of Western.
Transportation	Bike infrastructure needed
Transportation	Need to move beyond maintenance as a transportation priority
Transportation	Roads bridges need to remain a focus
Transportation	Funding for transit needed
Transportation	Need funding for maintenance
Transportation	Metra needs equipment
Transportation	Everything funnels to Chicago, need something to connect suburbs (e.g. Star Line)
Transportation	Region is very logistics dependent, we need to diversify
Transportation	Neighborhood opportunity fund-effort to create more density
Transportation	Infrastructure is not maintained
Transportation	Use of bad contractors
Transportation	Minnesota does not need to maintain roads like us
Transportation	If you don't build parking, people will find an alternative way
Transportation	Should be areas to park car and leave it and go without
Transportation	Cap the Kennedy expressway with Green Space
Transportation	Loop link is dirty
Transportation	Proximity for types of transportation

Transportation	Drivers & cyclists don't know law
Transportation	Even though there are bike lanes, it's still not accepted on certain streets
Transportation	Car still dominates
Transportation	City should promote areas where cars are not dominate mode of transportation
Transportation	People are intimidated by where to park bikes
Transportation	Social cultural acceptance problems of bike riding
Transportation	Look at Netherlands where everybody rides bikes
Transportation	Uber recently started service to transfer bikes
Transportation	Our culture does not fit Europe [in reference to biking]
Transportation	We are not going to ween people off of cars
Transportation	Building more highways is not the solution
Transportation	Car sharing has opened up neighborhoods people would not have gone to
Transportation	Used to get stranded relying on taxis
Transportation	Would have bought vehicle if not for umber
Transportation	Improve the suburbs public transit connections -critical
Transportation	For people in Waukegan/NC who need transportation to jobs in Kenosha or other business parks; and expand hours to accommodate shifts. For well-paying jobs in ware houses etc.
Transportation	Van pools, sponsored by the businesses to get people to jobs
Transportation	[Van pools with] Private business park investments to solve this would help
Transportation	Pace is hard to deal with in lower income strata
Transportation	Wages come back into home communities
Transportation	We want more livable, walkable communities, not Rte. 53. Denser cities, less single-family
Transportation	Less car-dependent communities
Transportation	Get rid of Amstntz?
Transportation	Reconnect Waukegan with lakefront. Walk, trolley
Transportation	Slim the buses? =Paratransit
Transportation	Priority traffic light access for buses to intersections
Transportation	Autonomous vehicles to reduce car ownership to 1/3
Transportation	Express buses more frequent than 1/hour fewer strip malls
Transportation	Autonomous vehicles open up lanes for ped & rail
Transportation	Fix current infrastructure
Transportation	Prioritize projects driven today
Transportation	Lack of planning/lack of execution
Transportation	Lack of integrated planning
Transportation	Central hub for northern IL not WI
Transportation	Greater corporate support/company bus
Transportation	Corporate transportation subsidy
Transportation	Shuttle bus
Transportation	Designated bus lanes, bike lanes, reliable public transit

Transportation	Lakefront development- connected to jobs, housing, transportation
Transportation	Zion bus needs to go to the beach. (example of natural resources & economic development
Transportation	Return to access through public transportation to the beach
Transportation	Reduce carbon emissions - building new roads is not the solution to congestion. (No Rte. 53 extension.)
Transportation	Transportation should not follow development but be used to catalyze development
Transportation	Potholes in the road
Transportation	Poor RR system v. Denver & Asia
Transportation	Synching traffic lights
Transportation	Transit access
Transportation	Capital projects chasing sprawl
Transportation	Transit schedule e.g. Waukegan to college lake county, Chicago to Waukegan
Transportation	Lack of sidewalks
Transportation	Lack of vision & mode mix and aligning b/t the two
Transportation	Condition of bridges
Transportation	Universal fare card: Metra, cat, pace
Transportation	Driver-less cars
Transportation	Bike infrastructure, esp. on streets
Transportation	Air quality, including from buses
Transportation	Transit isn't profitable b/c there aren't enough people to use it
Transportation	How do we become Europe?
Transportation	Transportation - fix public transit, prioritize projects
Transportation	Trail-oriented development
Transportation	Creative ways to reduce carbon emissions
Transportation	Decommission Rte. 53 corridor
Transportation	Driver-less cars would eliminate need for parking & create other opportunities
Transportation	Express buses
Transportation	Public transit doesn't connect to jobs, business parks.
Transportation	Should sponsor shuttles, esp. true in less dense areas near Waukegan
Transportation	There is affordable housing, but not close to transportation, not connected
Transportation	Improve bike safety
Transportation	More protected bike lanes
Transportation	Modernize the transportation system
Transportation	Modernize the transportation system to improve safety
Transportation	Build transportation systems that don't require concrete
Transportation	Better connections among RTA/CTA/METRA
Transportation	Universal fare card for transportation
Transportation	Transit connectivity, schedule coordination
Transportation	Improve transit service to reduce wait times
Transportation	Congestion

Transportation	Continue to expand. Connect systems.
Transportation	Dirty, crowded, slower.
Transportation	Aging system.
Transportation	Doesn't access suburbs. Divvy not ideal in cold weather.
Transportation	Affordability, reliability, safety.
Transportation	Transit in the suburbs,
Transportation	Maintain railways signal systems
Transportation	Access.
Transportation	Local bus service.
Transportation	Limited reach
Transportation	Pedestrian friendly
Transportation	Difficulty of interconnecting transit activities.
Transportation	Accessibility.
Transportation	Congestion, not dependable enough to be effective
Transportation	Lack of transit in suburbs.
Transportation	Need trams. Reduce car use.
Transportation	EL extension south
Transportation	Make transit a more appealing option.
Transportation	Repairing the CTA.
Transportation	Parking
Transportation	Not enough late service on low income areas.
Transportation	Extend CTA trains west & south.
Transportation	Extend routes & use modern equipment.
Transportation	With many jobs in the 'burbs, it's difficult for many to travel from inner city hoods.
Transportation	Crowding.
Transportation	Jobs are in suburbs but residents can't get to them
Transportation	Not all transportation is viable.
Transportation	Not accessible to west suburban
Transportation	Accessibility for all
Transportation	Car mentality
Transportation	Focus on public transport, bikes, walking
Transportation	Greatly increase transit accessibility to major destinations/energy
Transportation	Over crowded
Transportation	Lake county is mostly country roads without sidewalks, so buses are not practical
Transportation	Changing mindsets. Improved flexibility (more options)
Transportation	Unused bussing
Transportation	Interchanges
Transportation	Transit plays 2nd fiddle to roads in terms of funding
Transportation	Ease of suburban networks to enable significant abandonment of car use
Transportation	Infrastructure for electric cars

Transportation	Increase availability in existing municipal infrastructure esp. rail for travel & commute
Transportation	Funding and maintaining facilities
Transportation	O+M
Transportation	How to make it work in suburbs efficiently
Transportation	Reducing CHC's alternative fuels
Transportation	Lack of parking near our train station due to space?
Transportation	Making it viable alternative to driving
Transportation	Not enough space dedicated to walking, biking & transit
Transportation	Lack of connection to jobs
Transportation	Access for youth & teens to move
Transportation	Access to greater connectivity
Transportation	Connections quality (city vs. suburban
Transportation	More rapid transit - better quality
Transportation	Increase last mile service
Transportation	Link with major travel hubs
Transportation	Lack of access to public transit
Transportation	Better connections
Transportation	Connectivity and infrastructure
Transportation	We are not? On planning
Transportation	Very poor road conditions throughout the city
Transportation	Need non-stop service from O'Hare to city and other hubs
Transportation	Infrastructure
Transportation	Crumbling
Transportation	Suburb to suburb transportation
Transportation	Improve connectivity of communities
Transportation	Moving people in the greater cook county over
Transportation	Availability in suburban areas
Transportation	Providing connections to transit
Transportation	State of good repair need to expand
Transportation	Under investment in rail
Transportation	Little available
Transportation	Metro area too spread out to serve all efficiently
Transportation	How can we expand and efficiently mover people in region
Transportation	Sprawl (lack of density) and aging
Transportation	Private or public
Transportation	Aging infrastructure
Transportation	Moving people efficiently
Transportation	PACE goes only some places but doesn't go to all needed (library)
Transportation	Too diverse, wide-spread development patterns prohibit efficient expansion
Transportation	Reducing reliance on autos
Transportation	$

Transportation	Lack of bike infrastructure/old infrastructure transit deserts
Transportation	Poor , not 24 hour operation
Transportation	Funding
Transportation	Availability in minority areas. Make stops needed throughout community
Transportation	Cyclists aren't able to safely share the roads with cars on major roads in Austin
Transportation	CTA is one of the systems that doesn't care about their riders & their needs
Transportation	Poor economy
Transportation	Upgrading and expansion
Transportation	Efficiency with modern equipment & $$ for it
Transportation	Faster, more frequent & designated land usage
Transportation	Do not run with convenient schedule
Transportation	TOD
Transportation	Need fast rail & clean.
Transportation	Growing population of users.
Transportation	Connect paths.
Transportation	Safe pedestrian access across rail lines.
Transportation	Expand,
Transportation	More riders
Transportation	A more effective & economical alternatives to autos.
Transportation	To improve air quality.
Transportation	To break down racial income barriers.
Transportation	Creation of more walkable neighborhoods could ease congestion.
Transportation	Red line extension.
Transportation	More jobs, more accessibility between neighboring communities.
Transportation	Creating jobs for the community.
Transportation	More mass transit.
Transportation	Group transportation.
Transportation	Creating more routes, extending route hours.
Transportation	Greater access, more coverage, improved reliability.
Transportation	People won't need to use it.
Transportation	Create regional bus routes on main roads.
Transportation	More stops on Blue and Green lines bring Metra stops.
Transportation	Bus rapid transit - UBER/Lyft
Transportation	Car sharing active trans
Transportation	Plan for more public transit
Transportation	Need many small buses and vans that can be subscribed to or ordered in advance like ADA for any individual
Transportation	Subsidize business park access
Transportation	Jobs
Transportation	Less reliance on cars
Transportation	Shared use vehicles, use of uber/lyft carpool type services to better address suburban transportation

Transportation	Good transit except bus (pace) - kind of a letdown; Metra, CTA,, evens good
Transportation	Alt fuels
Transportation	Geography of Skokie lends itself to good public transit, similar to Chicago
Transportation	Create expanded train system
Transportation	More shared uses
Transportation	Trams between union station and south shore. More public trans
Transportation	TOD
Transportation	Connection to jobs throughout the region and jobs for improved infrastructure
Transportation	Better coordination of generally good systems
Transportation	Lots of money available to back a good plan
Transportation	Higher than average availability
Transportation	To be innovative
Transportation	Increase fares
Transportation	Repair/replace
Transportation	Existing system
Transportation	RTA, CTA, Amtrak seamlessly moving people on bus and train
Transportation	Coordinated agency efforts
Transportation	Develop more densely grand transit to meet growing demand for this lifestyle
Transportation	Private investment in areas near stations is strong, leverage that interest
Transportation	Recognition that transit use is cool!
Transportation	Flying cars
Transportation	Good backbone with existing RTA
Transportation	Innovate BRT, rideshare, etc.
Transportation	Train to Sugar
Transportation	Need to find funding & provide jobs for area
Transportation	More roads, more turn lanes like at Rakow & Pyott, public transportation
Transportation	Love high speed rails
Transportation	Focus on denser development patterns, strategic transit locations only
Transportation	Expansion of trains
Transportation	Transit future, help fund it
Transportation	Create employment
Transportation	To find new ways to improve
Transportation	Need and space
Transportation	Creating a bike lane on these streets
Transportation	For people to get around in the city from point A to point B without figuring out if buses are on that route
Transportation	Transit center downtown that connects rail, bus, el, bikes, roads, peds
Transportation	Increase and reduce car congestion
Transportation	Congestion.
Transportation	Multi-modal.
Transportation	Too many roads.

Transportation	Maintenance.
Transportation	Keep roads safe.
Transportation	Local money available for projects.
Transportation	Budget constraints for reconstruction/resurfacing.
Transportation	Lack of funding assistance
Transportation	Congested
Transportation	Use cement
Transportation	More programs provide match.
Transportation	Funding does not keep up with maintaining asset.
Transportation	Rebuild local streets.
Transportation	Funding
Transportation	Congestion, insufficient maintenance funding.
Transportation	Funding for regional & local roads.
Transportation	Maintain.
Transportation	Congestions.
Transportation	Potholes, traffic.
Transportation	Roads are overused & in poor condition.
Transportation	Old infrastructure.
Transportation	Roads ruining cars.
Transportation	Create more roads with better materials.
Transportation	Congestion around O'Hare.
Transportation	Pot holes.
Transportation	Need repair.
Transportation	Pot holes, congestion of 290
Transportation	For all transit
Transportation	Too little $ for active trans
Transportation	Need shared mobility discourage cars, encourage car sharing
Transportation	Encourage TODs & POD to reduce carbon emissions and disease road safety
Transportation	Congested bridge needing repair
Transportation	High cost to maintain, does leave much for BMP's
Transportation	Congestion
Transportation	Lack updating
Transportation	Crumbling infrastructure and inadequate funding to repair improve/upgrade
Transportation	Stop expanding road system for car use - encourage alternate transit
Transportation	Get rid of them. Plan for electric.
Transportation	Non-toxic material
Transportation	Safety for multiple users (peds+bikes)
Transportation	Not much in way of bike integration
Transportation	Not bike or pedestrian friendly in our community
Transportation	Natural disposition to spend transits on roads
Transportation	Deteriorating infrastructure
Transportation	Traffic

Transportation	Relieve congestions
Transportation	Get people to drive less
Transportation	Quality/funding
Transportation	Poor quality roads = constant construction
Transportation	Deteriorating roads and bridges
Transportation	Too many cars and trucks
Transportation	Reinvest in infrastructure
Transportation	Chicago land infrastructure is constantly band aided
Transportation	Congestion
Transportation	Non-competitive pricing
Transportation	Need improvement
Transportation	Congestion
Transportation	Improve road conditions
Transportation	Conditions continues to decline
Transportation	Upgrading roads to accommodate new technology
Transportation	Poor condition
Transportation	Crumbling infrastructure reducing $s
Transportation	How to pay for routine maintenance
Transportation	Some big roads don't have much around them. But small roads need more lanes because there is more housing and stuff.
Transportation	Funding existing and capacity improvements
Transportation	Limited multimodal aging
Transportation	Usage growth
Transportation	Aging infrastructure need for new roadways
Transportation	Building, funding, maintaining
Transportation	Inadequate funding and foresight, we don't advance-build capacity historically
Transportation	Maintenance
Transportation	$
Transportation	Help fund & support creating a network of connected protected bike lanes
Transportation	Funding
Transportation	Poor pot holes
Transportation	To repair streets with our communities
Transportation	Funding
Transportation	Size of lanes, potholes
Transportation	Too many potholes
Transportation	There are a lot of pot holes and congestion on major streets in the area. Chicago Ave. Cicero, @ Madison
Transportation	Potholes
Transportation	Deteriorating roads, bridges, highways
Transportation	Pot holes
Transportation	Holes in streets
Transportation	Built for cars & not bicycles

Transportation	Effect of riderless cars
Transportation	Sharing of the road between modes safely
Transportation	Maintenance
Transportation	Fewer new, repair old
Transportation	Hazardous bridges
Transportation	Make driving expensive.
Transportation	Expand transit.
Transportation	Lasts longer
Transportation	More fund.
Transportation	For access to jobs & training.
Transportation	Build roads with alternate routes, emergency lane for accidents & express lane.
Transportation	New materials that last longer.
Transportation	Re-do roads
Transportation	Fix our roads
Transportation	Communities street paves
Transportation	Street diet, complete streets
Transportation	Make bike friendly
Transportation	Roads are many lanes for cars. Convert lanes to multi-use.
Transportation	Plan for more public transit
Transportation	No local control over freight trains
Transportation	Walkability connectivity
Transportation	More environmentally sensitive freight methods
Transportation	Complete streets, creating community & increasing vitality with walk and bikeable streets
Transportation	Generally good roads, some funding challenges
Transportation	Adding bike paths
Transportation	Ensure transportation $ is spread` to non-road options
Transportation	Potential for infrastructure investment and jobs
Transportation	Go mass transit
Transportation	Infrastructure improvements
Transportation	Fair-pricing
Transportation	Existing transit
Transportation	Performance based funding criteria, coordinated agency efforts
Transportation	PPP's maybe not much else!
Transportation	Continue look at all user, not just cars (bikes, peds, bus)
Transportation	They could put a walking path or a bike lane
Transportation	Good base - reinvest and grow smart
Transportation	Closest to toll roads
Transportation	Need to find funding, create jobs, provide connected infrastructure
Transportation	That gets closer to neighborhoods. Walking a mile from neighborhood to Randall rd. bus stop is unrealistic
Transportation	More road weather monitoring and travel planning for large freight

Transportation	Forward funding of capacity in advance of need
Transportation	Economic expansion
Transportation	Create jobs
Transportation	Create/repair
Transportation	More attractive roads can beautify the community and bring more businesses into the area
Transportation	Public works project, infrastructure development
Transportation	Make every effort to get cars off the road
Transportation	Repave with more expensive new composition that lasts longer
Transportation	Efficient transportation routes for freight.
Transportation	More traffic bridges
Transportation	Rail impact on other road transportation
Transportation	Chicago is a bottleneck.
Transportation	Support to grow economy.
Transportation	Stop coal & oil trains.
Transportation	Clogged intersections
Transportation	Unclog connectivity
Transportation	Rail focus. Rail safety
Transportation	Congested
Transportation	Must demand local control over trans from federal government
Transportation	Reduce
Transportation	Uber for trucks. More local manufacturing
Transportation	Improving rail for freight
Transportation	Crossings and trip disruption
Transportation	Crossings/delay traffic, oil train safety
Transportation	Reduce pollution, including railroads
Transportation	Congestion with road freight & passenger - need over & underpasses for freight
Transportation	Traffic
Transportation	Aging infrastructure
Transportation	No funds for better rail service
Transportation	Too many trucks
Transportation	Infrastructure
Transportation	Too much of it
Transportation	Too many at-grade crossings
Transportation	Developing south suburbs. TOD projects along with cargo oriented development
Transportation	Delays from congestions
Transportation	Need to prioritize improvements on freight corridors
Transportation	Congestion overly focused on rail rather than truck
Transportation	Remain nations freight leader by untangling slow time to traverse Chicago
Transportation	Moving goods through bottleneck that is Chicago
Transportation	Unsafe trucks on road wear & tear

Transportation	The trucks are stinky when you are behind them
Transportation	Maintaining regional hub as an economic in a safe, affordable way
Transportation	High impact high cost to improve
Transportation	Lack of rails for freight
Transportation	Lots of freight on local roads
Transportation	Expanding freight volume/at-grade crossing conflicts
Transportation	Remove freight traffic from residential areas
Transportation	Transformation
Transportation	Improve through freight separating from passenger trains
Transportation	Freight takes precedence over human transport
Transportation	No oil tankers!
Transportation	Inconvenient schedules
Transportation	More traffic
Transportation	By-pass routes.
Transportation	Free flow connect
Transportation	No-idling policy
Transportation	Reverse flow of Chicago river shipping in decline.
Transportation	Planning
Transportation	Local production = dairy, bakery
Transportation	More alternative fuels, electrification
Transportation	Collaboration with other entities
Transportation	Realign freight
Transportation	Use rail
Transportation	Has always been a hi point
Transportation	Develop better rails & trains
Transportation	Limit time to be on roads
Transportation	Rebuild to remove
Transportation	Link up 1-90, 94, 80, 57, 55, 88, 65 to move freight
Transportation	More $ Fast Act infusion/attention
Transportation	Special lane for the trucks and freight
Transportation	We're the hub, leverage it
Transportation	Create rail system outside populated area
Transportation	Regional rail bypass around central Chicago region
Transportation	To expand/improve freight
Transportation	Update O'Hare - it's a driver to the economy
Transportation	Continue development of runways.
Transportation	Fix O'Hare airport. Western access. Real access
Transportation	Need airport strategy. Finish western access to O'Hare. Improve to/from Midway congestion.
Transportation	No delays at O'Hare
Transportation	Promote the Rockford airport as the regional airport for McHenry County

Transportation	South Suburban Airport. A vital cargo and passenger airport creating thousands of jobs for South Suburban/Will County Area and a major job center for the Chicago Region.
Transportation	The Rockford airport is the regional airport for McHenry County, but its service is inadequate
Transportation	Work with Rockford airport to expand passenger options
Transportation	Bike-walk, trails for luxury, not in poorest areas.
Transportation	Promote walkability & community wellness,
Transportation	Increase bike pathways.
Transportation	Creating a culture where people expect to share the road.
Transportation	Include ped/bike.
Transportation	Incorporate improved bike/ped elements through planning, design & construction strategies.
Transportation	Integrating complete streets with all road improvements.
Transportation	Lack of walkability.
Transportation	Sidewalks.
Transportation	Too wide, bad for ped/bike.
Transportation	Doesn't access suburbs. Bike, walk, divvy not ideal.
Transportation	Increased bike transit,
Transportation	More walkable communities. Bicycle friendly.
Transportation	Use the boulevards as bike paths!!
Transportation	Walkable/bikeable routes to Metra/PACE
Transportation	Lack of walkability.
Transportation	More bike paths & walking paths.
Transportation	Walkability.
Transportation	Walkability
Transportation	build walkable communities
Transportation	Complete streets (Incorporate ped/bike facilities into development)
Transportation	More projects like the 6060 or parks walk paths.
Transportation	More rails to trails.
Transportation	Complete Streets
Transportation	Expand access to active transportation.
Transportation	More alternative forms of transportation
Transportation	More non-motorized transportation
Transportation	More non-motorized transportation
Transportation	More sidewalks & bike paths to encourage healthy living.
Transportation	New commuter tires, bicycle access, walking paths, etc.
Transportation	Protected bike lanes. Road diets.
Transportation	Bikeway connectivity.
Transportation	Connect bike & walk paths
Transportation	Loving the new clearly marked bike lanes.
Transportation	Managed lanes, shared use.
Transportation	Regional network of paths/routes (signed).

Transportation	2. More investment in bike ways.
Transportation	A Chicago river trail to connect the region.
Transportation	Accommodating bikes on trains
Transportation	Better bikeways
Transportation	Bicycle connections in the 'burbs'. Encourage multi-modal transportation.
Transportation	Bicycle is the best 1st/last solution
Transportation	Chicago River Trail and associated regional network.
Transportation	Close the gaps in the regional trails and bike lane network
Transportation	Connect existing bike/ped network to job centers and residential areas.
Transportation	Connect strip malls with sidewalks or cross-access
Transportation	Connected trails especially on the lake front and throughout the southlands. Sustainability is a must.
Transportation	Continue bike lanes through an intersection with dotted lines instead of diagonal cutoff
Transportation	Driverless bikes!
Transportation	Encourage complete streets policies
Transportation	Explore opportunities to connect bike routes among Skokie, Evanston and Wilmette
Transportation	Extend transit benefits to bike share
Transportation	Get Barrington Road project & Barrington Interchange project at I-90 connected by bike path to complete a 1st/last mile goal to the Pace Bus to Blue Line & O'Hare.
Transportation	Get LTS (level of traffic stress) or the converse LBC (level of biking comfort) mapped on all designated bike routes
Transportation	Get On To BIKES
Transportation	Improved bike connections needed between neighborhoods
Transportation	In 2050, Chicago is more walkable and owning a car is no longer practical.
Transportation	Map the region into 3-zones A. Walkable B. Auto-Dominant C. Mixed/Hybrid and propose how to increase Walkable
Transportation	More bike lanes
Transportation	More bike lanes!
Transportation	More bike paths
Transportation	More bikes on Metra. -
Transportation	More destinations I can walk to.
Transportation	More infrastructure for bikes, bike commuters
Transportation	More people walking and fewer cars on the road
Transportation	More sidewalks in Waukegan
Transportation	Protective Bike Lanes (safety)
Transportation	Reinvent the bicycle
Transportation	Reinvent the bicycle by adding weather protection, motor, four wheels, and highway capable.
Transportation	Require all road proposals to have Bike Level of Service and Pedestrian Level of Service analysis

Transportation	Require complete streets policies
Transportation	Retrofit the suburbs for more multimodal transportation options, walkability
Transportation	Road renovations should consider level of service for bikes and pedestrians
Transportation	Sidewalks to be walkable and safe.
Transportation	Suburban Metra stations need better pedestrian access; too many commuters walking in the road
Transportation	Try advisory bike lanes
Transportation	Use bike traffic signals at intersections with bike lanes, coordinate among communities
Transportation	Walkability :)
Transportation	Walkable/Bikeable Neighborhood Connections
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion & thinking how to utilize underutilized existing infrastructure.
Transportation	Congestion on road & rail.
Transportation	Congestion makes it harder to do business in Chicago.
Transportation	Congestion.
Transportation	Congestion/flow problem.
Transportation	Creates gridlock.
Transportation	Freight congestion.
Transportation	Freight congestion.
Transportation	Gridlocked.
Transportation	O'Hare congestion
Transportation	One of the causes of congestion.
Transportation	Remove at-grade crossings to relieve congestion.
Transportation	Too much congestion. Causes delays & is bad for economy.
Transportation	Trains blocking roads for extended amount of time (traffic & environmental impact).
Transportation	Truck traffic leads to congestion and road repair
Transportation	Trucks are causing pollution & congestion on highways.
Transportation	Traffic
Transportation	A lot of traffic. Inefficient. Traffic congestion.
Transportation	Capacity/ congestion; delay
Transportation	Congestion

Transportation	Congestion
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion
Transportation	Congestion and no place to build.
Transportation	Congestion reduction.
Transportation	Congestion.
Transportation	Congestion.
Transportation	Congestion.
Transportation	Congestion.
Transportation	Congestion.
Transportation	Congestion.
Transportation	Congestion. Poor quality.
Transportation	Congestion. Weather-related issues.
Transportation	Congestion. Weather-related issues.
Transportation	Congestion/gridlock
Transportation	Congestion/traffic.
Transportation	Gridlock in downtown.
Transportation	Heavy traffic.
Transportation	Increase in imports, causing congestion.
Transportation	Increasing congestion.
Transportation	Too congested.
Transportation	Too much traffic.
Transportation	Traffic is really congested & dense.
Transportation	Traffic.
Transportation	Congestion
Transportation	Congestion.
Transportation	Crowded streets. Too many cars.
Transportation	Gridlock.
Transportation	Not enough space, traffic congestion.
Transportation	People spend millions of hours in traffic congestion every day.
Transportation	Rail congestion.
Transportation	Too much congestion
Transportation	Traffic
Transportation	Regional reduction of congestion and underpasses.
Transportation	Less congestion.
Transportation	Help congestion
Transportation	Limits congestion.
Transportation	Planning for less traffic congestion with other transit options.
Transportation	Provide modern rapid transit to relieve congestion
Transportation	Reduce roadway congestion.

Transportation	Relieve congestion
Transportation	Congestion affects recreational opportunities and amenities
Transportation	Congestion affects the affordability of housing because it limits transportation options
Transportation	Efficiently moving freight to eliminate traffic congestion
Transportation	Find a solution to rail congestion
Transportation	Freight congestion (Access) - Crossing grades, Separation
Transportation	Improve traffic flow.
Transportation	Less Congestion!
Transportation	Railroad congestion caused by freight traffic. Possible remedies if any possible.
Transportation	Reduce Travel Time
Transportation	SOLVE CONGESTION MIT
Transportation	There is congestion on the expressways
Transportation	Realistic, long-term population/housing/employment projections.
Transportation	Better use of big data, more accurate travel demand procedures.
Transportation	Develop a plan tool to measure and identify where investments in transportation will be optional across all modes - i.e... Travel-Time/Distance, Reliability, Capacity, O-D or a dashboard of a combination of these.
Transportation	Infrastructure optimization
Transportation	Modernize assumptions for calculating needs for traffic and transit needs.
Transportation	More performance measures
Transportation	Transportation is big part of this.
Transportation	Better connection from city/suburbs to suburban job centers.
Transportation	You cannot build unless your employees can get there.
Transportation	Build infrastructure and reduce crime for the economy.
Transportation	Jobs availability to large worker population.
Transportation	Connections between transportation and jobs.
Transportation	Suburban areas are becoming less attractive due to longer commutes
Transportation	Amount of carbon footprint, even with transit. The # of cars on road.
Transportation	Car emissions are changing the ozone layer and increasing global warming.
Transportation	Congestion & emissions.
Transportation	Cause a lot of pollution.
Transportation	Dirty.
Transportation	Environmental impacts of new infrastructure.
Transportation	Gas, air, pollution
Transportation	Pollution.
Transportation	Trains blocking roads for extended amount of time (traffic & environmental impact).
Transportation	Trucks are causing pollution & congestion on highways.
Transportation	Shift to sustainable modes of transport.
Transportation	A lot of emissions.
Transportation	Impermeable surfaces.

Transportation	Pollution
Transportation	Pollution.
Transportation	Weather.
Transportation	Air & rail noise complaints.
Transportation	Clean gas, hybrid, public transportation, green & clean buses.
Transportation	Fund "green infrastructure"
Transportation	Natural resources. Less oil.
Transportation	Start w alleys - retrofit with permeable materials.
Transportation	Construction of more environmentally-friendly ways of transport.
Transportation	Lower pollution
Transportation	Reduce pollution.
Transportation	Consider the need to protect the environment when developing plans for addressing transportation needs.
Transportation	Better regional controls.
Transportation	Better roads.
Transportation	Better routes
Transportation	Bottlenecks
Transportation	Chicago is a bottleneck.
Transportation	Competition with growing cars.
Transportation	Destroying our roads.
Transportation	Efficiency, traffic.
Transportation	Improve on-time or coordinate with passenger trains for fewer delays.
Transportation	Improving freight delays and modernizes systems that lack funding & public support.
Transportation	Lack of connection through area.
Transportation	Logistics - One week to get through Chicago?
Transportation	Maintaining & expanding current level of freight movement.
Transportation	Many crossings with vehicles.
Transportation	Natural and historic hub of activity.
Transportation	Necessary for business to develop in the mid-west.
Transportation	Need different routes for them.
Transportation	Need more grade separation?
Transportation	Problems with cars/traffic.
Transportation	Rail noise complaints.
Transportation	Railroads have too much power.
Transportation	Reduce freight traffic
Transportation	Reducing conflicts between freight and commuter services.
Transportation	Region needs to invest to maintain rail freight supremacy among intermodal operations.
Transportation	Separate train from general travelling public.
Transportation	Separate use.
Transportation	Service delays.
Transportation	Sharing lines with commutes, massive yards.

Transportation	Speed up
Transportation	Too crowded.
Transportation	Too crowded. Too much on freight.
Transportation	Too many at-grade intersections.
Transportation	Too many trucks.
Transportation	Too much freight.
Transportation	Too much road use,
Transportation	Too much truck traffic.
Transportation	We are a bottleneck
Transportation	When mode shift happens from roads to transit, it might affect speed of freight.
Transportation	Add more hubs & railways.
Transportation	Better fuel economy
Transportation	Better routes help economy.
Transportation	Effective management of freight & regional traffic.
Transportation	Employ differed type - high-speed? (Europe)
Transportation	Enforce weight restrictions.
Transportation	Epicenter of the US.
Transportation	Explore bypass.
Transportation	Invest in better rail infrastructure to keep industry here.
Transportation	Location benefits of Chicago.
Transportation	Lots of access to other parts of country.
Transportation	Modernized rail & truck systems.
Transportation	More efficient modes of transport.
Transportation	Natural and historic hub of activity.
Transportation	Need to manage it better.
Transportation	New rail.
Transportation	Outlying yards/switch tables to avoid crowded urban areas.
Transportation	Rebuild the routes/hubs
Transportation	Reduce pollution, also cost less & faster.
Transportation	Remove grade crossings. Increasing double tracking.
Transportation	Re-route to outer roadways & infrastructure.
Transportation	Road infrastructure improvements can be paired with separation improvements to increase traffic efficiency.
Transportation	Take advantage of zoning to ensure viability of industrial jobs.
Transportation	Time of day & coordination.
Transportation	Will improve commuter rail too.
Transportation	Better shipping planning.
Transportation	Analyze railway rights
Transportation	Chicago Working port
Transportation	Coordinate truck permitting across the region
Transportation	Enhance programs like CREATE to alleviate freight congestion

Transportation	Freight (freight consolidation) done equitability (truck -> rail *more rail, less truck)
Transportation	Freight rail doesn't have the capacity to serve my company
Transportation	Grade separation for rail/road crossings
Transportation	Improve freight logistics with responsive rail operators
Transportation	It gets harder to secure rail cars for freight shipping
Transportation	My company bought property with a rail spur, but it has limitations for my business
Transportation	My company could plan the extra time to ship by rail, but we couldn't get a rail car for the shipping
Transportation	Rail is the best option for my company to transport heavy freight, but it's time consuming. So trucking becomes a primary way for my company to ship, but it's more expensive
Transportation	RR vs. local communities: at grade crossings, noise, transportation that isn't sensitive to land use
Transportation	The freight rail just isn't as available to my company for shipping containers and I've had to revert to truck lines
Transportation	Truck regulations are an impediment to business growth.
Transportation	Trucking companies have trouble finding and retaining qualified employees which affects the reliability of truck shipping for my business
Transportation	Heavy user base
Transportation	Increasing traffic - auto, rail, truck.
Transportation	More flexible.
Transportation	Multi-modal.
Transportation	One of our area's advantages - it needs to be at least preserved.
Transportation	Partnerships
Transportation	Transportation allows prosperity and growth
Transportation	Requires large investment & planning.
Transportation	All in the planning.
Transportation	All in the planning.
Transportation	Focus on larger improvement to the system.
Transportation	Great network.
Transportation	Improve areas of need, plan for other modes of transportation.
Transportation	Improve quality of life.
Transportation	Re use/repurpose
Transportation	Regional planning to arrive at best option.
Transportation	Regional solutions.
Transportation	Re-investment is cheaper.
Transportation	Accessible and efficient communities and transportation
Transportation	Emphasis on transportation - improvements, expansion, access
Transportation	Improve infrastructure.
Transportation	Increase mobility
Transportation	Infrastructure expansion, upkeep

Transportation	There are few east-west transportation options
Transportation	Transportation (act as one unit)
Transportation	Poor infrastructure & crime deters business attractiveness.
Transportation	Breaking down.
Transportation	Important to Chicago, but is ugly & run down.
Transportation	Infrastructure aged but without replacement.
Transportation	Infrastructure.
Transportation	Needs to be better maintained.
Transportation	60+ year-old facilities, costly to replace.
Transportation	Aging infrastructure.
Transportation	Aging infrastructure.
Transportation	Backlog of road repairs
Transportation	Broken roads.
Transportation	Capacity - condition funding.
Transportation	Capacity/condition.
Transportation	Condition & funding source.
Transportation	Condition of roads.
Transportation	Crumbling roads.
Transportation	Crumbling.
Transportation	Crumpling infrastructure.
Transportation	Degrading roads from snow & salt
Transportation	Depletion because of salt leading to potholes.
Transportation	Deteriorated infrastructure.
Transportation	Deteriorating roads/bridges.
Transportation	Failing infrastructure.
Transportation	Failing.
Transportation	Fill potholes - bad for cars & bikes alike.
Transportation	Fixing damaged roads.
Transportation	Good infrastructure. Needs to be maintained.
Transportation	Have to be repaved a lot
Transportation	Improved maintenance - potholes & sidewalks are poor.
Transportation	Infrastructure continues to deteriorate.
Transportation	Infrastructure degradation
Transportation	Lack of long-term maintenance.
Transportation	Losing infrastructure. Need to be improved.
Transportation	Maintenance is poor.
Transportation	Need to be rebuilt.
Transportation	Obsolescence.
Transportation	Old infrastructure.
Transportation	Poor condition.
Transportation	Potholes
Transportation	Potholes
Transportation	Potholes in low-income communities

Transportation	Potholes, aging infrastructure.
Transportation	quality of roadways
Transportation	Repair needed.
Transportation	Roads are in constant need of repair, but don't have the budget for it.
Transportation	Roads need repair, funding
Transportation	Worn out roads.
Transportation	Aged system
Transportation	Aging infrastructure
Transportation	Aging infrastructure.
Transportation	Aging stock & rail
Transportation	Aging system. Growing population of users.
Transportation	Infrastructure capital.
Transportation	Infrastructure is old, debt is high, yet it must remain affordable.
Transportation	L trains & tracks are deteriorating.
Transportation	Old infrastructure.
Transportation	Old systems that need to be updated
Transportation	Outmoded train infrastructure. Unreliable buses.
Transportation	Update facilities, costs.
Transportation	Fix old infrastructure.
Transportation	Road durability.
Transportation	A well-integrated system like MTA. Improve old infrastructure.
Transportation	Fix old infrastructure.
Transportation	Fix the roads!
Transportation	How should we deal with under maintained transportation infrastructure?
Transportation	Need a more robust examination of state of good repair for highway and transit with honest needs appraisal.
Transportation	How can we lessen the number of unnecessary empty seats transported on highways?
Transportation	Chicago could be the center of the narrow commuter vehicle industry. Inspiring. Innovative. Enriching. Exciting. Educating. Elegant solution for congestion and air quality improvement
Transportation	Narrow Commuter Cars
Transportation	Narrow commuter cars are the best 1st/middle/last mile solution for suburban travelers.
Transportation	Offering narrow commuter vehicles can be provocative to challenge 100 year old bad design of side-by-side car design driven by single drivers
Transportation	Offering narrow commuter vehicles will speed up my commute and improve air quality.
Transportation	Right size cars for single occupant drivers
Transportation	Sharing bike lanes during winter with narrow commuter vehicles could inspire new usage of bicycle lane
Transportation	Solve congestion and improve air quality with one amazing invention.

Transportation	Who will build 100% electric, highway-capable standard windows and doors, roll-cage protected car to right-size cars for single occupant drivers?
Transportation	Who will provide us a right-sized narrow commuter vehicle to improve air quality and eliminate traffic congestion?
Transportation	Affecting how people get around
Transportation	Construction in Chicago area.
Transportation	Difference based on neighborhood (segregation); Maintenance.
Transportation	Need more collaboration. Funding, projects operate in isolation. Uncertainty with smart cars, project reviews.
Transportation	Stay ahead of population growth
Transportation	Urban/suburban differences
Transportation	Project approval process through IDOT is very lengthy. Permits from various agencies add delays.
Transportation	Better management & efficiencies of Toll Authority.
Transportation	Develop best practice toolkit
Transportation	Look into better materials for longer sustainability.
Transportation	Build a public space people can be proud of.
Transportation	Develop best practice toolkit
Transportation	Chicago doesn't have a formal transportation demand management program, like a 511 service
Transportation	Coordination with taxis, livery, uber to have cars available at suburban train stations so downtowners can take trains to suburban meetings easily.
Transportation	Don't let police and fire direct traffic at traffic signals
Transportation	Implement and formalize a Transportation Demand Management Program (TDM) for the Chicago area.
Transportation	Increase Car Sharing
Transportation	infrastructure upgrades needed, such as the interlockers (Metra) and water systems, but none of this is particularly visible or appealing yet still needs to be done
Transportation	More accessible communities - more accessible transportation. More efficient communities and transportation. :)
Transportation	Require IDOT district engineers to embrace NACTO/CNU-ITE street design standards & encourage early retirement.
Transportation	What are we doing to prepare for largest driving generation when they are no longer able to drive? Silver Tsunami has already begun. Need to figure out other models outside of dial-a-ride Pace or else seniors will be stuck at home.
Transportation	Parking lots.
Transportation	Too many parking lots & wide roads.
Transportation	High parking cost.
Transportation	Reduce parking requirements.
Transportation	Appropriately priced parking

Transportation	Build in the true cost of free parking; overcome public perception of parking convenience
Transportation	Cost/convenience/safety of parking and remote lots. - Oak Park expensive and not monitored. Forest Park cheap all day parking, but Blue Line dangerous. Lot needs resurfacing to eliminate huge potholes.
Transportation	Encourage use of remote parking lots along CTA Rapid transit to reduce driving downtown. There's a remote lot @ Logan Square that's much underutilized.
Transportation	Less strip malls and les surface lots
Transportation	Minimize parking requirements for big-box retail establishments
Transportation	Open roads faster after crashes!
Transportation	What will be the effect of driverless cars on parking requirements?
Transportation	Getting people to stop using cars & more public transit.
Transportation	Getting wealthy people to use public transit & non-car modes.
Transportation	Reducing usage of cars, ac
Transportation	Too reliant on cars.
Transportation	We rely too heavily on cars.
Transportation	Don't own a car.
Transportation	More people lead to more cars, leads to gridlock.
Transportation	Over-reliance on cars, cultural ideas about parking, drives.
Transportation	Too many roads, not sustainable
Transportation	Too many roads.
Transportation	Too much driving.
Transportation	Get people off roads & onto public transportation.
Transportation	Make driving expensive & difficult.
Transportation	Metro area's existing transportation network can be enhanced so more reliance is on train & bus vs. cars.
Transportation	Mode shifts.
Transportation	More human-scaled roads with less new road networks.
Transportation	Reduce driving!
Transportation	Ban cars in Loop & extend to neighborhoods.
Transportation	50% reduction in Auto-Ownership
Transportation	Change minds about driving.
Transportation	getting people out of their cars
Transportation	Make cars the least attractive transportation option.
Transportation	Make it easy for people to not drive a car.
Transportation	Penalize the use of fuel inefficient vehicles.
Transportation	Q: Do we really need more/bigger highways? Who does this help? What communities? What class of workforce?
Transportation	Smart Growth - Reduce Sprawl and congestion

Transportation	The future of transportation will come at the expense of investments in auto-centric transportation systems. The communities that thrive will emphasize pedestrian, bicyclist and transit mobility/safety/convenience at the cost of single occupancy vehicle travel. Failure to do so will result in catastrophic financial, economic and safety well-being
Transportation	High maintenance due to weather.
Transportation	High maintenance, increasing growth of cars.
Transportation	Highway construction disparately affection groups.
Transportation	HOV lanes/increase lanes of highways.
Transportation	Improving conditions, not tolls, bottlenecks.
Transportation	Longevity
Transportation	Maintenance
Transportation	Maintenance
Transportation	Maintenance & enhancements,
Transportation	Maintenance upkeep
Transportation	Maintenance.
Transportation	More efficient highways.
Transportation	Repair and expansion
Transportation	Roads don't connect to each other. It's hard to get from train to neighborhood.
Transportation	Upgrade arterials with better signals
Transportation	Upgrade infrastructure.
Transportation	Better roads.
Transportation	Higher speed limit.
Transportation	Bigger/more efficient roadway use.
Transportation	Build a road system to handle future needs instead of today's issues
Transportation	Consider double deck.
Transportation	Create a better plan going forward for how to replace roads.
Transportation	Enhanced connectivity.
Transportation	HOV lanes
Transportation	Optimize traffic flow.
Transportation	Repair.
Transportation	carpool lanes
Transportation	Review light timing & quantity.
Transportation	Improve Express Ways
Transportation	More emphasis on modernizing streets rather than maintaining them.
Transportation	More traffic circles
Transportation	Regional system of managed HOT lanes
Transportation	We hate flashing red or dark traffic signals. Prevent these.
Transportation	Accidents.
Transportation	Congestion, safety
Transportation	Congestion. Safety.
Transportation	Dangerous intersections.

Transportation	Derail, unsafe, sketchy.
Transportation	Derailment.
Transportation	Public safety
Transportation	Railroad crossing safety. Hazardous materials.
Transportation	Safety issues. Abandoned railroads.
Transportation	Safety of infrastructure & efficient of modes.
Transportation	Some trains derails, which causes accidents.
Transportation	Dangerous intersections.
Transportation	Decaying infrastructure is becoming dangerous, will be more costly to replace.
Transportation	Traffic accidents.
Transportation	Not as safe or efficient as cars.
Transportation	The safety to use public transportation
Transportation	Access to trains needs to be improved. It's dangerous. Pedestrians cross streets without having respect for the light. Drivers can't safely navigate thru pedestrians. It needs crossing guards, or overpass/underpass to separate pedestrians and cars.
Transportation	Improve pedestrian safety.
Transportation	Rebuild & widen I55 & I290
Transportation	CREATE II
Transportation	CREATE! Move from truck to rail.
Transportation	EJ&E allows opening track rights for Metra.
Transportation	Outer belt.
Transportation	Build 53
Transportation	Extend 53
Transportation	Extend Blue Line to Schaumburg.
Transportation	improve N.B. I-294 to W.B. I-290 interchange
Transportation	Metra station @ Touhy.
Transportation	Blue line connection to Schaumburg
Transportation	Complete Elgin/O'Hare Bikeway into airport and other public trans options
Transportation	Continue Red-Purple Line Modernization project, funding
Transportation	Creating Blue Line access to the west would be great, if it could be accomplished, but nobody has the $2BN budget for that project
Transportation	EOWA: a western access to O'Hare is needed, for transit and for highways.
Transportation	Grand thought: A commuter train line possible along IL 394
Transportation	Improve condition of the freight line between Elgin and Belvidere
Transportation	Lake County needs better transportation connections
Transportation	Make Ashland BRT a real thing!
Transportation	Make ring mass transit on old EJ&E line going from Gary to Waukegan.
Transportation	Middle train system that would connect all the Metra lines with o having to go all the way to get on a different line.
Transportation	Need an expressway interchange at 90/23
Transportation	Need expressway exchange in McHenry County, bridge over the Fox River

Transportation	Rapid Transit!! Maybe on Cormac Next? :)
Transportation	Regional transit for 21st century - a new union station, with through-routing from the convention center to O'Hare, linking the 2 stations (U. Station and Northwestern) with Loop Trans. Center
Transportation	Return Lake Shore Drive to a 40mph boulevard in park - by returning some right of way to park - fewer travel lanes. Construct road and transit tunnel from Hollywood to 63rd to appease high speed LSD commuters while maintaining beautiful parks. *combined with storm water tunnel construction.
Transportation	Route 47 is congested
Transportation	Rt. 47 Huntley through Woodstock
Transportation	Some thought on mobility should be given to somehow reviving inter-metro area rail options for connecting urban corridors, e.g., Chicago-Twin cities on the Chicago - Iowa City Amtrak route. I know this is highly political and suffers from anti-Obama venom, but it is still a good idea no matter whose name is attached to it. And it would support economic development and reduce congestion.
Transportation	The railroad bridge in Woodstock at 47 is inadequate for road demand
Transportation	There is need for an east-west highway in McHenry County
Transportation	There is no easy way to get from McHenry County to Lake Michigan
Transportation	We need an express bus from Ogilvie TC/Union St. (1 stop) that goes to a central location, like Daley Plaza, and unloads. EXPRESS.
Transportation	Technologies & improvements to road construction that doesn't require it are redone every couple years.
Transportation	New tech
Transportation	Transportation innovation
Transportation	Long term -> ITS
Transportation	New materials and engineering initiatives making roads more cost effective & energy-efficient.
Transportation	New tech.
Transportation	New tech?
Transportation	New technologies.
Transportation	Self-driving cars.
Transportation	New tech,
Transportation	Connected vehicles - V2V, V2I can do as much or more for stable traffic flow and capacity as pricing. CMAP should lead the way on regulation and be ready for this technology.
Transportation	Driverless electric shared vehicles specifically to improve alt. transit on Southside
Transportation	How are we planning for autonomous vehicles?

Transportation	How can this plan (& planners) incorporate emerging transportation technologies (e.g.) semi automotive vehicles, rideshare, ride rail, etc.) Into decision tools & major infrastructure proposals with 10-30 year construction windows.
Transportation	How do we prepare for autonomous vehicles?
Transportation	No personally owned cars - all sustainably powered @ region/local charging stations - Cars Drive / drive themselves order pickup when you're ready. 5 wait near
Transportation	Plan for Electric/Automated Connected vehicles!
Transportation	Self-driving cars would be awesome!
Transportation	Will the future bring driverless trucks for freight hauling?
Transportation	Increase mass transit.
Transportation	High backlog rate of transit agencies
Transportation	Public transportation is critical - more coverage, subsidies to make it affordable is needed.
Transportation	Better roads for better transit.
Transportation	More convenient public transit.
Transportation	Access
Transportation	Access to public transit.
Transportation	Accessibility for low-income households.
Transportation	Accessibility.
Transportation	Accessibility.
Transportation	ADA compliance, bus bunching.
Transportation	ADA compliance/accessibility. More east-west connections.
Transportation	Affordability, reliability & safety.
Transportation	Affordability and regular schedules.
Transportation	Alignment is racial into Chicago. Few options on suburbs.
Transportation	Antiquated spoke & wheel - only connects to Loop.
Transportation	Bad sanitation, no # to repair
Transportation	Better public transit.
Transportation	Better public transportation.
Transportation	Bus lane service on expressways.
Transportation	Connecting south suburban communities to each other
Transportation	Connections to Metra/PACE.
Transportation	Connectivity to Chicago.
Transportation	Continue to expand & connect systems. Multi-modal.
Transportation	Cost of monthly Metra passes not affordable or lack of parking for commuters. Need more buses.
Transportation	Cost of monthly Metra passes not affordable or lack of parking for commuters. Need more buses.
Transportation	Creating connections outside the city center to provide suburb to suburb and 'hood to 'hood linkages.
Transportation	Designing a sustainable future that will increase the population.

Transportation	Dirty, crowded, slower.
Transportation	Dirty.
Transportation	Disparate, segregated services, limited cross border services by townships/local
Transportation	Doesn't really reach those who need it most, inefficient.
Transportation	Encourage more transit lines.
Transportation	Expand & minimal impacts.
Transportation	Expansion & equitability.
Transportation	Expansion reverse commute
Transportation	Good transit is the key to getting people out of cars.
Transportation	Harden for disaster.
Transportation	Helping suburbs look at transit as an asset. Embrace multi-modal
Transportation	High car dependence, mistrust of CTA/RTA.
Transportation	Improve transit that is severely underfunded and inadequate.
Transportation	Incorporate in developed communities.
Transportation	Increase connectivity towards suburbs through Metra.
Transportation	Keep expanding bike/bus facilities in Chicago.
Transportation	Keeping transit on regular schedule.
Transportation	Lack of accessibility.
Transportation	Lack of connection from one to another.
Transportation	Lack of connection.
Transportation	Lack of connectivity.
Transportation	Lack of high-speed public transportation
Transportation	Lack of high-speed public transportation
Transportation	Lack of public transit connecting north/south burbs.
Transportation	Last mile.
Transportation	Less convenient for commuters
Transportation	Limited public transit.
Transportation	Linking transportation
Transportation	Local transit system with set routes.
Transportation	Low connectivity in developed areas. Need in future sprawl.
Transportation	Low rate of ridership. Lack of coordination between CTA/Pace/Metra.
Transportation	Maintenance/operations.
Transportation	Make it easier.
Transportation	Maybe not reaching out to poor communities.
Transportation	Metra - horrible delays and unreliable, infrequent service. Totally centralized rail
Transportation	More bus service.
Transportation	More efficient public transit.
Transportation	More inter-county access is needed.
Transportation	More transit linking city/suburbs.
Transportation	More transit options.
Transportation	Need more

Transportation	Needs to be available to everyone in our area.
Transportation	Needs to go directly to the area the person wants to access.
Transportation	No good cross-town transit.
Transportation	No one uses transit. It's gross, complicated.
Transportation	No real suburban mass transit.
Transportation	No true connectivity.
Transportation	Not as effective suburban transit.
Transportation	Not available.
Transportation	Not enough or sufficiently convenient service to reduce congestion.
Transportation	Not entirely functional for commuters.
Transportation	Not fast enough. Not enough stops for everyone.
Transportation	Not generally convenient.
Transportation	Not many people are using public transit.
Transportation	Not many taking public transportation.
Transportation	Not popular.
Transportation	Old people don't want to use it because it's inconvenient.
Transportation	Sometimes it is a longer commute taking transit than driving yourself.
Transportation	Public transit in Chicago is great!
Transportation	Public transportation routes.
Transportation	Public transportation within the community, which makes housing work better.
Transportation	Redesign cities for public transport with built in infrastructure
Transportation	Regional connectivity.
Transportation	Reluctance to take buses.
Transportation	Reverse commute schedules do not give suburbs an opportunity to harness business growth.
Transportation	Ridership, frequency of service funding
Transportation	Rush-hour overcrowding.
Transportation	Senior transportation
Transportation	Some neighborhoods are left out of the transportation to the city.
Transportation	South suburbs are left out.
Transportation	Sprawl out areas are separated & lacks access to transit.
Transportation	Suburb to suburb.
Transportation	Suburban options.
Transportation	Suburban public transportation that works. High speed rail
Transportation	Suburbs/rural areas don't have transportation access for work.
Transportation	Takes too long - needs to be quicker option than cars.
Transportation	Totally dismal
Transportation	Tough for many lower class to reach better jobs.
Transportation	Train access.
Transportation	Transit that is not too expensive for all the people in the region.
Transportation	Union Station is horrible.
Transportation	We have very little overlap.

Transportation	Metra doesn't run 24/7
Transportation	Boost use of public transit.
Transportation	Extend El lines.
Transportation	Give more incentives for the use of public transportation & purchase of low emission vehicles.
Transportation	Important transit questions, access, alternative fuel options
Transportation	More public transit
Transportation	Our public transit needs expansion.
Transportation	Public transit!
Transportation	Rail & Bus
Transportation	Public transit infrastructure.
Transportation	Rebuild/remodel trains, buses, diesel - to make jobs too.
Transportation	Develop alternative transport, Find lower cost solutions
Transportation	Emphasize transit.
Transportation	Force more people to use public transit.
Transportation	If more use public transit equals less on road -> less damage -> more money save.
Transportation	Make public transit more available.
Transportation	More alternative forms of transportation
Transportation	Opportunity for transit.
Transportation	A strong infrastructure in place.
Transportation	Add train routes
Transportation	Adding more routes
Transportation	All in the planning.
Transportation	Ashland & Wester BRT, other BRTs
Transportation	Better access to jobs
Transportation	BRT
Transportation	Build additional transit routes including PACE, nearby residence.
Transportation	Build around hubs.
Transportation	Build new.
Transportation	Community to community.
Transportation	Compete with other successful growing cities, marketing to certain demographics.
Transportation	Comprehensive public transportation.
Transportation	Connect suburbs.
Transportation	Connecting.
Transportation	Coordinate services, remove duplicates, start @ sub-regional level w pilot cross-jurisdictional transit services open to general population
Transportation	Determine transportation that people would use.
Transportation	Develop in the suburbs.
Transportation	Diverse mode of public transport available in city.
Transportation	Existing public support and some infrastructure
Transportation	Expand mass transit to collar counties.

Transportation	Expand.
Transportation	Expansion
Transportation	Explore BRT, express bus service from suburb to suburb to connect to opportunities.
Transportation	Extension to surrounding areas. TOD.
Transportation	Generate incentives for public transit. Gas tax for cars?
Transportation	Good network.
Transportation	Good rail system.
Transportation	Great existing infrastructure.
Transportation	Implement BRT, beginning with Ashland.
Transportation	Incentive for riding bus.
Transportation	Include transit when building communities.
Transportation	Increase investing & make public transportation easier to access.
Transportation	Increased job opportunity.
Transportation	Integrated fare system & bus/train tracker signs & apps to make riding easier and decrease wait time.
Transportation	Inter-suburban transit.
Transportation	Invest in making public transportation more accessible.
Transportation	It's cheap!
Transportation	Light rail
Transportation	Light rail along major corridors.
Transportation	Lots of jobs in other parts of region - get people to them!
Transportation	Lower cost of Metra.
Transportation	Might help redistribute population.
Transportation	Modernization
Transportation	Modernization. Capital improvements.
Transportation	More investment in train & bus infrastructure. BRT.
Transportation	More people drawn to public transit.
Transportation	More trains - removes cars from commute.
Transportation	More users
Transportation	Need fast rail & clean.
Transportation	Need quick bus service to Blue Line along with the Metra we have.
Transportation	New & improved train cars. Have buses expand to make them more available.
Transportation	New developments can be paired with access to transportation.
Transportation	New routes.
Transportation	Planning mass transit alternatives.
Transportation	Private partnerships.
Transportation	Provide many more transportation options.
Transportation	Public demand for effective & efficient transit systems.
Transportation	Referral system
Transportation	Reliable, efficient public transportation.
Transportation	Renovate - combine train stations too.

Transportation	Revamp routes
Transportation	Signage for better navigation to stops.
Transportation	To get cars off the road and get seniors where they need to go.
Transportation	Transit growth.
Transportation	Transit is too far away from housing.
Transportation	Transit to city.
Transportation	Transports people effectively
Transportation	Use mass transit to reduce time spent.
Transportation	"Rural TOD" emphasizes the suburban centers as a function of transit development in the region. More alternative mode & accessible points of interest from regional compliance approach.
Transportation	1. More investment in busing and connecting east and west.
Transportation	1. Public Transportation (extensions westward on "L" and Metra".
Transportation	100 new transit signal priority per year for buses.
Transportation	3. Improvement in train service - frequency and track.
Transportation	Access to public transportation affects employee turnover
Transportation	Access to public transportation affects job opportunities for young professionals
Transportation	Better integration between Metra and CTA.
Transportation	Better Interconnectedness by public transit between suburbs.
Transportation	Better Metra scheduling (more frequent)
Transportation	Better public transit
Transportation	Better transportation options around suburbs and to train lines.
Transportation	Break the stigma of "public transit" and encourage the use of transit in the suburbs! Pace
Transportation	BRT (Bus Rapid Transit) is a core strategy for improving transit quality and reliability.
Transportation	Bus rapid transit has potential to evolve into rail-like systems
Transportation	Commuter rail: Beautification of region - along expressways train stations.
Transportation	Connecting people who area underemployed to jobs using affordable housing and transit
Transportation	Create more "last mile" connections in public transportation in McHenry County
Transportation	Don't let crashes delay Metra trains for such a long time.
Transportation	Even more Metra trains (running more frequently) - more bikes on Metra. -
Transportation	Expand transit to connect jobs to rail
Transportation	Expanding regional transportation. Only county not served is Kendall.
Transportation	Expanding transit beyond state of good repair
Transportation	Expanding transit beyond the state of good repair.
Transportation	Fast reliable no wait public transportation between communities & into the city.
Transportation	Focus more on sub regional options - circumferential focuses - light rail, bus, rapid transit.

Transportation	Free bike usage with Transit pass (i.e. France)
Transportation	Give the Southwest suburbs more transit options
Transportation	Implement the CNRT recommendations for mass transit
Transportation	Improve experience of using transit in Chicago.
Transportation	Increase intermodal public transportation System and Suburban connections
Transportation	Increase Transit Oriented Development (TOD) and increase intermodal connections
Transportation	Invest in transportation infrastructure. The "L" isn't holding up! (compare our system to Seoul, SK)
Transportation	Last mile connections
Transportation	Make transit more reliable
Transportation	More inter-suburban public transportation
Transportation	More security on public transit
Transportation	Multi-mode = transit $
Transportation	municipalities and counties that want better public transit need to be willing to pay for it, e.g. Kendall and RTA
Transportation	No reliable public transportation in Lake County on Sundays for lower-income workers
Transportation	Not a "last mile" issue, but a last-ten-mile issue for public transportation in Lake County
Transportation	Our CTA Light rail system is extremely inefficient with the cost of capital extremely low, major urban spaces looking to attract citizens and companies, and the benefit of dense neighborhoods, it is VITAL to Chicago's future to add more light rail lines #Tourism #Livable Community #Density
Transportation	Private, employer-run mini-shuttles requires infrastructure
Transportation	Private, employer-run mini-shuttles supplements public transportation
Transportation	Promote regional recreation activities, enable with public transportation
Transportation	Public transportation connections.
Transportation	Rethink paratransit
Transportation	The people with the skill sets for jobs outside Chicago don't have public transportation access
Transportation	The region needs more public transportation between suburbs, not just between Chicago and the suburbs
Transportation	Transit connections are slow
Transportation	Transit is fragmented. Work for real regional transit, high-frequency all-day Metra, like in New York, SF Caltrain, Toronto, etc.
Transportation	Ubiquitous transit pass for tax policy, Like insurance card
Transportation	Upgrade Metra line signals
Transportation	Youth access to transit
Transportation	Steady, reliable funding sources.
Transportation	$ To pay for maintenance.
Transportation	Budget
Transportation	Cost.

Transportation	Costly to maintain.
Transportation	Development money.
Transportation	Funding
Transportation	Funding
Transportation	Funding
Transportation	Funding
Transportation	Funding & creating smart policy to sustain existing network and grow responsibly
Transportation	Funding for various types of projects.
Transportation	Funding opportunities
Transportation	Funding to repair and restructure.
Transportation	Funding.
Transportation	Funding.
Transportation	Infrastructure funding.
Transportation	Lack of funding for maintaining.
Transportation	Limited funding.
Transportation	Money for infrastructure.
Transportation	Not enough $ & municipalities not wanting to pay.
Transportation	Steady, reliable funding sources. Realistic, long-term population/housing/employment projections.
Transportation	To develop funds to help maintaining pavement network conditions.
Transportation	Costs to keep up to date.
Transportation	Fund infrastructure needs
Transportation	Funding
Transportation	funding
Transportation	Funding SOGR
Transportation	Funding.
Transportation	Funding.
Transportation	Funding.
Transportation	Lack of self-sustainable funding
Transportation	Limited funding.
Transportation	Low funding and high maintenance.
Transportation	Need more investment.
Transportation	Services, fees
Transportation	Steady, reliable funding sources. Realistic, long-term population/housing/employment projections.
Transportation	Suggest allowing flexible match funding for all federal projects to give owners more flexibility with time and funding allocation.
Transportation	Build infrastructure instead of not paying attention to it.
Transportation	VMT based revenue. HOT lanes, revenue to extend transit
Transportation	More funds to upgrade the trains & rails.
Transportation	Bonds.
Transportation	Close certain roads to cars. Congestion pricing.

Transportation	Congestion pricing.
Transportation	Creative funding
Transportation	Evaluate priorities, fund infrastructure.
Transportation	Fed funds?
Transportation	Funding enhancements! For all categories.
Transportation	Increase gas tax to support infrastructure improvements.
Transportation	Increase MFT. Increase tire sale tax.
Transportation	Invest in infrastructure to maintain & create better roads.
Transportation	Invest in maintaining roads.
Transportation	New funding methodology.
Transportation	Reinvestment (reliable funding)
Transportation	Stable funding.
Transportation	Tollways to generate revenue for upkeep.
Transportation	Use of federal dollars to supplement
Transportation	Budget
Transportation	Fed funds?
Transportation	Funding for constructing transit.
Transportation	Implementing a gas tax.
Transportation	Tolling, gas tax structure.
Transportation	1. More funding for infrastructure - bridges, roads, bike lanes.
Transportation	A new discussion of fuel taxes and how best to modernize them and apply the revenue to sustainable mass transportation options would be very helpful.
Transportation	Alternatives to MFT for street infrastructure funding
Transportation	Awareness of the true cost of public goods. User Fees!
Transportation	Better Advocacy/Lobbying re: Fiscal Policies - i.e. Gas Tax, Regional Sales Tax, Congestion Pricing, etc.
Transportation	Buy-in from local agencies, keep local control through COM & COG structure, and keep STP money local as it encourages complete streets at the local level.
Transportation	CDOT & IDOT should transfer the maximum funding possible from STP sources to Transit
Transportation	Conflict between inclusive growths. Strategy and highway congestion pricing at peak times. How can counties be reconciled? Should express lanes be funded directly or is there a way for low-income residents traveling to work to get waivers. Dennis Mardo
Transportation	Congestion pricing - don't add more expensive lanes - price existing - More TIF districts for local community governance.
Transportation	Congestion pricing - Opposed - In conflict with inclusive growth - will negatively affect low-income south side residents travelling to NW suburbs for jobs. Roads should remain open to all.
Transportation	Create a local value capture mechanism to share the burden of infrastructure investment with private sector beneficiaries. (Industry, etc.)

Transportation	Dedicated funding from the STATE (not local governments)
Transportation	Does congestion pricing unfairly disadvantage the poor working class?
Transportation	Expand alternative for financing to help implementation
Transportation	FUND INFRASTRUCTURE - Value capture - .5% sales tax - small tax/toll on suburban commuters
Transportation	Fund infrastructure. Gas tax (higher) to help pay for it
Transportation	Implement managed freeways, not just managed lanes!
Transportation	IMPLEMENT: Raise the gas tax
Transportation	Increase eligibility for CMAQ funding
Transportation	Increase funding for transportation infrastructure
Transportation	Increase transportation funding
Transportation	Increased transportation funding
Transportation	Maintain local control over key transportation funding. Hands off STP.
Transportation	Money for transportation.
Transportation	More funding for Transit
Transportation	Need more reliable sources of funding for infrastructure improvements
Transportation	Need sustainable infrastructure funding.
Transportation	Opposed to congestion pricing. It allows rich people to quickly transport empty car seats while forcing poor people to transport empty car seats slower. In favor of building, leasing, buying and driving narrow commuter vehicles to right-size cars for single occupant drivers
Transportation	Prioritize spending of limited resources using performance measures
Transportation	Privatize tollway and use proceeds to pay pension debt.
Transportation	Separate the Road Fund from the general fund.
Transportation	Stress need for funding (regionally)
Transportation	Toll existing expressway capacity. Use to fund transit expansion and operations.
Transportation	TOLL THE INTERSTATES FOR DEMAND MANAGEMENT AND FUNDING
Transportation	Tolls are expensive
Transportation	Transportation Funding for the "little guys". Even small road projects have a big impact to city. Changes resident's outlook on community.
Transportation	Transportation Funding.
Transportation	Using P3 projects to build affordable infrastructure (i.e... Prince Georges County, MD, P3 program to address TMOLs reducing costs 407, through contract procurement & regulatory changes)
Transportation	What is the role of the state partner? Congestion Pricing YES!!
Transportation	Connectivity, spatial plans that inhibit segregations.
Transportation	Incorporate routes with roads.
Transportation	Make them connect to the suburbs.
Transportation	TOD- lack of travel times, hard commutes.
Transportation	Have one centralized transportation zone/place to go.
Transportation	Expand water taxis
Transportation	How can we leverage the Chicago River for transportation?

Transportation	Kayak to work
Transportation	River Transportation - Water taxi stop (increase)
Transportation	The Chicago River is ideal for transit and commerce; it links the city's major train stations with various neighborhoods and hot spots. By 2050 we should see a wide network of RIVER TRANSIT from Irving Park down to Pilsen.
Transportation	Better Access
Transportation	Move transit to where people live
Transportation	Fix it first
Transportation	High speed rail
Transportation	Expand public transit
Transportation	Big bus over cars
Transportation	Illiana is a crazy idea
Transportation	Identify and support opportunities for shared operations resources
Transportation	Plan the communications system
Transportation	Establish regional funding pool for operations projects
Transportation	Develop a regional operations plan
Transportation	Support improved traffic management by emergency responders

Transportation	Establish a traffic signal maintenance and modernization funding program
Transportation	Toll expressways as a user funding source
Transportation	Communicate through transponders to drivers who are operating a unsafe speeds relative to traffic
Transportation	User pay a greater share of the actual costs
Transportation	Funding the maintenance programs. Pursue a regional TMC or consultant contract to operate and provide these services by a third party
Transportation	Accurate system data will be required
Transportation	Selection of the highway corridors will be critical
Transportation	Ensure all projects included the base communication infrastructure even in projects not connecting directly to a TMC at this time
Transportation	The adoption of a 100% electric, narrow commuter vehicle build, lease, rent, sell, buy and drive program.
Transportation	100% electric, narrow commuter cars promise the best results for CMAQ funding spent by simultaneously mitigating congestion and improving air quality.
Transportation	Since single occupant driving dominates commuting choices, it's time for CMAP to promote and adopt a narrow commuting vehicle lease or rent option to right-size cars for single occupant driving.
Transportation	What are the best opportunities for upgrading transit service and attracting drivers to transit? What corridors have the highest bus ridership per mile? Are there streets where bus riders are the majority but they're still stuck in traffic with cars?
Transportation	Eliminate parking requirements from zoning. Decouple the cost of parking from cost of housing. Don't force people who don't want parking to pay for it.
Transportation	I think we need both sticks and carrots, but you have the carrots in place before introducing the sticks. A carrot would be modernizing transit by upgrading the busiest bus corridors from bus stuck in traffic to light rail. Sticks would include congestions pricing and parking reform--- managing the demand for driving and

parking. Be clear about using the revenue from the stick to fund the carrot. Use the carrot to change the way people view public transit. Only then will they be willing to fully fund it.

Transportation	Don't be afraid of demand management strategies. Designing to encourage more transit and less driving is not war on cars, it's urban planning.
Transportation	I'd like to see an affordable and green version of the curb extension at crosswalks throughout the city. Where parking is not allowed in the last space3 before a stop sign (to protect crossing pedestrians), that space is often used anyway by ComEd, delivery, taxi, etc. That's a good place for a planter or a rain garden.
Transportation	Focus on parking reform to make way for street trees and other green features. There's probably too much parking already in most places, but until we count it we can't tell. First count the parking, determine what the right amount is, then charge where it's free, then manage the spaces we have. That should make room for more street trees and rain gardens --as well as dedicated transit lanes, protected bikeways, and sidewalk cafes.
Transportation	Vacant areas near downtown--specifically in places where it's affordable to provide rapid transit, schools, healthcare, shopping, and jobs.
Transportation	Transit Oriented Development is a good public policy. However, any density bonuses should be reviewed by local communities and not be automatic. There must be associated planning by transit agencies to be able to handle increased ridership on public transportation including funding for additional employees and equipment.
Transportation	The goal of all funding should be to get people out of their cars and onto public transportation. We should no long build additional road capacity.
Transportation	A true high-speed Midwest rail system should be planned and implemented.
Transportation	In order to encourage use of public transportation, it should be subsidized by increased tolls on highways and an increase in the gasoline tax.
Transportation	I would like to know what has contributed to decreasing mode share for almost all modes other than driving alone between 1980 and 2014.
Transportation	Bikes are an excellent first last mile solution as part of a fully utilized and accessible public transportation network. Bikes on trains needs to be 24/7, 365 days a year.
Transportation	Enforcing driver rest periods is important. Drivers also are distracted by their communication devices. 80,000 pounds weaving on a road is a nightmare.

Transportation	Rail freight needs to be put on the inbound line servicing the receiver as far from Chicago as possible. Rail companies hold freight in their systems to maximize their profits, then turn loose cars in the middle of Chicago's hub in a free for all mess.
Transportation	Freight moves through out town fairly quickly with minimal waiting time. Longer trains on the periphery lines with their switching activities can block crossings way longer than 10 minutes, often 15 minutes or more.
Transportation	Multi-modal operations should be emphasized to the advantages each brings.
Transportation	The performance trend is more dependent on the time it takes to reach a destination. This is based on the accessibility of the place. An area like Chicago that is trying to attain maximum accessibility is also facing a real time issue called congestion. The transportation authority has to understand this and emphasize on the specified modes based on its demographics to increase the performance of each mode.
Transportation	The public understanding for transportation is the minimum speed and time take by a mode for a trip. Though the transportation technology has helped us identify the speed level for each mode that makes us plan our travel accordingly, we also understand that the technology should also help us solve the unintentional delays due to congestion.
Transportation	Bus and train time is an issue. Promote efficiency and on-time performance
Transportation	I plan to buy a house in the northwest suburbs soon but I work in the Loop. The Metra train ride I will use takes over an hour to get downtown. More express trains from farther out would be helpful.
Transportation	Having a train connecting Midway and O'Hare would allow for easier transfer of passengers.
Transportation	Having an "L" train run north and south without having to connect to the loop would be ideal.
Transportation	TMCs must communicate DIRECTLY with vehicles and travelers (machine to machine) using V21 and other communication media.
Transportation	Promote the adoption of Connect Vehicle technology throughout the region
Transportation	Connected vehicle technology can reduce congestion much less expensively than widening roadways can. It can reduce intersection delay at a fraction of the cost of other techniques. There are many other safety and mobility benefits that should be considered in ON TO 2050.

Transportation	Information on updates to CTA rapid transit and bus service, especially station closures and bus line reroutes.
Transportation	Northeast Illinois must continue to improve and expand it's public transit system, and at the same time, get more creative on ways to encourage people to leave their cars at home for most trips and take public transit. Getting cars off the road and expanding transit is perhaps the biggest step towards enhancing livability.
Transportation	Land use as the biggest transportation issue… Where people are and where they want to be. TODs.
Transportation	Correlation bt good transit and property values.
Transportation	They don't encourage alternative transportation modes in the suburbs.
Transportation	Autonomous cars will take care of that!
Transportation	Being a teenager in high school and not having a way to get around town. No way of getting to some other place other than school and house. (not encouraged to use alternative transportation)
Transportation	Impacts of UBER/Lyft on land use and transportation: Job opportunities that are there for drivers. If there was ever a country that needed this, we do. For folks in between jobs…
Transportation	Has encouraged people to get rid of their cars and turn to public transit
Transportation	Ride share businesses are incentivizing for corporations. People are getting rid of their old hunkers.
Transportation	Private financing incentive for ride share/smart cars.
Transportation	How do I get rid of the car once I get to Oakbrook? How do I not pay for the idle time that the car is using while parked when I could just use my own car.
Transportation	Divvy as a model for car sharing.
Transportation	Portland has a smart car sharing model
Transportation	Zip car is experimenting
Transportation	Will need way more parking spaces than cars for it to work.
Transportation	Taxing on shared vehicles is pretty high. Over inflated like the gasoline tax. The government isn't doing any favors by having the high tax. Slapping the tax on it isn't helping to promote and help it get off the ground.
Transportation	They tax them like rental cars which screws locals.
Transportation	How many of us have a reasonable expectation of what to get charged by zip car?
Transportation	Communication infrastructure follows the transportation infrastructure.

Land use and housing	Suburbs have affordable starter homes, which is an opportunity
Land use and housing	Schaumburg has multi-family units
Land use and housing	Mt. Prospect and other suburbs lack multi-family; just rehab and townhomes, which are too expensive ($650K to start)
Land use and housing	Bias against rental units
Land use and housing	Lack of senior housing
Land use and housing	Day of corporate office park is past; when city gets business we have to recognize that this benefits suburbs
Land use and housing	Cheap land in suburbs is an opportunity
Land use and housing	Need more senior housing, but there is a stigma associated with multi-family housing
Land use and housing	"fair" housing v. market-rate (no desire for "affordable" housing in communities), residents want owner-occupied even when it's replacing a building that isn't liked (e.g. a strip mall)-- cultural bias
Land use and housing	Countryside-- rural large lots are turning into McMansions, losing character, people/density, affordability--how do we maintain balance?
Land use and housing	More multi-family housing for smaller households needed, but too much stigma around multi-family, both market-rate and affordable
Land use and housing	Aging a challenge and opportunity
Land use and housing	Housing prices is just part of issue, taxes second part
Land use and housing	Density is too high in some areas -- you walk outside and you might get hit by a car, there is so much traffic and it's fast-moving
Land use and housing	Need higher density housing in suburbs
Land use and housing	CMAP should shift focus from downtown Chicago to suburbs like Schaumburg
Land use and housing	Lack of a walkable downtown w/ neighborhood, community feel in Schaumburg (compared to Naperville, Chicago)
Land use and housing	People cannot afford to live in their homes
Land use and housing	Work with township to set regulations on how big houses should be
Land use and housing	Work with township to set regulations on how big the house should be
Land use and housing	Deforestation and sprawl
Land use and housing	Use vacant lands smarter, more parks
Land use and housing	Tear down vacant buildings and build for housing and parks
Land use and housing	Use vacant buildings for housing
Land use and housing	How to integrate development and use of property to the best use of the community
Land use and housing	What can be done with vacant land in the interim? Farmers Markets?
Land use and housing	Regulations limited right to decide how to use the land and creates tensions with neighbors
Land use and housing	True land that is viable between city and suburbs
Land use and housing	Affordable housing connected to homelessness and healthcare
Land use and housing	Many areas in Cook County are underutilized
Land use and housing	Alignment/consolidation of existing community plans

Land use and housing	Maintain old housing stock
Land use and housing	Assessor has been slow to recognize the rise of the market
Land use and housing	Need affordable housing, there is too much development
Land use and housing	The quality of housing is deteriorated
Land use and housing	There is affordable housing but not enough people moving in
Land use and housing	Too many vacant or abandoned homes
Land use and housing	Limited capacity communities
Land use and housing	Look beyond land use as an agency
Land use and housing	What does "affordable" mean?
Land use and housing	Uneven development around train lines on Chicago's North and South Sides presents different types of TOD challenges
Land use and housing	To encourage south side TOD need to address other issues: crime, education, quality of life generally
Land use and housing	Housing: we have solid structures that can be rehabbed
Land use and housing	We still have affordable land in region compared to the coasts (NYC and SF)
Land use and housing	Water pipe infrastructure needs to be addressed
Land use and housing	We need to be more aggressive and coordinated in rehabbing
Land use and housing	Use economic incentives to focus on inner city and TOD
Land use and housing	Need a census of vacant land in Auburn Gresham.
Land use and housing	Need to get vacant lots into private ownership.
Land use and housing	Desegregation of housing and land use
Land use and housing	NIMBYism/resident opposition and impact on land value
Land use and housing	Retail signage/requirement policy
Land use and housing	More variety in housing stock
Land use and housing	Affordable senior housing in Naperville
Land use and housing	Decreasing middle-income affordability
Land use and housing	Land values drive new housing stock development
Land use and housing	There is less support for more housing density
Land use and housing	School capacity limits types of new housing
Land use and housing	Incorporated versus unincorporated
Land use and housing	Resistance to increasing density
Land use and housing	Housing is too expensive
Land use and housing	Housing mix and multi-family serves aging population
Land use and housing	Economic segregation via home prices
Land use and housing	Fears of effects on property values from housing density (need more education, demonstrate how housing diversity looks, use examples)
Land use and housing	McHenry Co is a high commuter county. 60% leave the county for work and there are not a lot of jobs in the county. Moreover, few people can afford to live there who work there and vice versa
Land use and housing	Aging in place better with transit connections
Land use and housing	Resistance to increasing density
Land use and housing	Encourage more front porches through local zoning

Land use and housing	Affordable assisted living senior care is very lacking. In particular the in-between care is difficult to find in the region
Land use and housing	Better connections between housing and transportation
Land use and housing	Austin has a lot of vacant land ripe for development.
Land use and housing	Increase resources for better homes and schools
Land use and housing	Austin used to be a densely populated town unto itself
Land use and housing	Increase diversity without fear of gentrification.
Land use and housing	The population of McHenry Co. is aging and there are long-term care needs
Land use and housing	Low income households are moving closer to the Palatine/Arlington Heights area where there are jobs
Land use and housing	Inconsistent housing patterns throughout the communities
Land use and housing	In some areas, more rental housing is needed
Land use and housing	A way to attract more people to downtown is with affordable housing
Land use and housing	Expensive housing in Chicago
Land use and housing	Redefine what affordable means
Land use and housing	Large foundations can ban together to add diversity to the housing stock
Land use and housing	Aging in place
Land use and housing	Better connections between housing and Transportation
Land use and housing	Stop Sprawl!
Land use and housing	Reuse housing stock
Land use and housing	Address people tearing down homes to build larger homes on lots.
Land use and housing	Find a way to make infill development less expensive (greenfield development)
Land use and housing	How much density housing is needed? "Density shed"
Land use and housing	Some communities don't understand what density means
Land use and housing	Preconceived notion of who lives in density housing
Land use and housing	Housing connects with equity
Land use and housing	More density is needed in Chicago
Land use and housing	Density throughout the city isn't the same
Land use and housing	Parking requirements impede the density
Land use and housing	Ideally, it would be 5,000 people per square mile in the region
Land use and housing	"Artificial density" park and ride
Land use and housing	Large foundations can ban together to add diversity to the housing stock
Land use and housing	Land use contest. Who gets the authority?
Land use and housing	Access to capital to build/renovate housing is a barrier
Land use and housing	Preconceived notion of who lives in density housing
Land use and housing	Incentives for development are a double edged sword, can we afford the cost? How can we incentivize development but also note the cost (impact fees), need to find a balance
Land use and housing	Preserve green space and encourage compact development to improve public health
Land use and housing	Land use is local issue but transportation is "someone else's" problem

Land use and housing	Future is unknown, developers don't want to try something new (change their ways)
Land use and housing	Municipalities can't provide the full suite of housing options needed
Land use and housing	Hard to find a community that is both walkable AND affordable
Land use and housing	Not everyone wants to live in dense neighborhoods, the American dream is still a 2500 square foot home on a cul de sac
Land use and housing	It's hard to replicate the sense of town center in a planned development; developers have a hard time reconciling the desire for walkability with the fact that everyone wants a big house (but these stay vacant for a while)
Land use and housing	Our children want more, and bigger things than us, a bigger house, a bigger garage
Land use and housing	Affordability in the suburbs is an asset, as is education and the toll road [transportation]
Land use and housing	Community is in agreement about the need to preserve open space (farmland and recreational area)
Land use and housing	Perception of higher density is bad although studies contradict this. Making this point in ON TO 2050 would be helpful.
Land use and housing	The perception is that if you rent, you don't care about the property and that renters don't have money
Land use and housing	Can you direct STP/TIP money to these types of programs?
Land use and housing	Support energy-efficient senior buildings with open space
Land use and housing	Need more affordable housing for low/median income populations
Land use and housing	There is a lot of undeveloped land in existing communities that should be developed first
Land use and housing	Safety issues near affordable housing are a problem (give affordable housing a bad reputation)
Land use and housing	Need more mixed use housing (although retail development is too slow, making the mixed-use buildings look vacant)
Land use and housing	Lack of information: how do I know if property in my neighborhood is for sale, or vacant, you don't know about opportunities until you go looking
Land use and housing	Housing upkeep a major obstacle
Land use and housing	Segregation of communities
Land use and housing	Access to services in suburban areas as low income people move out
Land use and housing	Single-headed households on the rise
Land use and housing	Empty strip commercial - what do you do with this?
Land use and housing	Who is looking at cumulative (neighborhood, city, region) impacts of development?
Land use and housing	Find ways to make infill development less expensive. (less regulation) (Make more regulation to make rural development more expensive?
Land use and housing	Sprawl
Land use and housing	Affordable housing is available, just not where people want to live
Land use and housing	There are other barriers such as crime which affect access to affordable housing

Land use and housing	People want to live near where they work
Land use and housing	Affordable housing is available, just not where people want to live
Land use and housing	Housing - affordability to stay in place
Land use and housing	Coordination of infrastructure investments
Land use and housing	Land use - downtown/isolated communities
Land use and housing	Brownfields in isolated communities, effect on health conditions
Land use and housing	New housing development isn't affordable and is displacing residents. How can we better regulate developers?
Land use and housing	Creative housing solutions needed for the homeless
Land use and housing	Affordable housing should be 1) smaller (less than 10 units), not mega projects, and 2) more integrated with market-rate to create mixed-income communities
Land use and housing	Poverty is concentrated
Land use and housing	Affordable housing should be spread evenly across the region
Land use and housing	No exceptions to the affordable housing rules, all development should be min. 20% affordable
Land use and housing	Vacant buildings are staying vacant for too long, 2400 vacant buildings in Austin since 2008
Land use and housing	Chatham: increased density doesn't matter but it's seen in surrounding community areas.
Land use and housing	Not wanting single family homes as rentals in certain community areas
Land use and housing	A 'million' vacant lots that can be turned into parks all over
Land use and housing	Asian parents are purchasing many of the new condos for their children to live and go to school.
Land use and housing	In certain areas, there's a senior population where only 2 things happen: they can't pay the taxes or can't fix the roof. They've paid for their homes and can't afford to stay due to fixed income.
Land use and housing	Hard for elderly to stay in homes on pensions/soc. Security
Land use and housing	3000/month for rentals for 1br in Humboldt Park TODS. Not good.
Land use and housing	Bias in how condition of infrastructure changes from street to street in the city
Land use and housing	Collar county dispute
Land use and housing	Isolated communities/what does this mean?
Land use and housing	Density is not wanting single family homes not wanting to be rentals
Land use and housing	Developer set-aside (more density but must have a public park)
Land use and housing	Many vacant lots turned into parks
Land use and housing	Chinese market increasing in the south loop
Land use and housing	What is going to happen to Hyde Park? Lots of rental units
Land use and housing	Public infrastructure largest
Land use and housing	Affordability - high taxes
Land use and housing	Senior populations can't pay taxes, can't keep up w/maintaining the houses
Land use and housing	Gentrifying is pushing seniors and others out

Land use and housing	Seniors/it's hard to stay in their homes. How is this sustainable?
Land use and housing	Gentrification goes hand-in-hand w/TOD
Land use and housing	Attracting investments
Land use and housing	Low demand for development
Land use and housing	Attracting more development into an urban center is not really needed.
Land use and housing	No shortage of downtown investment. Suburban areas do need that.
Land use and housing	Having diversity of approach.
Land use and housing	Overcoming objections to affordable housing
Land use and housing	Not a lot of emphasis on residential segregation. Concentration of poverty. Poverty clustered in south suburbs as voucher holders came in.
Land use and housing	School options make people move to certain communities
Land use and housing	Different areas will require diff strategies
Land use and housing	Controversial w/demand for density affordable housing
Land use and housing	Housing & TOD go hand-in-hand
Land use and housing	Housing stock changes from owner to rental on a regular basis/varies by community and driven by demographics
Land use and housing	Not a lot of emphasis on systemic segregation/concentration of poverty
Land use and housing	Wide variation in people react in the county
Land use and housing	Education and housing correlate directly
Land use and housing	Retirement/ could lead to wanting to rent instead of maintaining homes
Land use and housing	Low demand in whom? Investors or community?
Land use and housing	Zoning policy can help address isolated communities
Land use and housing	Income restricted housing unfortunately doesn't happen b/c of elected officials
Land use and housing	Zoning can be a barrier to affordable housing
Land use and housing	Housing is available and close to transit but for whom?
Land use and housing	More housing for below 30 AMI to very low/homeless people rather than middle
Land use and housing	Senior mass home sharing w/low-income/homeless people that matched needs (open communities)
Land use and housing	More co-ops
Land use and housing	Stressed properties… how do we transform them into properties that people will want to continue to live in and invest in?
Land use and housing	CMAP's process has to think differently about how they ask questions from communities. The questions are all important and all need to be worked on simultaneously. Make sure that CMAP asks questions more appropriately.
Land use and housing	Racialized disinvestment in communities is a challenge
Land use and housing	Public safety - no company will invest because of insurance
Land use and housing	Exclusion and inequity are old topics that have been around… glad CMAP is starting to work on these
Land use and housing	Aging population where seniors can't afford to stay. Youth can't afford to buy. Need more housing options like condos. Rent-to-own options.

Land use and housing	Low wages can't afford housing. Not sustainable.
Land use and housing	Available housing at transit is good
Land use and housing	Brownfields, abandoned lots should be repurposed to green, gathering spaces.
Land use and housing	Unused land in inner city for economic development
Land use and housing	Green space to improve aesthetics and address violence issues
Land use and housing	How to address blight?
Land use and housing	Developers respond to demand which can drive housing density
Land use and housing	I would live in Chicago if the schools were better
Land use and housing	Planning for density
Land use and housing	An incentive to redevelop instead of sprawl
Land use and housing	[survey] variety of affordability of housing are linked, shouldn't split them as priorities
Land use and housing	The distribution of housing across the region (and segregation) should also be addressed
Land use and housing	High concern for isolated communities
Land use and housing	"other" answer is indifference stress between development and preservation
Land use and housing	Affordability overwhelmingly #1
Land use and housing	Development in some areas are not changing as fast as they would like
Land use and housing	Gentrification - are people being put in pockets they can't go?
Land use and housing	Disparity between disappearing south & west side, while the north/east side is more self-sufficient (thriving)
Land use and housing	Rent is very expensive in the city, pushing residents out of the west
Land use and housing	All new development are high-rises which don't meet the demands of all people (more diverse housing choices) and mobile friendly
Land use and housing	Low-income residents cannot only afford housing but everything else
Land use and housing	Balanced housing/age/demographic diversity through the region
Land use and housing	Better architecture and development
Land use and housing	Better transition w/old & new buildings
Land use and housing	Housing sustainability
Land use and housing	Creating gathering/community spaces where people need to connect
Land use and housing	Some housing is inefficient and maintenance makes housing less affordable because it is so expensive to maintain
Land use and housing	Raise questions about aging housing stock.
Land use and housing	Who is checking our lead pipes? Are there programs for this?
Land use and housing	The process of building and development needs to be more of a community process and get input from people
Land use and housing	Tiny homes concepts/ stackable storage units - would require zoning/policy changes
Land use and housing	Do either plans address homelessness?
Land use and housing	Banks who own foreclosed homes should work w/residents to fix what is already there and provide credits to own

Land use and housing	Community acceptance is because rest of infrastructure isn't there - traffic stormwater
Land use and housing	No one wants change - issues of supporting infrastructure - and stereotypes
Land use and housing	Affordable is #1 issue
Land use and housing	For many residents, property taxes is more than mortgages - and services rendered are not equivalent to taxes on a value level
Land use and housing	How are immigrants going to age and be cared for?
Land use and housing	How are we protecting naturally affordable housing owned by mom-and-pop from corporate landlords?
Land use and housing	Need to protect fertile agricultural land from development
Land use and housing	As famers move to diversify crops from monoculture, need to rethink insurance and subsidies which promote monoculture
Land use and housing	How are agricultural subsidies managed? Can they be better targeted/managed to support agricultural development in regional interests?
Land use and housing	Housing for migrant workers needed; they're the backbone of the local economy but have substandard living (and can't afford any better)
Land use and housing	Community acceptance of high density housing
Land use and housing	Push for equity for discriminated communities
Land use and housing	Environmental Impact
Land use and housing	Land use & public policy. Tax, land values
Land use and housing	Social equity & types of housings
Land use and housing	Housing discrimination & affordability
Land use and housing	How does a mixed housing stock fall into the 2050 plan… segregation, racial & SES
Land use and housing	Infill development expensive
Land use and housing	Suburban sprawl. People are moving because they want the bigger house/acreage. People think that all the services that are in urban centers will just come to them
Land use and housing	How is land being developed in underutilized areas
Land use and housing	Foreclosure crises needs to be addressed in S. Suburbs - decreases home values everywhere
Land use and housing	Park Forest has older housing stock
Land use and housing	More regulation required for home up keep vs. nuisance and eyesores - housing standards improve? Housing court is slow in Cook County
Land use and housing	Housing Choice Voucher holder concentration
Land use and housing	Developers picked up cheap properties & foreclosures and flipped homes to HCV holders
Land use and housing	HCV homes are not problem homes
Land use and housing	Help seniors stay in homes

Land use and housing	Help seniors right size homes
Land use and housing	Parents & grandparents import land use and quality of life
Land use and housing	Don't put all affordable housing in poor areas where jobs are not
Land use and housing	Plan away from sprawl.
Land use and housing	Housing - equity issues
Land use and housing	Make communities attractive to millennials
Land use and housing	Attract companies to dense areas
Land use and housing	Revitalizing brownfields & vacant properties - incentivize local infill development
Land use and housing	Being able to age and live in your community. Housing; easy to get around; shared housing/co-housing
Land use and housing	Increasing density (developers)
Land use and housing	Developers want to build multi-unit buildings
Land use and housing	Huge buildings go against the nature of the neighborhood. Damaging to the lifestyle of current residents
Land use and housing	Scared to put up solar panels because a tall building may be built nearby and block the sun
Land use and housing	Upgrades for tree pits are avoided due to costs of permits, etc.
Land use and housing	Aesthetics in general - ugly architecture.
Land use and housing	New construction poorly constructed low quality.
Land use and housing	Affordability. People being pushed out. Transitioning.
Land use and housing	People can't afford to live & work here.
Land use and housing	Buildings being razed after years of poor maintenance.
Land use and housing	Boom of SFH replacing housing stock because of existing zoning that's in place. Taxes will continue to exacerbate rental pricing
Land use and housing	Historic preservation
Land use and housing	Urban sprawl - contain reduce sprawl/greenbelt
Land use and housing	Brownfields, abandoned lots should be repurposed to green, gathering spaces.
Land use and housing	Discourage vacancies by eliminating tax loopholes
Land use and housing	Affordability
Land use and housing	Old building codes/ updated university
Land use and housing	Housing stock/types of housing
Land use and housing	Zoning modernization
Land use and housing	Variances & setbacks/lot coverage
Land use and housing	Property taxes high
Land use and housing	Universal design
Land use and housing	Reinvestment
Land use and housing	Construction costs
Land use and housing	Utility coordination is needed
Land use and housing	Need affordable housing, rents are going higher
Land use and housing	There is high or perception of high economic segregation the affordable Is only in same towns

Land use and housing	Why weren't we building affordable in areas of oppression
Land use and housing	Lots of foreclosure in the region
Land use and housing	Property taxes soaring and that's driving people out and putting housing out of reach.
Land use and housing	Variety in housing stock - need something multifamily and walkable, different price points to attract/keep young people
Land use and housing	We need greater density
Land use and housing	Stop the sprawl
Land use and housing	Elgin need more downtown apartments
Land use and housing	There's a lot of new housing for mid-income, but not for people making $10-15/hr.
Land use and housing	Older housing stock is in need of rehab, but there isn't any incentives for landlords to upgrade, which is critical because theirs are rental units
Land use and housing	Housing range
Land use and housing	High unemployment is making housing less affordable, when you lose your job you can't stay in your home
Land use and housing	High taxes are a problem
Land use and housing	Illegal split of single family homes are leading to over densification and overcrowding in schools
Land use and housing	Property values not keeping pace with taxes
Land use and housing	Side lots being developed and then split off, leaving homes without street access and yards
Land use and housing	Overcrowding in multifamily development
Land use and housing	High foreclosure - 10 students affected
Land use and housing	Architecture?
Land use and housing	More efficient land use
Land use and housing	Develop more in existing densities
Land use and housing	Efficient concentration of people -housing, etc. to reduce sprawl
Land use and housing	Industrial parks claiming rural land bad for green space
Land use and housing	Property taxes high
Land use and housing	Failing/abandoned strip malls
Land use and housing	More vertical development
Land use and housing	Development should not outstrip infrastructure
Land use and housing	Suburbs are wedded to single family.
Land use and housing	Prejudiced against multifamily
Land use and housing	NIMBY
Land use and housing	Can't look at housing in isolation - need diverse tax base to support housing and community
Land use and housing	Property taxes keep going up - that's not sustainable
Land use and housing	Federal tax law gives incentive to abandon properties
Land use and housing	Address abandoned parking lots
Land use and housing	Development costs need to be internalized
Land use and housing	High real estate taxes in Lake County affects affordability of housing

Land use and housing	Location of affordable housing is an issue
Land use and housing	There is a high cost of living (housing costs) for the second wave of people to settle an area
Land use and housing	Recycle downtowns, reduce sprawl
Land use and housing	Revitalize Waukegan to reduce sprawl
Land use and housing	Neighborhood make cities vibrant
Land use and housing	Mixed developments
Land use and housing	Get out and play more, get the kids outside
Land use and housing	Our cities are built more spread out
Land use and housing	Can CMAP help w/Shedd School grounds? Improvement of ground conditions/landscaping/repavement
Land use and housing	Demographic changing: baby boomers and millennials want the same thing, but those in between don't want them, so what's going to happen to those subdivisions? Where are millennial communities going to be created? What will they look like?
Land use and housing	Conversation of multi-family to single family decreases density and threatens economic vitality of a neighborhood by decreasing purchasing power
Land use and housing	Taxes are increasing and driving up housing prices; how can people age in place?
Land use and housing	College grads marrying later, so lacking dual income, plus they have more debt; consequently, can't afford home-purchase
Land use and housing	City picks and chooses what becomes a landmark
Land use and housing	Low acceptance of high density in West Loop
Land use and housing	Need mix of renters and homeowners
Land use and housing	Need bigger units
Land use and housing	Renters are less invested in the neighborhood
Land use and housing	Attract high-quality developments
Land use and housing	Zoning is too much a guideline than rule. Not enforced.
Land use and housing	Mixed development w/ residences above retail.
Land use and housing	Redevelopment of bad development, not sacrifice of open space in cities
Land use and housing	No more sprawl
Land use and housing	Aging in place - how are we planning for this?
Land use and housing	Condition poor b/c funding is too
Land use and housing	Increasing regulation/inconsistency
Land use and housing	Regulations different by municipality and an impediment to development
Land use and housing	Wasted space - empty lots
Land use and housing	Quality of housing
Land use and housing	Homelessness
Land use and housing	Dependence on property taxes
Land use and housing	Hard to see value of taxes
Land use and housing	Brownfield redevelopment, require a regional coordinating body

Land use and housing	Antidote to sprawl: make cities more attractive: w/higher density in cities, walkability, beauty
Land use and housing	Rethink how we develop e.g... Infill
Land use and housing	Housing choice should adapt to generational needs
Land use and housing	More incentives for housing subsidies in other neighborhoods
Land use and housing	Reduce the stigma of "affordable housing"
Land use and housing	Create more housing for the great middle, the middle class
Land use and housing	Create mixed housing for seniors
Land use and housing	Address vacant lots
Land use and housing	Collaborate with developers on new projects
Land use and housing	Include communities in land use decisions
Land use and housing	University acquisition of property removes housing units from the market
Land use and housing	MWRD is a significant land owner but hasn't explored environmental sustainability in habitat… and how to fit that into a planning structure.
Land use and housing	Quality, affordable housing, lack of single family homes
Land use and housing	There are many foreclosed homes in the area
Land use and housing	Aging/obsolete housing.
Land use and housing	Suburbanization of poverty. Are we overbuilt?
Land use and housing	Lack of affordable housing - too high rent & discriminatory landlords.
Land use and housing	Lack of affordable housing.
Land use and housing	Lack of affordable housing.
Land use and housing	Affordability. Quality.
Land use and housing	Affordability.
Land use and housing	Funding.
Land use and housing	Affordable housing near work.
Land use and housing	Affordable single family housing.
Land use and housing	EAV declined by 90% in commercial corridor.
Land use and housing	Urban buildout.
Land use and housing	Affordability.
Land use and housing	Affordability.
Land use and housing	Older housing, some being replaced.
Land use and housing	Maintaining aging stock.
Land use and housing	Re-development.
Land use and housing	Affordable housing for young families.
Land use and housing	Insufficient for low to middle class.
Land use and housing	Provide affordable housing.
Land use and housing	Affordable housing.
Land use and housing	More affordable housing. Need weatherization programs.
Land use and housing	Vacant lots.
Land use and housing	Caring for vacant buildings, increasing affordability
Land use and housing	Fix up housing.
Land use and housing	How does the city get serious about affordable housing?

Land use and housing	Dangerous neighborhoods
Land use and housing	Need more structurally sound housing?
Land use and housing	Issues with foreclosures & vacant homes.
Land use and housing	Make it affordable.
Land use and housing	Affordable housing is unavailable. Public housing unavailable to those with criminal records.
Land use and housing	Affordable & available.
Land use and housing	Too many vacant homes or in bad repair.
Land use and housing	Vacant homes cost more than what the market allows to repair.
Land use and housing	Homelessness, foreclosure, repairs needed, abandonment.
Land use and housing	Need more housing
Land use and housing	Not clear title to properties and cost burdened owners
Land use and housing	Quality cost
Land use and housing	Houses too big
Land use and housing	Increase affordable housing near transportation
Land use and housing	Too many mansions/sprawl
Land use and housing	Affordability
Land use and housing	Lack of suburban variety
Land use and housing	Affordability
Land use and housing	Aging in place. More sustainable building requirements
Land use and housing	Move away from fossil fuels. Availability of renewables
Land use and housing	Needs change, taste of buyers change
Land use and housing	Availability of mix of types & prices, affordability
Land use and housing	Strong opposition to "affordable" housing. Increasing single family density
Land use and housing	Better flood management
Land use and housing	Tearing down smaller older homes & putting up larger homes
Land use and housing	Desire for cheap housing & inherent opposition to inward development vs. Greenfields building
Land use and housing	Gentrification of housing in transit accessible areas
Land use and housing	Affordability to all
Land use and housing	Better quality
Land use and housing	More inclusive housing
Land use and housing	Affordability community diversity (racial & income)
Land use and housing	Increase affordability
Land use and housing	Lack of affordable housing
Land use and housing	Access to quality affordable housing
Land use and housing	Integrate communities across SES and racial/ethnic lines
Land use and housing	Too much supply in areas that are not growth opportunities
Land use and housing	Lack of affordable housing
Land use and housing	Affordable nots some areas
Land use and housing	NIMBY-ism affordability, need for creative housing types
Land use and housing	Creating sufficient affordable housing and adding integrated housing options for people with disabilities

Land use and housing	Quality affordable housing
Land use and housing	Housing stock is available but vacancy is an issue
Land use and housing	Quality of housing available to all
Land use and housing	Lack of affordable housing
Land use and housing	Remediation by developer
Land use and housing	More affordable housing
Land use and housing	Accommodate growth in some acres while preserving quality affordable housing for all
Land use and housing	Need for variety in communities also attracts different types of jobs as result
Land use and housing	Not enough decent affordable housing, which is difficult to finance
Land use and housing	Developers purchasing properties for tear down
Land use and housing	Little development of affordable housing for "middle income" families near transit & job centers
Land use and housing	Housing cost
Land use and housing	Great disparity in incomes. Affordable housing opportunities
Land use and housing	Meet the needs of seniors, low-income, empty nesters, recent grads
Land use and housing	Attainable, desirable housings
Land use and housing	Affordable property taxes
Land use and housing	Incentives costs/impact fees transportation
Land use and housing	Housing stock for all income levels
Land use and housing	Providing more housing conducive to a retired population
Land use and housing	Low availability of small housing
Land use and housing	Lack of all age group housing within single community
Land use and housing	Affordable housing
Land use and housing	Affordability senior facilities
Land use and housing	Affordable housing throughout Chicagoland
Land use and housing	Affordable sprawl
Land use and housing	Lack of decent affordable housing
Land use and housing	Old hazardous housing/abandon
Land use and housing	Being able to afford
Land use and housing	Land use
Land use and housing	Quality, affordable housing. Lack of single family homes
Land use and housing	Affordable housing
Land use and housing	Access to safe, affordable housing
Land use and housing	Not made affordable to people equally
Land use and housing	Not enough housing for homeless & youth
Land use and housing	Affordable housing , vacant buildings staying vacant too long
Land use and housing	Affordable, mixed, regulation, homelessness
Land use and housing	More affordable
Land use and housing	Being able to do repairs and afford it.
Land use and housing	Improving poor neighborhoods
Land use and housing	Increased density reduces quality of life

Land use and housing	Redlining lower cost housing
Land use and housing	Not enough inexpensive homes
Land use and housing	Demo for open space.
Land use and housing	Rent control
Land use and housing	Need more units.
Land use and housing	Safe spaces & green initiatives.
Land use and housing	Care for the homeless.
Land use and housing	More stable 'hoods.
Land use and housing	Vs. purchasing new but far distance.
Land use and housing	Maintain quality housing stock
Land use and housing	A lot of land for new development.
Land use and housing	Funding mandates.
Land use and housing	Use affordable housing as a way to increase racial integration.
Land use and housing	Create more.
Land use and housing	Use TIF & CHA money to address this.
Land use and housing	Sustainable housing.
Land use and housing	Lower cost.
Land use and housing	Grants to rehab homes.
Land use and housing	Build quality affordable housing in hoods that need it.
Land use and housing	Vacant housing available for development.
Land use and housing	Grants for home owners to repair through corporate sponsors.
Land use and housing	Affordable housing restore abandoned buildings
Land use and housing	Alt. housing options
Land use and housing	Encourage smaller houses/multifamily
Land use and housing	Measure population
Land use and housing	Land availability
Land use and housing	Promote aging in place. Smaller lots
Land use and housing	Tax incentives
Land use and housing	Community funded & local renewables
Land use and housing	Flexible buildings design
Land use and housing	Home sharing, accessory structures, community land trust
Land use and housing	Housing for seniors to the disable from our own community is okay
Land use and housing	Various land use solution
Land use and housing	Denser planned housing around open spaces
Land use and housing	Proximity to Chicago people are ok/interested in denser land use
Land use and housing	Flexible codes to make construction less
Land use and housing	Use added tax base for subsidy
Land use and housing	Re-investment in disinvested communities
Land use and housing	New ways to finance affordability
Land use and housing	Better integrated communities improve quality of life and access to myriad of life experiences
Land use and housing	Use housing as part of a larger strategy
Land use and housing	Diverse communities

Land use and housing	Dialogue opens up understanding and acceptance, create new model of affordable housing
Land use and housing	Cost sharing with gov't/ expedited permitting
Land use and housing	Diverse housing stock
Land use and housing	Affordable housing to maintain diverse neighborhoods
Land use and housing	More choices for housing type/locations
Land use and housing	Consider the natural area - how to get the best of both worlds
Land use and housing	Variety at a regional level
Land use and housing	Inexpensive land
Land use and housing	Creating more moderate housing types and availability
Land use and housing	Listen to what is needed
Land use and housing	Optimize gov't rules to allow cradle to grave housing in single opportunities community
Land use and housing	TOD w/ variety of housing stock
Land use and housing	To rehab & rebuild assisting housings in the community
Land use and housing	New development
Land use and housing	To create some housing
Land use and housing	Rehabbing existing housing
Land use and housing	Improve the current housing stock & affordability
Land use and housing	To own their own house
Land use and housing	Assistance to build capacity, nonprofit developers, public investment
Land use and housing	Spread out development
Land use and housing	Affordability
Land use and housing	Realism property tax & distribution to public schools
Land use and housing	Sprawl
Land use and housing	Segregation, good schools. Jobs, employer cannibalization.
Land use and housing	Keep expanding though many areas are unused.
Land use and housing	Bike/walk trails for luxury, not in poorest areas.
Land use and housing	Creation spaces for everyone vs gentrification,
Land use and housing	Parks, open space, mixed use.
Land use and housing	Encourage density to increase housing supply.
Land use and housing	Adjacency of dis-similar uses.
Land use and housing	Economic development in Cook Co adjacent to DuPage Co.
Land use and housing	Redevelopment.
Land use and housing	Limited.
Land use and housing	Best & highest use.
Land use and housing	Urbanization
Land use and housing	Lack of planning for redevelopment.
Land use and housing	Develop land to have positive effect on money, taxes, community.
Land use and housing	Redevelopment.
Land use and housing	Vacant lots are an eyesore.
Land use and housing	Urban sprawl, surface flooding.
Land use and housing	Safe places to play. Community gardens.

Land use and housing	Too much leeway given to big developers.
Land use and housing	Vacant lots.
Land use and housing	Land not being used to spur economic development.
Land use and housing	More houses. Bring build and stores, business.
Land use and housing	Vacant Land
Land use and housing	More compact
Land use and housing	Concentrated mixed use
Land use and housing	"critical" define population capacity of region of density
Land use and housing	Sprawl
Land use and housing	Exclusionary zoning
Land use and housing	Sprawl
Land use and housing	Ecological sensitivity in all aspects development; local food production; construction
Land use and housing	Commercial areas lose much space to cars
Land use and housing	Watershed planning for all open waters
Land use and housing	Tie parks, open space with green infrastructure storm water, more green land
Land use and housing	Sprawl
Land use and housing	Opposition to density, building height even in downtown district
Land use and housing	Water/air pollution stormwater management
Land use and housing	Building up open spaces to increase tax base
Land use and housing	Sprawl
Land use and housing	Cleansing homeless persons out of space. Especially the 606
Land use and housing	Zoning restricts innovation
Land use and housing	Better planning
Land use and housing	Transit oriented development
Land use and housing	Density
Land use and housing	Be flexible w/zoning
Land use and housing	Lack of variety in new construction
Land use and housing	Density may discourage growth in areas that lack resources
Land use and housing	Maintaining water quality
Land use and housing	Needs to be coordinated better on a development level
Land use and housing	Contamination cost to clean up
Land use and housing	Above causes greenfield development
Land use and housing	Move away from greenfield and auto oriented development patterns
Land use and housing	Fractured nature of land use powers
Land use and housing	Promote development in low density neighborhoods/communities
Land use and housing	Sub-urban sprawl, must drive
Land use and housing	Too many local authorities - no cohesive zoning
Land use and housing	Need to emphasize in-fill
Land use and housing	Balancing individual neighborhood, community and regional wants and needs
Land use and housing	Lack of comp plan and influence back to local

Land use and housing	Residential or commercial
Land use and housing	Slowed growth & development since 2009
Land use and housing	Balancing open space w/a need for business, housing shopping, etc.
Land use and housing	Empty buildings but yet making new buildings
Land use and housing	Overabundance of vehicle travel for shopping opportunities
Land use and housing	Walkable communities reduce sprawl-refund older infrastructure
Land use and housing	Sprawl
Land use and housing	Car-centric design
Land use and housing	Attract investment accept density housing
Land use and housing	Too many corporate projects that exclude the community
Land use and housing	Residential
Land use and housing	Funding
Land use and housing	Lack of investment in minority areas, lack of collaboration w/communities in development
Land use and housing	Vacancy
Land use and housing	Too many boarded up homes & empty lots
Land use and housing	Connect services planning
Land use and housing	Leaving places for middle class families to reside in city
Land use and housing	Consistent application of zoning
Land use and housing	No more "new land"
Land use and housing	Empty storefronts with new development
Land use and housing	Demo for open space.
Land use and housing	More green space.
Land use and housing	Promote development in Chicago & Cook co.
Land use and housing	Reduce lot size requirements. Allow higher structures.
Land use and housing	Creating buffer zones.
Land use and housing	Future plan development.
Land use and housing	Economy.
Land use and housing	Industrial areas.
Land use and housing	TOD
Land use and housing	Vacant land can be made into parks.
Land use and housing	Encourage sing-side development through independent contractors.
Land use and housing	Community gardens
Land use and housing	Rebuild fresh market, rebuild centers for youth, elderly, women
Land use and housing	Mixed, Tod, sustainable sites
Land use and housing	Determine earth-friendly land use
Land use and housing	Vacant strip malls
Land use and housing	TOD dense
Land use and housing	More density
Land use and housing	Allow bees, chicken, veg. garden in front yards
Land use and housing	Consolidate streets & parking. Not parking behind buildings. Reduce cars crossing over pedestrians
Land use and housing	"partnerships"

Land use and housing	Increasing sustainability, decreasing energy use $ better quality of life w/ better land use planning
Land use and housing	Lots of historic community & residential buildings
Land use and housing	Better education/ application of smarter use of resources/energy
Land use and housing	Saving open spaces
Land use and housing	Vacant prop along rails, increased shelters w/job training
Land use and housing	Form based codes
Land use and housing	Infill development TOD/COD
Land use and housing	Amend code
Land use and housing	Encourage development in growth areas
Land use and housing	Coordinate w/government, transit, etc. in more function proactive way
Land use and housing	Parcel acquisition/land banking
Land use and housing	More business building in suburbs
Land use and housing	Reduce transportation costs by
Land use and housing	Commercial, residential, closer proximity/integrated development
Land use and housing	More communities becoming high functioning in zoning practice
Land use and housing	Thinking about making bike lanes
Land use and housing	Lots of room for growth
Land use and housing	Open
Land use and housing	Economy picking up and an opportunity for new growth & development
Land use and housing	Revise comes to allow more multi-use density development in TOD/downtown areas
Land use and housing	More communities like Serosun? But affordable. Farmland preservation - farm to table
Land use and housing	Encourage & reward design that creates walkable communities
Land use and housing	Include the community in these decisions
Land use and housing	Residential parks, recreation
Land use and housing	To find ways to be more efficient
Land use and housing	Minority spaces may have blocks that need major work and the land can be used creatively
Land use and housing	Funnel business into vacant property
Land use and housing	Not push density into west loop
Land use and housing	Education on zoning and land use plan
Land use and housing	Housing projects
Land use and housing	More parks (says 2 year old daughter)
Land use and housing	Vacant lands where new school can be developed
Land use and housing	Aging houses and aging populations.
Land use and housing	Aging population.
Land use and housing	Changing demographics.
Land use and housing	Large & increasing stock of elderly with fixed income.
Land use and housing	Senior citizen housing crisis.
Land use and housing	Senior housing (not enough)
Land use and housing	Small single family homes for seniors.

Land use and housing	Vacant senior housing.
Land use and housing	Age-appropriate developments, not all high-rise, multi-level
Land use and housing	To keep older residents in their homes.
Land use and housing	lack of senior housing
Land use and housing	More resources for senior housing
Land use and housing	Much of the housing stock is not conducive to aging in place
Land use and housing	Senior housing developments put too much emphasis on the seniors' children, not the senior residents
Land use and housing	Senior needs services which dictate housing choice
Land use and housing	There is a disconnect between the demand for senior housing and where it is located
Land use and housing	What happens when the purpose-built senior housing is no longer in demand; think about the long-term demand cycle for senior housing
Land use and housing	Lack of regional coordination.
Land use and housing	Collaboration
Land use and housing	Connect folks with non-profit government agencies, plus work!
Land use and housing	So many dedicated non-profits.
Land use and housing	Aging houses and aging populations.
Land use and housing	Aging housing & stagnant sales.
Land use and housing	Aging housing stock doesn't appeal to young buyers/renters.
Land use and housing	Aging housing. New homes are too expensive. Not enough mid-income inventory.
Land use and housing	Aging housing. Tear downs resulting in gentrification.
Land use and housing	Area housing is aging.
Land use and housing	Degrading homes & too expensive new homes.
Land use and housing	Obsolete housing stock.
Land use and housing	Out of date.
Land use and housing	Obsolete & out of date developments.
Land use and housing	Large stock of existing housing in good condition
Land use and housing	Address aging building stock
Land use and housing	Address demographic trends.
Land use and housing	New "great migration"
Land use and housing	Prohibitive land uses & barriers to development.
Land use and housing	Suburban communities developed with outmoded plans.
Land use and housing	Update master plan.
Land use and housing	Develop best practice toolkit
Land use and housing	Educated communities on how to plan & attract development for this.
Land use and housing	Education, Barriers vs, opportunities, streamline the process, transparency
Land use and housing	Let private sector meet needs.
Land use and housing	Develop best practice toolkit
Land use and housing	Developers need to think long-term with a municipality, not short-term monetary
Land use and housing	Educate local governments on how to plan for the future.

Land use and housing	By helping communities enact the progressive policies that will achieve livable communities.
Land use and housing	Economic integration will not come as a result of theoretical real estate policy but rather through working toward less restrictive zoning, an affordable building code which embraces new technology no materials on property taxes which encourages economic growth.
Land use and housing	Less municipal interference in Housing and Real Estate
Land use and housing	Diversify
Land use and housing	Diversify housing stock.
Land use and housing	Diversity of stock.
Land use and housing	Lack of diverse housing
Land use and housing	Less density.
Land use and housing	More diverse stock.
Land use and housing	Need more diverse housing.
Land use and housing	Need more variety.
Land use and housing	Not enough mixed use. NIMBY.
Land use and housing	Public accepting smaller & efficient homes.
Land use and housing	Small houses being torn down for large homes.
Land use and housing	Taller apartment buildings.
Land use and housing	Alleviating sprawl & increasing density.
Land use and housing	Balanced use of commercial & residential.
Land use and housing	Creating spaces for everyone.
Land use and housing	High, dense housing & funds.
Land use and housing	More productive land use. More dense housing.
Land use and housing	Push for dense developments = less affordability.
Land use and housing	Good mix of housing types.
Land use and housing	Higher density housing.
Land use and housing	Higher density.
Land use and housing	Housing diversity.
Land use and housing	Millennials want smaller homes & more convenience.
Land use and housing	Mixed use is becoming more popular.
Land use and housing	More modern offerings for a younger demographic that would help stimulate the economy.
Land use and housing	Planned communities w necessary support (shopping, medical, etc.)
Land use and housing	Vertical.
Land use and housing	Commercial/residential
Land use and housing	Create walkable community oriented development.
Land use and housing	Higher density.
Land use and housing	New models to incorporate mixed use.
Land use and housing	Smart development. People now want smaller homes.
Land use and housing	2. Denser developments (walkable, compact)
Land use and housing	Address "Fear of Density" and its impacts like noise
Land use and housing	Bias against rental housing in suburban communities

Land use and housing	By making livable communities the universal design standard for all communities in the region.
Land use and housing	Community acceptance of higher density housing and rental apartments
Land use and housing	Diversity in housing is an asset
Land use and housing	Educate the general public on the benefits of development density
Land use and housing	Emphasize and expand rental opportunities.
Land use and housing	Encourage more home ownership (down payment assistance - Reach Illinois - responding to market demand)
Land use and housing	Higher density housing.
Land use and housing	Increase Density
Land use and housing	Increase housing density, increase supply
Land use and housing	investments in multi-family units, like in Schaumburg, helps to attract young people and younger families
Land use and housing	Lake County: the culture and zoning favors single family homes, not multifamily
Land use and housing	More density.
Land use and housing	Balance
Land use and housing	Development.
Land use and housing	Disconnected.
Land use and housing	Examining land use as a whole - its impact on transportation & natural resources.
Land use and housing	Finding a good balance.
Land use and housing	Folks not up to the challenge.
Land use and housing	Guiding vision.
Land use and housing	Lack of "big picture" for region.
Land use and housing	Manage partnerships.
Land use and housing	Long term benefits
Land use and housing	Plan for more connectivity between uses.
Land use and housing	Policy change.
Land use and housing	To engage public.
Land use and housing	land is cheap in the suburbs
Land use and housing	Eco-friendly homes.
Land use and housing	Sustainable development.
Land use and housing	Renewable energy
Land use and housing	You're doing a great job with creative projects that are green.
Land use and housing	Maintaining certain number of buildings from different eras. Being mindful of historical value.
Land use and housing	Overall good but want to focus on built environment from architectural and landscape design standpoint. Quality design = econ value.
Land use and housing	Please make sure historic preservation - survey of existing historic / landmark eligible properties - included in comprehensive planning from standpoint of reuse opportunities, rehab incentives and sustainability (and rehab creates more local jobs than new construction).

Land use and housing	Urban and Architecture Design Adds econ value
Land use and housing	Homelessness, displacement.
Land use and housing	Homeless.
Land use and housing	Care of those who are homeless & live in poverty.
Land use and housing	Provide housing to homeless. Supportive housing. Land trusts.
Land use and housing	End homelessness among LGBT youth.
Land use and housing	No homelessness
Land use and housing	Affordability of rent increases & home ownership.
Land use and housing	Affordability
Land use and housing	Affordability
Land use and housing	Affordability, diverse housing stock for low-income.
Land use and housing	Affordability, gentrification
Land use and housing	Affordability, long-term vacancy.
Land use and housing	Affordability, quality, availability.
Land use and housing	Affordability, social mix.
Land use and housing	Affordability.
Land use and housing	Affordability.
Land use and housing	Affordability. Property tax surge.
Land use and housing	Affordability/segregation.
Land use and housing	Affordable & accessible to jobs.
Land use and housing	Affordable available housing.
Land use and housing	Affordable housing
Land use and housing	Affordable housing
Land use and housing	Affordable housing
Land use and housing	Affordable housing crisis,
Land use and housing	Affordable housing for everyone.
Land use and housing	affordable housing in metro areas
Land use and housing	Affordable housing is hard to find.
Land use and housing	Affordable housing, public housing stock.
Land use and housing	Affordable housing, senior housing
Land use and housing	Affordable housing.
Land use and housing	Affordable housing.
Land use and housing	Affordable housing.
Land use and housing	Affordable housing.
Land use and housing	Affordable housing. Housing for seniors who can't drive.
Land use and housing	Affordable housing. Safer working communities.
Land use and housing	Affordable living costs.
Land use and housing	Affordable, accessible, free from segregation/discrimination.
Land use and housing	Affordable, aging households.
Land use and housing	Affordable.
Land use and housing	Affordable. Safer neighborhood.
Land use and housing	Aging community expects same house but less tax.
Land use and housing	As income becomes generally reduced, affordable housing is needed.

Land use and housing	Becoming more expensive.
Land use and housing	Cost
Land use and housing	Cost, location
Land use and housing	Costs,
Land use and housing	Create more affordable housing for the most vulnerable.
Land use and housing	Expensive to own land.
Land use and housing	Few high-end housing here.
Land use and housing	Having affordable and convenient housing for everyone.
Land use and housing	High housing costs.
Land use and housing	High price.
Land use and housing	Housing costs going up. Displacement.
Land use and housing	Housing in poor communities is too expensive.
Land use and housing	Housing prices are suffering due to too much stock
Land use and housing	Important to ensure affordable housing
Land use and housing	Increasing price.
Land use and housing	Increasing rents lead to displacement. Affordability is an issue.
Land use and housing	Insufficient amount of affordable housing.
Land use and housing	Lack of affordability.
Land use and housing	Lack of affordable & accessible housing.
Land use and housing	Lack of affordable housing in city & suburbs.
Land use and housing	Lack of affordable housing, cause's homelessness.
Land use and housing	Lack of affordable housing.
Land use and housing	Lack of affordable housing.
Land use and housing	Lack of affordable housing.
Land use and housing	Lack of affordable housing.
Land use and housing	Lack of affordable housing.
Land use and housing	Lack of affordable housing.
Land use and housing	Lack of affordable.
Land use and housing	Lack of low-income housing neighborhoods.
Land use and housing	Lack of safe, affordable, decent housing.
Land use and housing	Less affordable.
Land use and housing	Location of affordable housing.
Land use and housing	Make it affordable for all.
Land use and housing	More affordable housing and safer.
Land use and housing	More affordable housing!
Land use and housing	More affordable housing. Safer communities.
Land use and housing	Need affordable housing.
Land use and housing	Need more affordable housing in areas of high opportunity.
Land use and housing	Not able to afford living.
Land use and housing	Not enough affordable housing. Market rents are high for low to mid-income renters.
Land use and housing	Not enough people can afford housing.
Land use and housing	People can't afford to live in their preferred house.

Land use and housing	People can't afford to stay in homes.
Land use and housing	Placing affordable housing in areas of opportunity.
Land use and housing	Profit motive favors middle/upper classes.
Land use and housing	Provide adequate affordable housing for the poor.
Land use and housing	Really expensive.
Land use and housing	Removing stigma from affordable housing.
Land use and housing	Shortage of affordable housing.
Land use and housing	Sustainable, balance of market, affordable & subsidized.
Land use and housing	The costs of housing are increasing.
Land use and housing	Too expensive
Land use and housing	Too expensive.
Land use and housing	Unaffordable to very low income.
Land use and housing	Voucher discrimination, lack of affordable housing.
Land use and housing	Exclusionary zoning practices impact residential patterns.
Land use and housing	Exclusionary zoning still dominates the region
Land use and housing	Exclusionary zoning.
Land use and housing	Housing prices are suffering due to too much stock
Land use and housing	Lack of affordable transit-oriented housing.
Land use and housing	Can change where people live if they can afford good housing.
Land use and housing	Advocate for affordable/mix properties in the city & suburbs.
Land use and housing	AFFh - Cook County seems proactive.
Land use and housing	Affordability.
Land use and housing	Affordable housing.
Land use and housing	Affordable senior retirement housing.
Land use and housing	As more high-end development comes to the area, more affordable housing should be required.
Land use and housing	Build more units of affordable housing, not just subsidies.
Land use and housing	Cap market rents in some areas & look at banks for lending practices.
Land use and housing	Community land trusts or way to preserve affordable homeownership opportunities.
Land use and housing	Create systems which produce & keep affordable housing. Community land bank.
Land use and housing	Enact policies to balance gentrification with affordable housing.
Land use and housing	Enforceable affordable housing plans.
Land use and housing	Enough affordable housing in our municipality.
Land use and housing	Innovative affordable housing strategies.
Land use and housing	Investigate new means to sustainable affordable housing construction on public land.
Land use and housing	Low income housing.
Land use and housing	Lower the price. Build smaller affordable houses.
Land use and housing	Mixed use. Affordability of new housing that's built.
Land use and housing	More affordable areas
Land use and housing	Need mid-income housing.

Land use and housing	Open funding gates for affordable development; Address fair housing enforcement - all types.
Land use and housing	Ordinances that cap rent increases. Get rid of "AF" stigma.
Land use and housing	Recommit & reaffirm affordable & adequate housing.
Land use and housing	Redevelop the vacant areas of Chicago.
Land use and housing	Relatively low uses cost of housing.
Land use and housing	Rent control
Land use and housing	Restructure housing policies to make more desirable to develop affordable housing.
Land use and housing	Safe spaces & green initiatives.
Land use and housing	Strengthening AHPPA to provide housing in opportunity areas.
Land use and housing	Taxes & available housing.
Land use and housing	Using new AFH reg. effectively.
Land use and housing	Affordable housing.
Land use and housing	Improve criteria for approving people for housing.
Land use and housing	Inclusionary zoning.
Land use and housing	Inclusive zoning.
Land use and housing	4. Better coordination of affordable housing and economic opportunity.
Land use and housing	Address fierce rental housing market.
Land use and housing	Affordability - People can no longer live in neighborhood
Land use and housing	Affordability protections for renters.
Land use and housing	Affordable housing in infill areas.
Land use and housing	Affordable housing near suburban job centers.
Land use and housing	Affordable Housing near transit (TOD in low income area)
Land use and housing	Affordable housing regulations need enforcement
Land use and housing	Affordable housing remains an important issue for the region's vitality.
Land use and housing	Affordable housing/workforce -- develop skilled and non-skilled
Land use and housing	Affordable Micro Housing in the urban core for musicians, artists
Land use and housing	Be more explicit about who pays for affordable housing: the developer or community?
Land use and housing	Building senior housing is more popular than building affordable housing for families
Land use and housing	Climate change resiliency as part of Homes for a Changing Region. Lowering costs through - water + energy efficiency - flood prevention - TOD. Incorporate more explicitly the linkage between resiliency and affordable housing.
Land use and housing	Communities need to share responsibility for housing affordability
Land use and housing	Connecting people who area underemployed to jobs using affordable housing and transit
Land use and housing	Create affordable housing/workforce housing
Land use and housing	Create more middle-income housing through condo-izing single family lots, coach houses
Land use and housing	Enforce Affordability Housing Mandates

Land use and housing	Enforcement of affordable housing regulations is inconsistent
Land use and housing	Expand affordable housing
Land use and housing	Housing is expensive
Land use and housing	Housing to be available for ALL - End of Homelessness.
Land use and housing	Incentivize affordable housing with tax abatements
Land use and housing	Include tax free and rent control
Land use and housing	Increase supply of affordable rental housing.
Land use and housing	Mixture of voucher to AMI
Land use and housing	More affordable housing
Land use and housing	Mt. Prospect and other suburbs lack multi-family housing; the most approximate equivalent to multi-family dwellings are townhome rehabs and new constructions, but those are way outside the budget (About $650K) for the young families the community might want to attract
Land use and housing	Need Affordability
Land use and housing	Need non-local requirements for affordable housing
Land use and housing	Need to address the missing middle in housing: medium density, middle-income affordability
Land use and housing	Please consider rent control as affordable housing.
Land use and housing	Rebrand "affordable" housing to "opportunity housing" or "workforce housing"
Land use and housing	Re-invent mixed-income housing (in absence of a condo market).
Land use and housing	Smaller communities should accept responsibility for affordable housing
Land use and housing	Suburban housing "starter homes" can be far outside the price range of younger families, which is a challenge as suburbs ageing
Land use and housing	Suburban housing can offer some affordable starter homes
Land use and housing	There is an inclusionary housing ordinance in Highland Park, but the market dictates otherwise
Land use and housing	Unaffordable land use due to privatized markets
Land use and housing	Incentives for varieties of new construction, so people don't move out of area.
Land use and housing	Incentives to development.
Land use and housing	A high demand for housing near transit.
Land use and housing	Adequate housing near transportation & amenities.
Land use and housing	connection to transportation
Land use and housing	Diverse stock that's close to transportation.
Land use and housing	Diversified housing w access to transit.
Land use and housing	Few areas to develop
Land use and housing	Improve existing developments
Land use and housing	A lot of abandoned, unused land.
Land use and housing	Attracting businesses to suburban downtowns.
Land use and housing	Converting unusual, abandoned land
Land use and housing	Development of poor areas & vacant property.
Land use and housing	Each neighborhood needs their own little downtown.

Land use and housing	Growing away from transit. Local challenges to density near transit.
Land use and housing	Investment in underuse neighborhoods, build infrastructure & commerce.
Land use and housing	Lack of affordable transit-oriented housing.
Land use and housing	Landlocked borders limit new development & redevelopment is resisted.
Land use and housing	Lot of abandoned land - gang uses.
Land use and housing	Lots of torn down places.
Land use and housing	Many abandoned buildings.
Land use and housing	More productive use of land. Teardown/rebuild.
Land use and housing	More space for land. Businesses.
Land use and housing	More than 100,000 acres of vacant or under-used land in the area.
Land use and housing	More TOD
Land use and housing	Nicer downtown.
Land use and housing	Not a lot of new development opportunities.
Land use and housing	Not enough in urban communities.
Land use and housing	Poor use of some valuable land.
Land use and housing	Reconstruction takes time
Land use and housing	Redevelopment of slammer lots.
Land use and housing	Redevelopment of urban blight.
Land use and housing	Revitalize declining communities & vacant land.
Land use and housing	To provide funds for improvements to downtown center business district.
Land use and housing	TOD
Land use and housing	Unused vacant land & industrial areas.
Land use and housing	Vacant land.
Land use and housing	Vacant properties. Abandoned buildings, over-abundance of unaffordable land.
Land use and housing	Vacant residential, commercial & industrial land.
Land use and housing	Vacant space, under-utilization.
Land use and housing	Growing away from transit. Local challenges to density near transit.
Land use and housing	TOD
Land use and housing	Create commercial pockets throughout the city that are pedestrian-oriented.
Land use and housing	Abundance of vacant buildings.
Land use and housing	Adaptive reuse opportunities.
Land use and housing	Build housing to encourage non-car transit.
Land use and housing	Develop housing close to transportation.
Land use and housing	Inner-ring suburbs have a tremendous opportunity to house new development.
Land use and housing	Lots of vacancies.
Land use and housing	Mixed use/TOD.
Land use and housing	Plenty of vacant property available for rehab.
Land use and housing	Redevelopment of block areas.
Land use and housing	Redevelopment opportunity.
Land use and housing	Redevelopment.

Land use and housing	Reduce taxes to make more affordable.
Land use and housing	Re-invest in existing housing.
Land use and housing	Tear-downs and room for redevelopment.
Land use and housing	TOD.
Land use and housing	Vacant homes & lands. Restore them!
Land use and housing	Vacant lots - if used wisely.
Land use and housing	Can re-design the town to be more functional.
Land use and housing	Creative use of space, infill development.
Land use and housing	Development in Chicago & Cook Co.
Land use and housing	Incentivize repurposing land for better economic use.
Land use and housing	Infill/retrofit suburbs
Land use and housing	Knock down old houses & use for more arable land.
Land use and housing	Lot consolidation.
Land use and housing	Maximize redevelopment.
Land use and housing	More TOD
Land use and housing	Planned communities to replace blight.
Land use and housing	Promote TOD.
Land use and housing	Provide incentives on previously developed land.
Land use and housing	Redevelopment creates growth and refreshes community.
Land use and housing	Redevelopment.
Land use and housing	Redevelopment/introduction of more community benefits
Land use and housing	Reduce need for car travel, density bonuses,
Land use and housing	Retrofitting/mixed use zones.
Land use and housing	TOD, increased accessibility by putting more facilities closer to residents.
Land use and housing	TODs
Land use and housing	Underutilized land areas and train stations/bus terminals. I.e. Schaumburg Metra parking lot & Rosemont Blue line parking lot.
Land use and housing	urban redevelopment
Land use and housing	Vacant land to be used smarter & more efficiently.
Land use and housing	Vacant land/space for infill housing.
Land use and housing	TOD
Land use and housing	TOD
Land use and housing	TODs, walkable streets.
Land use and housing	TODs/regional planning
Land use and housing	Train stop in center of town - appealing to commuters.
Land use and housing	4. Invest in IT collaboration with NGOs to help them coordinate services so there are fewer development deserts or affordable housing deserts.
Land use and housing	Address disinvested communities
Land use and housing	Affordable housing in infill areas.
Land use and housing	Affordable Housing near transit (TOD in low income area)
Land use and housing	Call for TOD

Land use and housing	Collaborate with public/private entities on suburban issues like TOD, FOD, and Last Mile Transit. Look for inventive designs and policies not driven by real estate industry.
Land use and housing	Continue to encourage development and job growth near transit.
Land use and housing	day of corporate office park is past, so it actually benefits the inner-ring suburbs when the city's business community grows, but it would be better if we worked collaboratively to target and attract those businesses
Land use and housing	Determine economic value of not developing all the land. Identify unused buildings - schools, factories that can be transformed into other uses or be demolished and returned to green space or rebuild. Convince Obama Library group to be the example - identify abandoned or unused property and transform it into a beautiful destination.
Land use and housing	Direct Development where needed
Land use and housing	Direct the transit service boards to adopt pro-TOD policies. They could be our best implementers. Currently barriers.
Land use and housing	Educate the general public on the benefits of Transit Oriented Development
Land use and housing	Encourage infill, TOD, complete streets
Land use and housing	Encourage use of public transportation by supporting TOD - changing ancient zoning policies which focus on automobile.
Land use and housing	Examine more opportunities for higher density infill especially TOD
Land use and housing	Focus on areas beyond the Downtown
Land use and housing	How can we incentivize TOD throughout the region?
Land use and housing	Increase infill. Decrease Greenfields
Land use and housing	Increase Transit Oriented Development (TOD) and increase intermodal connections
Land use and housing	Investing in priority areas (i.e. Great Communities Collaborative in Bay Area)
Land use and housing	Lack of neighborhood cores.
Land use and housing	Less sprawl more TOD
Land use and housing	Need clusters of office/employment centers, better served by public transportation
Land use and housing	Need more density near transportation
Land use and housing	Need to encourage Transit Oriented Development around bus stops as well
Land use and housing	No vacant buildings.
Land use and housing	Prepare model TOD ordinances.
Land use and housing	Promote TOD overlay zoning in suburban contexts.
Land use and housing	Reprioritize infrastructure and other investments to areas served by transit.
Land use and housing	Reuse existing spaces and structures. Recreate/Redesign for what we need rather than building new. Chicago post-office=multi-use space with recreation, urban farming, housing, etc.
Land use and housing	There is underinvestment in disadvantaged communities
Land use and housing	TOD near Metra stations
Land use and housing	TOD Ordinance

Land use and housing	Town center infill housing to accommodate millennials
Land use and housing	transit supportive land use
Land use and housing	Use priority development areas to guide funding decisions
Land use and housing	Walkable cities in the "burbs"
Land use and housing	Convenient to employment.
Land use and housing	Employment centers dispersed throughout the region.
Land use and housing	If transportation to jobs was easier, people could afford to live near jobs.
Land use and housing	Consideration needs to be made for local communities to accommodate for work at home and shared office trends. Planning for transitional use property and technology provisions would be helpful. Less restrictive zoning could be start.
Land use and housing	Live where you work, work where you live
Land use and housing	Make region where you can live where you work.
Land use and housing	Retain people who work here to live & stay.
Land use and housing	There is a mismatch between where the housing and jobs are
Land use and housing	Would it be helpful to have communities where people live and work?
Land use and housing	Lack of" community" feel within existing areas
Land use and housing	NIMBY
Land use and housing	Implement new development design requirements & housing developments.
Land use and housing	Knitting communities together for the good of everyone.
Land use and housing	Lots of land available.
Land use and housing	Vested interest in society help would make better place to live.
Land use and housing	The grid form of a city helps control land use & transport.
Land use and housing	Neighborhood Change
Land use and housing	Allowing teardowns or maintaining continuity in subdivisions?
Land use and housing	CHA needs to start using funds to create housing
Land use and housing	federal input and control
Land use and housing	Funding.
Land use and housing	Housing extremes
Land use and housing	Maintaining housing.
Land use and housing	Making it easier for people to own houses.
Land use and housing	Needs great investment.
Land use and housing	Special needs housing is lacking.
Land use and housing	Vacancies/foreclosures in south; Displacement in north.
Land use and housing	We have to get a handle on our housing issues.
Land use and housing	Manage increase pressure on housing in city.
Land use and housing	Overcrowding.
Land use and housing	Build more housing.
Land use and housing	Economic growth through fulfilling demand.
Land use and housing	Market shows signs of picking up.
Land use and housing	Safer houses.
Land use and housing	Consider youth housed strategies and other generalized specific strategies

Land use and housing	Facilitate housing construction
Land use and housing	Focus on the intersection of health and housing.
Land use and housing	Building on virgin lands kills wildlife & causes road hazards.
Land use and housing	Lack of funds & green space.
Land use and housing	Lack of green space.
Land use and housing	Make more parks.
Land use and housing	More green space & parks.
Land use and housing	More parks & reserves.
Land use and housing	More parks and using the vacant lots more efficiently.
Land use and housing	More parks, better usage of vacant lots.
Land use and housing	Need more parks and green areas.
Land use and housing	Not enough green space. Lack of funding.
Land use and housing	Open land space not being used for public parks.
Land use and housing	Playgrounds.
Land use and housing	Preserve where possible.
Land use and housing	Very little green space.
Land use and housing	We are not allowing for green spaces and our infrastructure is not aligned in the most efficient way.
Land use and housing	We can't lose green spaces. It makes our Metro unique.
Land use and housing	Could make parks.
Land use and housing	Create more parks.
Land use and housing	Increased green space in communities.
Land use and housing	Invest more in recreational areas.
Land use and housing	Keeping lakefront free of commercial use,
Land use and housing	More green space.
Land use and housing	Parks & recreation.
Land use and housing	Preserve natural resources.
Land use and housing	Protected parks & green spaces.
Land use and housing	Rebuild as park green space. Build grocery stores in food deserts - both can create jobs.
Land use and housing	Smart growth, policy & development becoming norm.
Land use and housing	Smart growth.
Land use and housing	Urban sprawl not sustainable
Land use and housing	Amount of land used.
Land use and housing	Excess, urban sprawl, too much deforestation.
Land use and housing	Limiting sprawl
Land use and housing	Loos of viable land use. Loss of agricultural land due to sprawl. Wrong type of development for an area.
Land use and housing	Loss of green space.
Land use and housing	Need to scale back auto-centric focus. More responsible development.
Land use and housing	Sprawl
Land use and housing	Sprawl
Land use and housing	Sprawl, job distribution

Land use and housing	Sprawl.
Land use and housing	Suburban sprawl
Land use and housing	Suburban sprawl
Land use and housing	Too much sprawl. Developing in watersheds.
Land use and housing	Unchecked development, unequal development.
Land use and housing	We keep expanding even though we have underused areas.
Land use and housing	Growth boundaries.
Land use and housing	Accountability
Land use and housing	Nationally & locally
Land use and housing	Degrading communities.
Land use and housing	Equal access.
Land use and housing	Federal rules
Land use and housing	Fixed land use.
Land use and housing	Ideally comm. Dev. Among committed local???/revenue generation.
Land use and housing	Land should flow with synergy.
Land use and housing	Need more flexible land use.
Land use and housing	Protection
Land use and housing	Spacing, open plots
Land use and housing	All in the planning.
Land use and housing	Attracts people.
Land use and housing	Let people who previously lived in the neighborhood pay.
Land use and housing	Low peak, sustainable incremental development.
Land use and housing	More people want this.
Land use and housing	sharing community
Land use and housing	Ability to change land use to whatever we need.
Land use and housing	All in the planning.
Land use and housing	Land use (local/Urban/ farms)
Land use and housing	Adopting new zoning masterplans to adapt to new development
Land use and housing	Control land use & inadequate zoning change. Be more efficient with & promote better uses in terms of a specific asset of a place.
Land use and housing	Dated zoning codes. Engineering practices.
Land use and housing	Encouraging smart growth often receives resistance and difficulty with zoning amendments.
Land use and housing	Outdated zoning laws.
Land use and housing	Zoning ordinances limit opportunities.
Land use and housing	Zoning policy.
Land use and housing	Zoning code enhancements
Land use and housing	Adapting the zoning codes that not only affect development by also side effects.
Land use and housing	Build communities that include meeting new needs.
Land use and housing	Plan zoning & reserve areas.
Land use and housing	rezoning

Land use and housing	Do zoning audits of each municipality. Recommend consistent format - labeling zoning is a tower of babel.
Land use and housing	Need a comprehensive zoning overlay for the region (international building codes apply universally)
Land use and housing	Zoning for industrial doesn't always include adequate road access
Land use and housing	Zoning the encouraging density
Land use and housing	An aging population has different housing needs
Land use and housing	Development converts natural areas such as agriculture and conservation
Land use and housing	Caretaking of the land is important
Land use and housing	Develop brownfields - invest, offer incentives
Land use and housing	Housing: We're a "throw away" society
Land use and housing	Underdeveloped is not equal to be developed
Land use and housing	Mixed-use development, complimentary land uses, interconnected planning.
Land use and housing	Build livable sustainable communities
Land use and housing	Move-in ready property
Land use and housing	I've needed to install window air conditioners and use them frequently, not constantly, in the last few years.
Land use and housing	Help low income/elderly families get air conditioners installed
Land use and housing	Other, non-user fee sources: Value Capture on real property/land value tax.
Land use and housing	Consider better utilization of air rights. Particularly air rights over interstate highways.
Land use and housing	Recognize the importance of retaining historic buildings. Recognize the importance of the arts.
Land use and housing	Oak Park offers forgivable rehab grants to multi-building owners who agree to market units at pre-set rates deemed to be affordable. However, the high demand for rental housing in OP means it is unfavorable economically, since owners can invest their own money and make a much higher return.
Land use and housing	Of course, private property owners, but BOMA-Oak Park is not very active.
Land use and housing	Investing in areas that are intact but "slipping" would help arrest the decline and attract more investment. Investing in areas that are just starting to see more private investment but have a way to go could catalyze the renewal process and keep it from fizzling out.
Land use and housing	Probably as varied as the sites themselves! Some lots are too small; often there are real or suspected contaminants to be remediated; misplaced NIMBY-ism, fearing "gentrification"; and being a "lone wolf" in-fill project in many cases won't pay off if the surrounding area continues to be perceived as undesirable.
Land use and housing	Meaningful incentives such as long-term tax relief and little or no cost for the land, maybe local lenders willing to do favorable deals might grease the wheels. But these are probably be employed in places already - just maybe not in an adequately coordinated and comprehensive way.
Land use and housing	Strong downtowns build community. They need a mix of residential, commercial and service.
Land use and housing	Building code reform movements are a positive sign.
Land use and housing	Local government has a considerable role over the costs and zoning issues which dictate development practice.

Land use and housing	Infilling in areas that are already growing or stable in population and employment
Land use and housing	Neighbors who fear change and who underestimate the benefits of more investment in their neighborhood.
Land use and housing	The City of Chicago itself and its vacant lots and low-rise housing.
Land use and housing	Restrictive zoning keeping the market from providing more development where there is a robust demand, especially in huge swaths of inner parts of Chicago within around 20-40 blocks of downtown.
Land use and housing	Areas already served by transit, municipal services
Land use and housing	High construction costs, zoning and NIMBYs that fight density.
Land use and housing	The housing that is going up near transportation is too expensive and lower income people who need access to transit have to move further away from transit.
Land use and housing	People will move the if combination of components are there.
Land use and housing	I don't know if it's a city responsibility but needs to do a better job of letting people know that they can move to other areas that are safe where people could live and has great transit.
Land use and housing	Supply needs to meet demand. Density.
Land use and housing	Wicker park is becoming Lincoln Park. Do you see any consideration in gentrification? Are people acknowledging the culture in existence.
Land use and housing	Cabrini Green should be a mixed used development replacing the units that they took away. Traditionally, that isn't the case.
Land use and housing	Some areas of the region have policies which require very large housing sites and leads to low densities. Super-sized suburban model that leads to sprawl.
Land use and housing	Witnessed lowered density in Logan Square where 3 lots where combined to build 1 house.
Land use and housing	Deflating the cap on available living space in in-demand neighborhoods, raising prices.
Land use and housing	Building luxury housing in place of rental houses.
Land use and housing	Shrink the residences after fire to have a smaller structure. Not multi-family units anymore.
Land use and housing	Having to push 3-4 families out that are native to the community for only 1 higher income family to move in.
Land use and housing	Gentrification.
Land use and housing	Goes back to prices – charge above market value and the people that live there can't afford it and over time it expands and pushes the natives out.
Land use and housing	Just because people are moving in doesn't mean they can afford it. They're just shelling it out so they can stay in their own communities.
Land use and housing	People are way above the 30% level of comfort for housing expenses.
Land use and housing	Parking: how much land we use in the region for parking purposes.
Land use and housing	Promote more dense options for parking. Next to businesses/stations/TOD
Land use and housing	One parking spot per two units instead of 1:1.
Land use and housing	Stop forcing them to build parking at 1:1. The market doesn't want it. Every tenant has to pay for it.
Land use and housing	In big cities like Austin and SF are providing tenants with UBER subsidies to get rid of that land use and encourage transit

A building downtown is doing a zip car option for their tenants

Environment	Flooding in underserved/neglected communities is a challenge
Environment	Fairmont LTA: all improvements cost money, need to identify funding sources along with capital expenses to implement flood damage prevention strategies
Environment	Need to protect Lake Michigan, esp. as a drinking water source
Environment	Discussion between communities to address stormwater management
Environment	Shared info and guidelines for developers b/t municipalities on water management (shared green building codes too)
Environment	Villages should work more closely with Army Corps to address flooding
Environment	Increase Energy alternatives, especially renewable Energy: wind, water, solar
Environment	Not enough green space
Environment	Preserve natural resources such as water and air
Environment	Better recycling incentives
Environment	10 cent recycling like Michigan
Environment	Incorporate green practices
Environment	Improve flooding and storm water management
Environment	We need major steps to address global warming
Environment	We need to be less dependent on energy
Environment	Regarding the environment, the large amount of contaminated soil and cost associated with this causes a source of problems
Environment	Accelerate IL articulating problem, but how do we meet funding need?
Environment	Need to focus on preservation of lake Michigan
Environment	Water is a major strength that if not sustained could become a liability
Environment	Need to focus on rivers and lake
Environment	Stormwater mgmt. (esp. in basements) an issue
Environment	Sustainability requires a tri-state perspective
Environment	Water infrastructure is degrading, need to fund improvements
Environment	Water is a link that can be used to unite communities and promote efficiencies
Environment	Urban agriculture can be a boon for developing businesses.
Environment	Want to focus on food-based niche to bring in new businesses.
Environment	Flooding/stormwater management is perceived issued in Naperville
Environment	Street flooding
Environment	Mosquito-borne illness with climate change
Environment	Loss of greenspace increases, heat island
Environment	Open space counters climate effects
Environment	Flooding/storm water management is perceived issued in Naperville
Environment	Sustainable farm land
Environment	Austin is a food dessert.
Environment	Look at urban farm on Chicago Ave. (in Austin)
Environment	Ways in the future to create partnerships with businesses for grey water or just use the municipal grey water

Environment	Stormwater management
Environment	Stormwater issues. What is in the water?
Environment	Increase the education of sustainability
Environment	Address the lead in the water
Environment	Explore safer soil and toxins in asphalt
Environment	Protect agricultural land (For example, the land around O'Hare)
Environment	Water recharge areas. What areas should be protected?
Environment	Citizens for conservation
Environment	Support forest preserves
Environment	We need to think and plan for the region not by its municipal boundaries but by its watershed
Environment	Environmentally sensitive ordinances should be implemented; an extra degree of permit review is needed to protect sensitive land
Environment	Need to relax ordinances against local food production
Environment	Hard to operate or use land for food production purposes
Environment	There is not enough water retention incorporated onto lots during development
Environment	There is a lack of awareness of the benefits of green infrastructure, especially at public works agencies which only pursue traditional strategies of other infrastructure
Environment	Solar power offers an important opportunity
Environment	Climate Change (economy, agriculture)
Environment	There is a lack of access to green spaces (Forest preserves)
Environment	Groundwater can't access to water/lose recharge areas
Environment	Disparity between urbanized areas versus agricultural land
Environment	Energy-geothermal how is it being prioritized?
Environment	Support forest preserves
Environment	Differentiate between overbank flooding and flooding exacerbated by aging infrastructure, such as combined sewers
Environment	Will climate resilience initiatives include equity considerations?
Environment	Reduce noise pollution
Environment	Address food deserts
Environment	Stormwater management is especially a money problem, how are we going to fund the infrastructure we need?
Environment	Water sources: people don't understand immediate a problem this is, e.g. the aquifer in Joliet is being tapped too fast
Environment	Kendall County has an overreliance on deep water wells; but the shallow wells are drying up
Environment	Public has a desire to do good, there is a greater appreciation for bushes and trees
Environment	There is an increasing valuation of natural resources, bikability, walkability (but you have to pay to get it)
Environment	We have an ample supply of good quality water, but we need to protect it.

Environment	Opportunity for greater private sewage infrastructure
Environment	Region's weather, specifically seasonal changes, which kill off bugs, is an asset
Environment	Environmental resilience is a low priority for communities with deep economic challenges like Austin
Environment	Disparity between urbanized areas versus agricultural land
Environment	Water is a big issue
Environment	Loss of greenspace goes hand in hand with loss of water (water retention)
Environment	There is more concern on other issues that don't impact as much as farmland
Environment	Bad patch with losing farmland and soils which are both assets
Environment	Generational differences in maintaining farmland long term
Environment	Farming won't be as important once the economy recovers (this is a bad thing)
Environment	Climate change
Environment	Non-attainment status
Environment	Protection of water
Environment	Climate/environment - flooding
Environment	Lack of fresh food markets, which are needed to improve public health
Environment	Lots of flooding
Environment	Water systems are aging and not cleaned out regularly, citizens are having to take on the work of cleaning sewers to ensure water can drain
Environment	Lake Michigan is an asset. The sale of water is an asset. Transportation hub around lake.
Environment	Developing parks
Environment	Opportunity for parks is new construction
Environment	Flooding is a major problem
Environment	Lake Michigan is an asset. Everyone is looking to Chicago for our fresh water
Environment	Flooding: resource planning and overall management of green & water
Environment	Lack of awareness by elected officials & public. That's not beneficial to green space.
Environment	Climate change and emissions
Environment	Lead, air, environmental contaminants
Environment	All options are co-dependent/where do you start tackling all of these issues
Environment	Lack of awareness from elected officials & public about building space for green space education
Environment	Lead (water testing) 3 environmental exposures
Environment	Flooding to western suburbs
Environment	Residents are constantly having to make adjustments
Environment	Public transit is being affected the tunnels also flood so it makes it harder to utilize

Environment	Refuse & recycle (unnecessary waster or divert attention)
Environment	There is a challenge that needs to be addressed; not seeing enough resources alignment - where are the resources to adequately address these (residents need to play a role in mitigating this problem; how do you ensure this is happening)
Environment	Remediation of the Brach's candy site.
Environment	Water is our greatest economic asset
Environment	The Chicago region's access to fresh water supply will draw people here
Environment	Outside of Chicago, when quantity and water quality is an issue
Environment	Biggest Asset: Lake Michigan
Environment	[survey] everything is important to improving the environment, Q shouldn't segment or have an "all of the above"
Environment	#1 loss of green space/habitat
Environment	Other = all of the above
Environment	The asset of water is great but it needs to be better connected to residents
Environment	Storm water management - what can you make permeable? (storm water diversion)
Environment	Is there ways to showcase green practices? (green rooftops)
Environment	Building a market for these practices. Ex: CPS is making 30 permeable playgrounds
Environment	Overflow action days (it should be possible to get dirty water into lake)
Environment	Array of things projects (will track air, water quality)
Environment	Will the direction of the river be reversed back?
Environment	Water will be more of an issue to areas west of lake-rich watershed
Environment	Stormwater runoff
Environment	Ground water issues
Environment	More temperature extremes
Environment	Need to protect access to fresh water
Environment	Lack of resources for developers to create more energy efficient sites
Environment	Conception of fuel resources - energy efficiency
Environment	Watershed planning is going to be a huge issue as neighboring regions realize the pressures of not having enough water.
Environment	It's the sewers and water connections are collapsing. Getting our money to be used to repair those issues is not as easy as it sounds.
Environment	Flooding & loss of green space continues to be a problem.
Environment	Food in grocery stores is out of code or not competitive on price as other places
Environment	Lost half of houses because of flooding
Environment	Displacement of animals by losing green space
Environment	Retention areas should be built with new development
Environment	Addressing air quality, brownfields, illegal dumping
Environment	Incentives for clean energy - municipal
Environment	Planning agencies need to take on mitigation policies and resiliency

Environment	Open spaces, urban farms
Environment	Need to preserve agriculture/green space
Environment	Addressing how we build buildings - link to emissions
Environment	Local community policy - green building ordinances
Environment	Issue of pollution - environment. Justice
Environment	Nature/ wildlife corridors
Environment	Waste management - shift from waste management to resource recovery, composting, deal w/excessive packaging issue, upstream waste reduction solutions.
Environment	Flooding & stormwater in Austin and Albany Park neighborhoods go worse after the deep tunnel project
Environment	Climate change is a concern that goes far beyond the region. w/more green infrastructure & the better the climate
Environment	Deep tunnel project… wrong solutions to environmental problems. Need to have better small-scale solutions to them. Over spending
Environment	Air Quality
Environment	Noise quality
Environment	Lead/water quality
Environment	Food deserts
Environment	Urban agriculture
Environment	Stormwater/storm sewer flooding
Environment	We need to stop paving over our green space/green space is too cheap
environment	We have access to fresh water!
Environment	Lake is too far, but Fox river near.
Environment	We really need improvements to Fox River
Environment	Navigable for recreation, so many dams? In the way - can CMAP coordinate water side communities to remove dams or coordinate?
Environment	Water is going to be biggest problem in 10-20 years so we need to protect it - be vigilant
Environment	How do we switch from global to local farming?
Environment	We need to focus on reuse and recycling, being more efficient in our lives through aquaponics, renewable energy, etc.
Environment	Summit doesn't have a recycling program, which discourages environmental awareness
Environment	Connecting local food systems - ag in rural counties to market & stores in more urban counties
Environment	Aquaponics, recycling, efficiency
Environment	Summit doesn't have recycling's
Environment	Wasted resources – if they were all coordinated what would be left over to make something happen?
Environment	Conservation design is not a long-term development solution
Environment	Water resource management policies
Environment	Preserve resources - land water

Environment	Minimize impact of population growth
Environment	Sustainability education, local food/agriculture (urban & rural)
Environment	Community -supported agriculture
Environment	Assets: natural resources, Lake Michigan, Education Institutions
Environment	Diverse population, forest preserves
Environment	Unique priorities because we want to preserve what we have
Environment	Maintain rural/agricultural character of McHenry County
Environment	Conservation and restoration
Environment	Preservation of wetlands, farmland, agricultural property should be a priority
Environment	Development should be compatible with existing natural areas
Environment	Climate change is real
Environment	Need a masterplan to address run-off and watershed protection, with incentives
Environment	Adopt a regional zero-waste plan, with model ordinances (see Lake County 60% Recycling Plan)
Environment	Remove Waste-to-energy from the plan
Environment	Regional zero-waste plan
Environment	Protect Lake Michigan
Environment	We want the excessive air pollution in Lake County addressed in transportation planning.
Environment	Lake Michigan/ Beaches/ Shoreline wetlands a great economic promotional tool.
Environment	We need governmental policies that encourage a transition to clean energy. For example there needs to be a plan to allow Waukegan to replace the coal burning plant with a similar tax base such as wind energy fields or solar fields at the Lake Front to encourage a town like Waukegan to support phasing out the polluting coal plant.
Environment	The 2050 plan must address the disposal of the nuclear rods, etc. that are currently being stored near the decommissioned nuclear plant in Zion.
Environment	Any comprehensive plan must include protecting the water sheds in Lake County.
Environment	Recycle existing older communities which already have infrastructure rather than grant zoning for new subdivisions and industrial parks in what are now farm fields. This will reduce the need for new highways, etc.
Environment	Roof tops and parking lots create flooding problems. There should be incentives or negative incentives to control roof tops and parking lots.
Environment	Eliminate invasive species
Environment	Restore 30,000 acres of natural land
Environment	Plant 57,000 trees
Environment	Continue to improve collaboration on agricultural and natural land use
Environment	Bring farmers to the table on land preservation
Environment	Support sustainable agriculture and food systems

Environment	Infrastructure issues - lead in water. Pipes over 50 years old. Can someone test our pipes for lead? What can be done now?
Environment	Landfills are an issue.
Environment	Landfill on I-94 is a cancer-causing concern
Environment	Replace aging trees?
Environment	Pollution control needed; how are we improving air quality?
Environment	When developers build green space its usually private
Environment	Climate change should not be compared to other issues.
Environment	Communities on north side of the city were built without consideration for water/flooding
Environment	Edible Landscapes/community gardens accompanying funding to set up
Environment	Retire coal plant, invest in RE & EE especially brownfields
Environment	Train clean energy workforce (for jobs!)
Environment	Offshore wind (Zion & Waukegan) use existing infrastructure
Environment	Decommission Rte. 53 corridor to preserve open space wetlands/air quality & character of the community
Environment	Removing curbs & adding swales to absorb runoff diversion to where needed
Environment	Environmental opportunities are economic opportunities
Environment	Using old energy technology holds new technology & jobs hostage
Environment	Support from local government for sustainable programs - recycling
Environment	Examining local polluters and placing limits on their pollution support for governments for sustainable transportation - bike lanes, bike rentals
Environment	Support local economies driven by sustainable local food resources
Environment	Prepare for climate changes and surprises that would affect local sustainability
Environment	Changes in local government regulations to improve environment
Environment	Support to local economies & communities to create more green jobs, food systems, and accessibility to resources
Environment	Support to local economies & communities to create more local and sustainable green jobs, organic food systems (community gardens!), and localized accessibility to resources.
Environment	Beauty in the urban environment - Green space, occupied storefronts, pedestrian facilities, safe bikeways, free of cars and trucks/buffered
Environment	Permaculture & sustainable
Environment	Value open space for its true benefit
Environment	Brownfields shed is a regional issue
Environment	Power plant is outdated - beyond its life expectancy. Toxic discharge
Environment	Transportation, storm water management
Environment	Brownfield development

Environment	Pollution regulation insufficient
Environment	Broader than carbon, air quality generally
Environment	High concentration of asthma in Chicago area due to coal emissions
Environment	Opportunities for environment. Innovation to meet environment. Challenges
Environment	The flush toilet wastes water and resources
Environment	Address brownfields
Environment	Loss of farmland is an issue
Environment	Soil safety in urban areas
Environment	More natural areas, such as parks, as a catalyst for development
Environment	Live sustainably
Environment	Reuse of treated water to restore aquifer in Cook beginning to be explored, attract and provide water, less expensively than potable water to the right industries
Environment	Region needs to be resilient against big storms. Wants to see a Chicago that doesn't experience the detriment of flooding. Flood-Free Chicago by 2050
Environment	Water.
Environment	Too much reliance on automobiles.
Environment	Rely too much on cars.
Environment	Long term issues.
Environment	Getting buy-in
Environment	Opposition
Environment	Flooding.
Environment	Dealing with more intense storms.
Environment	Flooding.
Environment	Deniers.
Environment	Priority but other orgs may be better at addressing.
Environment	Eliminate CO2 emissions
Environment	Lack of green space creates flooding in neighborhoods.
Environment	Public will, funding
Environment	What can we do locally?
Environment	At tipping point to avoid catastrophic climate change.
Environment	Weather affects infrastructure.
Environment	Increase awareness
Environment	How will climate affect infrastructure?
Environment	Emissions, litter
Environment	Weather impacts the roads.
Environment	Pollution
Environment	Homes not equipped to handle the weather.
Environment	More flooding
Environment	Change awareness?
Environment	Excessive resource use

Environment	Drought Cycles (population increases, resources decrease)
Environment	Massive migration
Environment	The fact that it is changing. Becoming more volatile, will change ___? Culture? Will evoke more costly resources?
Environment	Climate change - increased storms, species loss
Environment	Extreme weather
Environment	Ways to get citizens involved in the issue to move government action
Environment	Watersheds cross gov't boundaries
Environment	Reducing need for CO2 productive activities
Environment	Climate change/variability
Environment	Adaptation?
Environment	Impacts of climate. Stormwater
Environment	Educating public leadership
Environment	Flooding due to weather events
Environment	Coordinating local efforts or not stymying local efforts
Environment	Implication on storm water management
Environment	Global Warming (beyond Chicago)
Environment	Longer spring, warmer spring
Environment	Building long-term sustainability into regional systems
Environment	Development that creates less impact
Environment	Urban sustainability
Environment	Reduce carbon use
Environment	Coordinated goal to control climate change
Environment	Same as natural resources
Environment	Cold & snow limits some activities
Environment	Planning for climate change. Reduce emissions extreme weather
Environment	Flood drought
Environment	Lack of consensus on who/what is problem source
Environment	Storm water mgmt.
Environment	Flooding water
Environment	How it effects road conditions, drainage, development
Environment	Lack of public belief in climate change
Environment	River levels are changing
Environment	Changing weather patterns - increasing storm severity
Environment	Reduce emissions
Environment	Water mgmt.
Environment	Flooding, air quality
Environment	Promote understanding that climate change is real but may not be malevolent
Environment	Global warming
Environment	Flooding
Environment	Cold
Environment	Finding resources

Environment	Environmental factors that contribute to climate change
Environment	Floods from source systems
Environment	Highest
Environment	The impact seems so far away to inspire people and people who make money - lobby against those who do
Environment	Water.
Environment	Emissions & Runoff
Environment	Weather inhibits public transportation
Environment	Tax Carbon
Environment	Community solar
Environment	Preserve fresh water, smart land use
Environment	Develop sustainable region - self-sufficient energy
Environment	Adaptation
Environment	The lake - treasure
Environment	#VALUE!
Environment	Significant education in a comprehensible meaningful way - without political messages
Environment	Planning for new climate (especially rainfall problems)
Environment	Renewables/energy efficiency. Green infrastructure. Community solar
Environment	East part of village is walkable
Environment	Green infrastructure & education
Environment	CNT's rain ready infrastructure program
Environment	Increase infill dev. Expand transit
Environment	More density
Environment	Mass transit
Environment	Make priority within real initiative
Environment	Keep H2O in ground! Green space
Environment	Raised awareness of public may make changes easier
Environment	Limit some invasive species
Environment	Growing awareness and improved planning
Environment	Leverage Chicago's manufacturing night to attract green technologies
Environment	More renewable energy
Environment	Incorporate ground water recharge, precipitation run off capture
Environment	More greenery, more walkable & bike able communities
Environment	New policy education
Environment	Redo the sewer system
Environment	Provide Weather appropriate activities
Environment	To create changes early
Environment	Education in schools (primary) and other spaces`
Environment	Remove this issue from comparison to others
Environment	Great lakes has water
Environment	Close coal plants. Regulate toxic materials, treat runoff
Environment	Need watershed mgmt. agencies

Environment	Creating green/sustainability jobs
Environment	Water - protect Lake Michigan.
Environment	Low ratio of parks to people.
Environment	Preserve green spaces, balanced w development.
Environment	Clean waterways
Environment	Please save.
Environment	Maintaining correct assets.
Environment	Flooding
Environment	Habitat preservation. Wildlife corridors.
Environment	Focus on protection
Environment	Preserve open space.
Environment	Polluted lakes & rivers due to manufacturing,
Environment	More park/green space on the South Side. Beautify & clean up parks
Environment	Depletion, pollution.
Environment	Protect critical areas
Environment	Population pressure, pollution rat control measures, protect trees
Environment	Under stress from pesticides
Environment	Lots of them, water, agriculture
Environment	Just beginning to understand about natural plantings for water absorption
Environment	Invasive species. Replacing tree canopy lost to pests/disease
Environment	Storm water storage/treatment
Environment	Investing in the management - especially forest preserves
Environment	Sustainable use
Environment	Great lakes watershed streets are slowly alienating our fresh water
Environment	Lake Michigan water quality
Environment	Loss of tree canopy, stormwater management
Environment	Diminishing open space & wildlife habitat
Environment	We don't have much in way of natural resources
Environment	Lack of access to forest preserves for those who don't drive
Environment	Protect lake Michigan & its vistas?
Environment	Expand access to green space EQUITABLY
Environment	Education on natural resources
Environment	Good public use in all areas
Environment	Unpleasant transit options in the city of Chicago
Environment	Lake Michigan
Environment	Il & Chicago specifically needs to become current in educating the population
Environment	Preserving lake Michigan
Environment	Green space gobbled up, development money driven
Environment	Disconnect b/t growth - economy & saving natural resources
Environment	Water supply for the growing region
Environment	Potable water
Environment	Overuse of ground water

Environment	Expanding population taxes natural environment
Environment	Water
Environment	Lack of access to natural areas
Environment	Environmental regulations
Environment	Options
Environment	Pollution of our water ways
Environment	How we use them
Environment	Contamination and degradation of natural resources
Environment	No sufficient access to health local foods
Environment	Make rivers accessible & develop more prairies.
Environment	Need green space
Environment	Develop underserved communities.
Environment	Increased use of waterways.
Environment	So many parks exist but aren't getting used.
Environment	Use green corridors
Environment	Set earth-friendly resource management
Environment	Pocket parks, strip malls, urban wildlife as integrated pest mgmt. rat control
Environment	Replace with native plants and processes
Environment	efficient use proper incentives
Environment	Expand education & promotion of stormwater management
Environment	Stress diversity in planting
Environment	Keep water on property
Environment	Protect forest preserve system
Environment	Alternative energy systems - solar; wind; geothermal - tax incentives
Environment	Reduce use of salt. Encourage alternate snow mediation. Encourage less mitigation.
Environment	Comprehensive stormwater. Planning could improve quality and guard this unique resource
Environment	Regional tree initiative
Environment	Energy efficiency renewable energy generation. Connectivity of open space to create wildlife corridors
Environment	Solar power, wind power
Environment	Lack of transit in low income areas
Environment	Increase education of benefits
Environment	Lots of land
Environment	Lake Michigan
Environment	Intelligent development considering many factors
Environment	More partners in preservation conservation
Environment	Consider how industry, housing, rail, roads, change water supply
Environment	Potable water
Environment	Increasing investment in preservation and value add provided
Environment	Lots of greenspace commuter from Chicago

Environment	Great that new parks and preserves are being made
Environment	Facilitate ground water recharge, refiltration development changes
Environment	Reforestation
Environment	Build more ped/bike trails
Environment	Buses/Metra lines bike a part of Plan F
Environment	Research
Environment	Stormwater run off
Environment	Urban Flooding.
Environment	Storm water management. Flooding
Environment	No local food production
Environment	Water contamination, need filters for heavy metals, pesticides, herbicides, replace fossils & nuclear with renewable energy. No nuclear contamination
Environment	Local food and agriculture. Ok rooftop use.
Environment	Don't forget lakeshore sustainability
Environment	Increasing fluctuations in precipitation in a developed low-lying area
Environment	Do not match political lines. Farm production, composting, watershed, local food.
Environment	Lack of community, lack of environmental awareness, water
Environment	Everyone in our community floods
Environment	Negative health + health equity impacts chronic disease. Going through the roof as a result of wealthy built & natural environments
Environment	Waste what we all do with the garbage we generate?
Environment	Air quality
Environment	Detention/retention. Restoration of permeable surfaces
Environment	Community farming, encourage local food production
Environment	Innovated planning could result in solutions to reduce flooding and enhance lake water and quality
Environment	Agriculture importance
Environment	Loss of farmland.
Environment	Food - local, health choice is missing. Food desserts.
Environment	Food opportunities, lack thereof.
Environment	Community gardens. Food markets.
Environment	Create markets, hubs & resources to supply local & natural foods. Connect with farms within 100-150 miles.
Environment	2050 Big Idea: Cleaner environment - fewer airborne allergens - fewer c/o emissions
Environment	Address adequate food supply for low-income areas that address healthy alternatives.
Environment	Encourage and support local production & industry; such as local foods within city limits, etc.
Environment	Encourage the "redevelopment" of wasted-underutilized green space into community gardens. Parkways now filled by turf could be used more productively. This would sure conserve water and beautify neighborhoods.

Environment	Establish priorities for ongoing food system planning efforts. - Land access - farmer training - distribution processes.
Environment	Focus on local production, especially food & craft beer.
Environment	Food deserts in Lake County created by lack of purchasing power in poor communities and dilapidated commercial strips
Environment	Food self-sufficiency
Environment	Food to be available to everyone through community gardens to end food deserts.
Environment	I am missing the local farming aspect which should reduce the transport of food to and across the region.
Environment	Improved local food systems
Environment	Improving the food supply chain; using locally grown & distributed food to address food access issues.
Environment	Lots of park, gardens and farms
Environment	More emphasis on protecting and maintaining open space and agricultural lands.
Environment	More local food
Environment	MORE LOCAL FOOD
Environment	More urban farming
Environment	More urban farming. Make more spaces available and cheaper to use. - Use abandoned spaces for urban farming.
Environment	More vegetable gardens
Environment	No access to local food - food deserts.
Environment	Roof top gardens, solar
Environment	Support agricultural businesses and local food initiatives
Environment	Emerald ash borer.
Environment	Better integration increased use of native species. Cities as homes for all things!
Environment	Bird habitats for migratory birds on the lake- and river-fronts
Environment	Bird-friendly glass in all lakefront buildings
Environment	Ensure a strong emphasis on the ecological needs of the region and how these connect to the viability of the region.
Environment	Make sure to continue to develop green corridors for wildlife
Environment	10-20 years left for carbon budget before 2 degree threshold is crossed.
Environment	Accept global warming
Environment	Addressing climate change effectively.
Environment	Can impact everything.
Environment	Carbon emissions.
Environment	Change in water levels.
Environment	Changing climate.
Environment	Changing weather,
Environment	Changing, difficult to predict
Environment	Chicago is a fancy, expensive swamp

Environment	Clean water, sustainable development and lack of regulation.
Environment	Climate Change
Environment	Climate change - but population doesn't care.
Environment	Climate change is on a course that could make the Earth uninhabitable.
Environment	Climate change.
Environment	Cold when windy & winter, really hot & humid summer
Environment	Cold winter & hot summers.
Environment	Consensus
Environment	Cost
Environment	Creating consensus & buy-in
Environment	Deal with it and help to protect it.
Environment	Development of new/better CRIO? Usage of resoute? To minimize impacts of climate concerns
Environment	Emissions
Environment	Emissions
Environment	Emissions, depletion of resources.
Environment	Encouraging programs that have teeth.
Environment	Ensuring low-income communities are included in climate resiliency efforts.
Environment	Excess pollution. Natural disasters.
Environment	Existing built environment.
Environment	Extreme challenge with flooding.
Environment	Extreme weather.
Environment	Extreme weather.
Environment	Extreme winter's
Environment	Flood water.
Environment	Flood water.
Environment	Flooding
Environment	Flooding
Environment	Flooding
Environment	Flooding
Environment	Flooding
Environment	Flooding
Environment	Flooding due to change in weather
Environment	Flooding due to developments.
Environment	Flooding, emissions, green spaces.
Environment	Flooding, water runoff, stormwater management.
Environment	Flooding, water use, greater water events.
Environment	Flooding.
Environment	Flooding.
Environment	Flooding/weather extremes
Environment	Fluctuating, harsh winters.
Environment	Funding transition to renewables.

Environment	Getting enough people on board to support climate change mitigation policies.
Environment	Getting financing for sustainability because returns are not immediate.
Environment	Getting public to understand the facts about global warming.
Environment	Global issues
Environment	Global warming
Environment	Global warming
Environment	Global warming
Environment	Global warming
Environment	Global warming & rising sea levels.
Environment	Global warming is real.
Environment	Handle 100-year storms that occur more frequently.
Environment	Having infrastructure to withstand extreme weather conditions.
Environment	High intensity storms.
Environment	How climate change will impact the region.
Environment	How to control
Environment	Human-made impacts. A world-wide scale
Environment	Ignorance
Environment	Incentivizing enough for developers to build green.
Environment	Increased severe weather (flooding, etc.). Outdated infrastructure
Environment	It's politicized.
Environment	Keep adding to climate change without trying to fix it.
Environment	Limited water.
Environment	Local stormwater.
Environment	Long term issue in short-term society.
Environment	Looking globally to help
Environment	Loss of viable land use. Loss of flora/fauna. Significant decrease in quality of life for all.
Environment	Maintaining infrastructure due to climate change.
Environment	Make communities more resilient.
Environment	Making policy decision to enforce climate action.
Environment	Meeting increased regulation with limited resources.
Environment	Minimize impact
Environment	More extreme weather.
Environment	More extreme weather.
Environment	More flooding.
Environment	More frequent floods.
Environment	Municipalities need to have hazard mitigation plans.
Environment	Non-believers.
Environment	Not true issue
Environment	Opposition
Environment	Over-built infrastructure
Environment	People ignoring science/facts.

Environment	Political and industry obstructions
Environment	Political will to make big changes.
Environment	Pollution
Environment	Pollution
Environment	Pollution
Environment	Pollution - air and water conservation & quality.
Environment	Pollution, climate change.
Environment	Pollution.
Environment	Pricing the "externalities' or counting for them by another means.
Environment	Quantifying progress
Environment	Reducing carbon footprint
Environment	Resilience
Environment	Severe weather.
Environment	Stop global warming.
Environment	Stopping the trading of fossil fuel futures on the open stock market.
Environment	Stormwater.
Environment	Target emission management - alternative fuel vehicles, energy sources.
Environment	Too many emissions,
Environment	Unknown
Environment	Understanding what we can do to stop severe destruction.
Environment	Warmer weather causes more crime.
Environment	warming due to CO2
Environment	Water management.
Environment	Water supply
Environment	We can contrive to reducing emissions.
Environment	Loss of open land & green space causes stormwater.
Environment	Small town w/ flood issues would need to buy a lot of land.
Environment	Stormwater management.
Environment	See Climate
Environment	Storm management & preservation of resources & green space.
Environment	Stormwater issues - abundancy of water from Lake Michigan, however lack of water in towns with well water.
Environment	Stormwater management
Environment	Stormwater runoff.
Environment	Water! Climate change.
Environment	Hazard mitigation, flooding, etc.
Environment	Inadequate stormwater infrastructure.
Environment	Proper drainage as we lose open space & creek/river capacity.
Environment	Sewer/storm systems must be able to handle large volumes.
Environment	stormwater is one of the biggest issues for developed communities
Environment	Be a regional leader.
Environment	Best freshwater/irrigation
Environment	Better drainage in the city.

Environment	Better drainage.
Environment	Better housing - not allowing development in areas impacted by natural events.
Environment	Build solidarity.
Environment	Can adapt approach to handling stormwater
Environment	Changing diversity of wildlife
Environment	Choices that are environmentally friendly.
Environment	Climate change may make Chicago more favorable place to live. We need to capitalize on coastal flooding & water shortages in other regions
Environment	Collaborate to address these issues.
Environment	Coordination with MWRD & other large entities to make necessary infrastructure projects that have regional impact.
Environment	Create new green jobs.
Environment	Cut carbon emissions at local level.
Environment	Decrease greenhouse gas emissions. Intact policies.
Environment	Develop better stormwater management strategies.
Environment	Develop different teaching techniques.
Environment	Develop best practice toolkit
Environment	Economic opportunity for sustainable buildings.
Environment	Encourage schools to open programs, clean up parks, rejuvenate city.
Environment	Expand public transportation - inter-suburban.
Environment	Federal government support of climate solutions.
Environment	Greater awareness.
Environment	Green growth of solar/wind/insulation.
Environment	Green products. Energy is growth industry.
Environment	If federal funding is available projects can be done to reduce flooding
Environment	Implementation of green infrastructure to mitigate effects of stormwater.
Environment	Improve health and surrounding
Environment	Improve infrastructure & create jobs.
Environment	Improve infrastructure.
Environment	Increasing awareness
Environment	Infrastructure, green growth, walkable neighborhoods.
Environment	Invest in management with green spaces.
Environment	Job creation from work updating infrastructure.
Environment	Fewer emissions.
Environment	Lower emissions
Environment	Monitor & fine businesses more severely.
Environment	More of national push might influence locally.
Environment	New innovation & campaigns to convince public/politicians.
Environment	New technology.
Environment	Opportunity for innovative businesses, transportation & green tech.
Environment	Parks & green corridors.
Environment	Partnerships.

Environment	Plant & maintain more trees in parkways.
Environment	Prepare for changing weather.
Environment	Proximity to Great Lakes.
Environment	Public support exists
Environment	Rebuild infrastructure.
Environment	Reexamine water & sewer systems.
Environment	Regional collaboration
Environment	Re-localizing, redeveloping & innovating new modes of sustainability on system-levels.
Environment	Statewide cap & trade or a carbon tax?
Environment	Stormwater management program - green infrastructure programs.
Environment	Sustainability efforts not as a fad but a necessity.
Environment	Sustainable resources
Environment	Technological advancements that could decrease or reverse climate change & help us survive.
Environment	This is our "decarbonization" budget.
Environment	TOD, less driving, consumer tastes for sustainable living.
Environment	Use new technology, resources to build better infrastructure.
Environment	With the TIF, relocate the detention areas to minimize flooding.
Environment	Work regionally to address flooding issues
Environment	Green Infrastructure. Regional partnerships : IDOT, MRWD
Environment	Avoid building on river bed.
Environment	Better stormwater management.
Environment	Green infrastructure
Environment	Increasing park space will help with flooding.
Environment	More open space and sites to utilize nature and stormwater management
Environment	Permeable paves, lower contamination.
Environment	Tie to stormwater
Environment	80% emission reduction
Environment	A challenge is how to maintain the existing and insufficient stormwater systems that were built under different land use codes
Environment	A decrease in flooding will improve water quality
Environment	A. Storm water retention ponds for hazardous wastes and take action when found.
Environment	Admit that Resilience may not be adequate. CMAP should represent regional interests: Ask congress for carbon price legislation. Our best available Climate Solution (by way of Prevention) plan.
Environment	All Regional Communities involved in region wide climate action plan (Like NPDES)
Environment	Because homeowners associations are looking to government to pay for flooding fixes, government has to educate the associations about their responsibilities
Environment	BIOSWALES

Environment	Can we use the base of our road system to capture and clean storm water run-off before it enters our rivers - eliminate culverts in highly developed areas like the Fox Valley? Roads as underground detention.
Environment	Climate action plan – see Evanston as an example
Environment	Climate change produces more flash floods
Environment	Climate change resiliency as part of Homes for a Changing Region. Lowering costs through - water + energy efficiency - flood prevention - TOD. Incorporate more explicitly the linkage between resiliency and affordable housing.
Environment	Education on stormwater management issues would help get community buy-in for the necessary infrastructure investments
Environment	Emulate California AB32 and SB 375 High Growth Low Carbon
Environment	Flooding doesn't respect jurisdictional lines
Environment	Green infrastructure, rain gardens
Environment	I congratulate CMAP for "progressive-thinking" to include Climate Change in the discussion which is crucial in terms of sustainability.
Environment	Integrated green storm water infrastructure and jobs training. Paradigm shift from maintenance to stewardship AND keep saltwater out of our soils!
Environment	LEED infrastructures - Environmental - Storm Water Management
Environment	McHenry County has significant issues with flooding but new developments don't seem take stormwater management into account
Environment	More integrated storm water solutions (tied to complete streets policies and other infrastructure).
Environment	No CSOs - Combined Sewer Overflows
Environment	Outdated building codes and built environment makes it difficult to respond to stormwater issues
Environment	Partnering to avoid flooding - exacerbated pollution.
Environment	Permeable parking lots
Environment	Permeable park district parking lots
Environment	Private homeowners associations are looking to government to remediate flooding issues
Environment	Reduce emissions
Environment	Some problems are beyond CMAP planning capacity and ALL resources in the region - such as Climate Change. CMAP should identify these risks and opportunities and represent the region by asking for teamwork from US Congress such as Carbon Price legislation #citizens climate
Environment	Storm water management needs to be a big part of the plan as it relates to economic development and transportation/complete streets.
Environment	Stormwater management - cooperation with Army Corps of Engineers.
Environment	The area needs to focus on is Climate Resilience for transportation and local communities. Thank You!
Environment	There is flooding in basements

Environment	There should be a bigger educational component to stormwater management
Environment	Transportation policies that reduce global warming pollution.\
Environment	Use resilience as a lens for all topic areas. Practice adaptive planning and management.
Environment	Want to see more focus on development that better mitigates the effects of storm water - more implementation strategies to retrofit existing communities to deal with flooding.
Environment	We need to help people understand what they can do as individuals to address the issue of stormwater management
Environment	Zero emissions by 2050!
Environment	Zoning rules and property taxing changed to guide development to minimize carbon emissions
Environment	For-profit development is prioritized.
Environment	Infringement into nature areas.
Environment	More people = more consumption.
Environment	Preventing side effects of developments.
Environment	Urban sprawl.
Environment	Plan to create additional incentives to protect more open space as the regional population increases.
Environment	Not valued.
Environment	Sunk cost mentality.
Environment	Communication
Environment	Education & preservation
Environment	More awareness.
Environment	Resident empowerment of natural resources education
Environment	Teaching moments. Park districts?
Environment	Ways to incorporate people into recognizing the beauty of the region i.e.: Greenways.
Environment	Get US Corps of Engineers to establish a green infrastructure center on lakefront - maybe @ Michael Reese site
Environment	Protect natural resources and help change people's outlook on it, that it provides many positives to community & region
Environment	Energy use is too high in city.
Environment	Lack of renewable energy sources.
Environment	Reducing dependence on fossil fuels.
Environment	Utilization of natural resources for energy.
Environment	Wind/solar/gas
Environment	Renewable energy
Environment	Renewable energy.
Environment	Wind & solar power.
Environment	Better use of renewable energy.
Environment	Invest in green and renewable energy.

Environment	Invest in new technology that uses a renewable energy source.
Environment	Renewable energy.
Environment	Solar power.
Environment	Use more green energy.
Environment	Use renewable sources such as sun, wind, and water.
Environment	100% Renewable energy + battery storage
Environment	All new construction requiring solar supporting an updated grid.
Environment	Chicago powered by 100% renewables generated in Illinois
Environment	Energy sustainability (not a new or big idea but valuable)
Environment	Green roofs and more rooftop solar
Environment	Increase (alternate) Energy Uses.
Environment	Micro grids with community solar in every neighborhood.
Environment	Neighborhood-based LLCs for renewable energy projects
Environment	Renewable energy.
Environment	Roof top gardens, solar
Environment	Solar or mini-windmills on every municipal building
Environment	The electrical supply isn't reliable, we have outages
Environment	Zero-harm energy by 2035. Restorative energy by 2050.
Environment	Multiple jurisdictions. Limited resources.
Environment	Fed funds?
Environment	Investment & rehabilitation.
Environment	Need funding.
Environment	Options for funding at local/regional level
Environment	Require more energy-efficient buildings and adaptive reuse.
Environment	Opportunities/incentives for green buildings for large buildings & single family homes.
Environment	Buildings and sites that contribute to (rather than draw from) ecosystem services!
Environment	C. Incent green building practices.
Environment	Green roofs and more rooftop solar
Environment	Green roofs
Environment	Need to require LEED - platinum for All new construction - minimizing CO2 emissions. Are standalone - single family structures obsolete?
Environment	Only permit energy efficient (LEED-Pt) multi-unit, transit accessible housing incorporating green infrastructure.
Environment	Consider health/wellness in land use and transportation planning
Environment	Focus on the intersection of health and housing.
Environment	On to 2050 should align strategies with other current local planning such as Healthy Chicago 2.0 or Strategic County Plans.
Environment	Increasing environmental regulations
Environment	Keep current environmental protections.

Environment	D. Regulate high P&H (polycyclic aromatic hydrocarbons - e.g. coal tar based) pavement sealers - as they deteriorate, kill aquatic life and are tracked into homes, especially afflicting children.
Environment	Higher landfill use taxes. Tax hazardous chemicals. High tax on pesticidal herbicides.
Environment	A comprehensive coastal plan for the Illinois shore of Lake Michigan
Environment	Maximize the lakefront's potential
Environment	More collaboration among lakefront permitting agencies
Environment	Improve access
Environment	Keep parks. Try to use less.
Environment	Keeping green space.
Environment	Losing green space.
Environment	Lowest ration of pars to people
Environment	No incentive to prevent sprawl & preserve open space.
Environment	Not everyone can easily use parks.
Environment	Not everyone has access to parks and greenspace.
Environment	Preserve greenspace or purchase more regional parcels
Environment	Preserving green spaces balanced with development.
Environment	Preserving wetlands/parks
Environment	Protecting green spaces.
Environment	Protecting open space, clean waterways.
Environment	Break down those vacant houses, replenish the land & use as green space
Environment	Community spaces improve quality of life.
Environment	Create continuous riverfront trail/park.
Environment	Expand greenspaces that also serve pedestrians & cyclists.
Environment	Forest preserves.
Environment	Lots of parks & green space can be expanded.
Environment	Make rivers accessible & develop prairie.
Environment	Vacant lands as open space. "Little forests"
Environment	We can create more park spaces & more healthy land.
Environment	5 Protect green spaces and think in terms of wildlife corridors too.
Environment	create more green spaces in public areas such as shopping malls
Environment	Greater attention and planning involving green infrastructure (particularly trees, vegetation). This can increase place value, time spent outside, safety, decreasing diseases/increasing health and mitigating smells, air pollution, noise…
Environment	Illinois plains conservation
Environment	Lots of park, gardens and farms
Environment	More emphasis on protecting and maintaining open space and agricultural lands.
Environment	More focus on sustainable open spaces and parks that are innovative
Environment	More open space in urban regions

Environment	More work on restoring or improving all open green space - not just parks and preserves but empty lots, abandoned factory complexes, etc. Also reduce lawn at corporate campuses.
Environment	Nature play spaces
Environment	Nature trail along the length of the Northshore canal
Environment	Park Visioning - participatory planning of public parks
Environment	Take advantage of Chicago's natural amenities (lake, river, prairie areas) to encourage people to reconnect w/ nature (and natural areas)
Environment	Would like to see a more comprehensive plan to better connect open spaces to communities via public transit, cycling and walking.
Environment	Air quality
Environment	Less light pollution
Environment	Air quality
Environment	Create regional facilities where impacts to natural resources can be offset as this is an issue with each project development.
Environment	Fair use
Environment	Need to prioritize better and not get caught up in items of little consequence.
Environment	Develop best practice toolkit
Environment	Great view.
Environment	Use natural resources to improve climate & environment.
Environment	Importance of wetlands & green space in cleaning our air and water.
Environment	A CMAP toolkit for environmental ordinances
Environment	Eliminate road salt or add desalination stations to collect/treat run off.
Environment	Embrace LEED-ND As A Proven Criteria for Sustainable Planning
Environment	Incentivize green infrastructure in McHenry County
Environment	Lead in integrating natural and built environments.
Environment	Lots of trees and earth-friendly cars
Environment	Lots of trees so every kid has a tree house
Environment	Regional implementation of LEED type rating system for Infrastructure (The ADWA/ASCE/ACEC System - "Envision")
Environment	Swallow Cliffs Forest Preserve Palos. Please restore & protect the ONLY LOCATION of the classic geologic section from off trail bicycle destruction!! J. Harlen Bretz (1940) The Geology of the Chicago Region. U Chicago - from Dr. Prestel
Environment	Too much concrete
Environment	Littering and polluting.
Environment	Sewage & garbage are ruining our resources.
Environment	Architectural salvage, develop deconstruction.
Environment	Better recycling education. Can't recycle Starbucks cups.
Environment	City-wide composting programs - 0 waste #2050bigideas
Environment	Coordinate local ordinances addressing disposal of deconstruction materials
Environment	Encourage recycling, upgrade utility infrastructure and make more resilient.

Environment	Less littering
Environment	Out with trash vs. recycling. Move to organic/compost vs. other waste streams
Environment	Recycling
Environment	Recycling
Environment	Recycling! And other low-hanging, achievable goals to increase morale.
Environment	IEPA regulations dictating how to develop plans which create more costs.
Environment	Unfunded mandates.
Environment	Govt can be more practical in developing of regulations, also when refining them.
Environment	Reduce restriction to develop.
Environment	Too much attention on natural resource preservation.
Environment	Bring more awareness about the importance of natural resources & how we use them.
Environment	Depletion.
Environment	Depletion.
Environment	Destruction of natural resources.
Environment	Disappearing.
Environment	Don't waste natural resources.
Environment	Easy to use too much and cheap.
Environment	Enhance and preserve natural resources
Environment	Expand existing
Environment	Exploitation and overspending of fossil fuels.
Environment	Exploiting natural resources by over-population.
Environment	Finite resources.
Environment	Historic abuse difficult to recover.
Environment	Lack of linking natural resources.
Environment	maintaining natural resources
Environment	Natural resources are depleting, which can lead to pollution.
Environment	Not enough.
Environment	Over-consumption.
Environment	Over-use.
Environment	Population growth tends to decrease available natural resources.
Environment	Protection
Environment	Protection of these resources.
Environment	Retaining what we have.
Environment	Running out of resources. Keep investing in short term solutions.
Environment	Taking care of resources.
Environment	Using up fossil fuels.
Environment	Using up fossil fuels.
Environment	Using up our natural resources.
Environment	Using up resources, some of which take over a lifetime to replenish.
Environment	Waste

Environment	Will run out soon.
Environment	Aggressive conservation.
Environment	Conservation
Environment	Go green
Environment	Go green.
Environment	Plan for less waste & conservation.
Environment	Protect it now!
Environment	We need them to survive.
Environment	City contracts.
Environment	Commodified.
Environment	Consumption is too quick. Need more economic opportunities to improve greenhouse output.
Environment	Develop resource use.
Environment	Must work with these to relax the environment.
Environment	Unevenly dispensed.
Environment	All in the planning.
Environment	Integration into older systems.
Environment	Facilitate walks run-off
Environment	Access to clean fresh-water will become limited.
Environment	Air and water quality
Environment	Clean water access is needed.
Environment	Depletion of water supplies and potential regional conflict.
Environment	Development on rivers/Lake.
Environment	Dirty rivers/lake
Environment	Groundwater is huge - more important than anything.
Environment	Keeping Lake Michigan clean.
Environment	Low lake levels.
Environment	Preservation of lakes.
Environment	Protecting Lake Michigan
Environment	Protecting open space, clean waterways.
Environment	Serious water issues affecting soil.
Environment	Water conservation - plan for future population growth.
Environment	Water conservation.
Environment	Water is becoming less available.
Environment	Water pollution, runoff
Environment	Water quality & loss of native plants/animals.
Environment	Water quality of Lake MI & rivers. Watersheds no longer can hold rain capacity.
Environment	Water source for regional growth. Also, areas experiencing water shortage may sell Great Lakes water.
Environment	Water, protecting Lake Michigan, preserve natural areas & flooding.
Environment	Water, stormwater runoff
Environment	Water, water, water cleanliness & delivery infrastructure.

Environment	Water.
Environment	Water. Our lake is so important. Are we keeping it clean?
Environment	Aging water mains. Determining whether to resurface or reconstruct.
Environment	Enhance river systems
Environment	Full cost pricing.
Environment	Lake Michigan
Environment	Lake Michigan presents the best thing we have to offer - water.
Environment	Lake Michigan.
Environment	Protect lake.
Environment	Protect water supply.
Environment	Recreational quality of life. Abundant potable water.
Environment	The Great Lakes
Environment	Waterway enhancements.
Environment	Waterways as connectors & pathways.
Environment	#2050BigIdeas - Clean Food and water for every man, woman & child on the planet.
Environment	1. Ensure safe water.
Environment	2050 Big Idea: Cleaner environment - fewer airborne allergens - fewer c/o emissions
Environment	A multi-state, regional approach to agricultural run-off
Environment	Address high water costs outside of Chicago
Environment	B. Replace lead water pipes / Infrastructure.
Environment	Communicating to public on how important clean water & waterways are to the overall health of area.
Environment	Connect waterways
Environment	Encourage natural resource (water) protection. Map the CMAP area for aquifer health and protection of water/aquifer recharge areas.
Environment	Establish "watershed protection zoning unit"; set watershed-based impervious cover caps
Environment	Greater connection to natural water systems…less discharge to the Mississippi
Environment	Grey infrastructure (sewer system aging) Water Leakage, Support water Infrastructure
Environment	H2O Control/Mitigate pollution in Lake Michigan
Environment	Improve river quality by planting riparian buffer zones on river banks
Environment	Integrate comprehensive & watershed planning
Environment	Integrate water resources planning! "One Water" Storm water Wastewater Drinking Water
Environment	More efficient use of water (Lake Michigan)
Environment	Need to focus on water and/or watershed resources in developing economic plans
Environment	Protect Lake Michigan.
Environment	Sensitive aquifers - mapped for entire region

Environment	There is a need for a comprehensive way of addressing run-off in our inland waterways
Environment	Water refill back into the steward – promote Green infrastructure
Environment	Changing sources of fuel (rather than fossil)
Environment	Address pollution/air quality, rising temperatures
Environment	Flooding
Environment	Local food options: Grocery stores not accessible to public transportation. Chatham food at 79th/Calumet is too pricey
Environment	Food education/nutrition education/nutritional workshops
Environment	Local food productions
Environment	Is all connected
Environment	Agriculture!
Environment	Be self-sustaining
Environment	Prioritize conservation/biodiversity
Environment	Support getting blocks to "adopt" their sewer drains, making sure they stay clear of debris
Environment	Keep goods elevated and off of basement floors
Environment	Easy access and close proximity to public parks
Environment	Promote vegetable gardens in the front yards, especially of areas with people of lower economic background
Environment	Mandated solar panels, starting with the high rises in the city.
Environment	I am unaware of a resource within my community for green infrastructure. Perhaps more advertisements and engagement within the community might help.
Environment	There is no one solution to fixing green infrastructure. It will be a combination of better access to public neighborhoods from lower economic backgrounds, that will make Chicago a green city.
Environment	Not sure how I can help. I am a local activist striving for better anti-flooding measures, improved safety and bringing the neighboring Forest Preserve of Cook County neighboring with Chicago up to the 21st Century.
Environment	Stromwater utility fees to provide a consistent revenue source for GI installation and maintenance. More programs that encourage GI on private property, including residential.
Environment	Requirements for native plants only. Focus on pollinator corridors/birds-bees-butterflies. Integrate stewardship training with worker training, and school service, and community services. Define the benefit of green infrastructure/living green stormwater infrastructure and fund its upkeep. Define maintenance vs stewardship, and adapt management of spaces and personnel training accordingly.
Environment	We need to work more closely with communities and individual land owners to incorporate green infrastructure and to teach them how to care for it.
Environment	Trees are an easy place to start because they don't require a lot of maintenance and provide tremendous benefits.
Environment	We need a method to inform communities about green infrastructure and the

	benefits that can be derived from them. Most communities need guidance and/or assistance to understand what tools are available and how to use them. I think CMAP's LTA program is an excellent example for implementing green infrastructure on the local level.
Environment	Increasing infiltration and planting of native species that create green seams between protected native landscapes.
Environment	Remediation zones and brownfields are proliferate throughout the county. Most people don't even know they living on or next to something like that.
Environment	Air quality, with trucks, ash in the air…
Environment	Multimodal transportation
Environment	One bus compared to 50 cars: getting vehicles off the roads
Environment	The region relies on coal pretty heavily, historically. Need to look into alternative energy sources.
Environment	A lot of wasted energy going into downtown
Environment	Chicago does a great job with promoting green roofs and green buildings but its not as helpful because the water doesn't go through the surface and back into the ground to replenish the ground water.
Environment	A lot of the materials we use have a big impact because they're not permeable in any way
Environment	Water is a huge resource and issue: Chicago has to make sure they have to make sure their stuff is intact. Constant maintenance. Other cities are looking into our resources.
Environment	Florida, spending billions to raise the ground by 3 inches… due to high tides.
Environment	Giant pipeline from Chicago to LA talks. How is this covered in ON TO 2050?
Environment	Forcing people to think about the resources and where they live and whether they should live there.
Environment	Permeable surface shape file and where municipalities get their water and whether that water is sustainable or not. This will help shape that policy.
Environment	To what extent is ON TO 2050 going to explore pathways and how water flows throughout the region?
Environment	Are you going to be looking at wildlife impact?
Environment	Green infrastructure vision accounts for agriculture, wildlife, recreation space. How much of that preserved land do we anticipate this transportation project to impact.
Environment	[Survey feedback] Climate category is too narrow. Would like to see a broader category for climate, open space protection.

Governance	The state of Illinois affects day to day operations
Governance	Need to address public safety pensions
Governance	Need steady funding
Governance	Need to decentralize the city versus suburbs phenomena
Governance	Need to get better at collaboration and partnerships
Governance	Everyone needs to get equal consideration
Governance	Too much reliance on state rather than what needs to get done locally
Governance	We need to operate more efficiently to go after funding collaboratively
Governance	Municipalities need technical assistance with best practices and learning how to working together to better manage resources
Governance	What's going on in Springfield? Dysfunction hurts transportation, housing, social services
Governance	Municipalities can't handle cost of absorbing unincorporated Cook County
Governance	Consolidation can be good sometimes, but can also be high cost: capital cost to update decrepit infrastructure (sewer, roads, lighting), and ongoing cost of managing larger town--will the new neighborhoods being in revenue later? Commercial/industrial might bring in $, but not residential
Governance	5 park districts, 7 school districts in one village, need co-terminus boundaries
Governance	Consolidation can offer an opportunity to "clean up"
Governance	Shared services ok, but consolidation is a tough sell though it might be appealing in theory
Governance	We want one municipal government to be responsible for everything
Governance	We tried sharing a fire station b/t Schaumburg and Hoffman Estates, fire union wouldn't allow it
Governance	We are too Chicago-centric
Governance	Our regional airport is controlled by one city
Governance	Suburban municipalities need a city at the table for projects selection/decision-making, e.g. western access to O'Hare via public transit
Governance	Opportunity to develop closer muni/IDOT relations to improve problem solving
Governance	How are we competing as a region with other states around us, i.e. SE Wisconsin and NW Indiana, need to improve relations across state borders
Governance	Need to expand tri-state thinking
Governance	CMAP has to get more involved in getting more state/fed development dollars
Governance	Need increased cooperation between local governments
Governance	Competition between communities is bad to attracting business
Governance	State of IL taking local government funds
Governance	Tax policy should be more transparent and easy to understand
Governance	Too much government, we need to consolidate townships so they're coterminous with municipalities
Governance	Lower taxes for large corporations/companies to stay in Illinois

Governance	Lack of budget
Governance	Corruption
Governance	Government making executive decisions
Governance	Too many layers of shared services (IT can be shared between units)
Governance	Governments are not empowered to solved vacancy problems (eminent domain)
Governance	Communities poaching adjacent businesses
Governance	Tax policy is atrocious
Governance	Get rid of tax business incentives
Governance	State has the upper hand in decisions
Governance	There are too many forms of government
Governance	Poor decision making at the local level
Governance	Lack of coordination
Governance	Government focused on Band-Aid solutions "press conferences"
Governance	Short-term terms for electeds impede long-term planning
Governance	There is an opportunity for transparency
Governance	Improve tax structure
Governance	All issues deal with funding--not enough money for local matches
Governance	Too much dependence on government
Governance	Reverse tax or lower taxes to hire workers
Governance	We need effective leadership in Springfield and elsewhere
Governance	Suburban cook has too many taxes
Governance	Inability to have a balanced budget
Governance	Explore graduated income tax (ex: California, Minnesota)
Governance	Home rule is an issue. Zoning/political issues
Governance	Northern Lake County competes with Wisconsin, need super-regional collaboration
Governance	Property tax burden
Governance	Governments are not aligned with revenues vs expenses
Governance	Look to Minneapolis, which is in balance on tax revenue vs expenses
Governance	Straighten out Illinois' governmental and budget messes
Governance	State income tax is not high, it is competitive
Governance	Property tax-based municipal revenue results in imbalance
Governance	There is no broad-based tax revenue base that is balanced
Governance	Understand regionalism
Governance	Continue governance reform
Governance	State capital plan only 5 years, need longer-term view to preserve human capital: people will leave if they don't have confidence in state's long-term stability
Governance	Governments need to coordinate to address infrastructure, e.g. street repairs simultaneous with water pipes
Governance	City/state fiscal policy is mired in problems that there is a lack of trust

Governance	CMAP is providing a vision, but we need policy makers to implement it. How do we do that?
Governance	The need is outside the scope of what policy makers can comprehend…
Governance	Indiana functions more than south suburbs
Governance	Look at whiting and Hammond
Governance	The regional development authority in NW IN has bonding and other fiscal tools to implement their regional vision, CMAP needs a comparable tool
Governance	IN is actively poaching from IL, but 30 years ago it was unthinkable that IN would be more attractive. How do we reverse the trend? What can we learn?
Governance	We need to think as a region
Governance	How do we instill in the public consciousness that fractured and overlapping government is a reason for the problem
Governance	It's about the $, need to consider how $ is managed and distributed, if this is consolidated, then political consolidation of governmental units will follow; if you can create more efficient distribution of money (spending) then you can improve service and government efficiency (and achieve consolidation)
Governance	Can MPOs play a bigger role in coordinating b/t states so that they are not racing to the bottom
Governance	Funding needed
Governance	State policies/environment work as disincentives
Governance	Decisions based on who shows up, minority of perspectives
Governance	State incentives are imbalanced
Governance	Take advantage of under-utilized Transportation investments through land use and economic development measures – also make future investments that leverage past investments
Governance	Governance/coordination of services (intergovernmental)
Governance	Consolidating townships
Governance	Tax public policy/reform to change educational funding
Governance	Citizen distrust of elected officials, no accountability of politicians
Governance	Local management improves the environment
Governance	Municipalities are facing a significant number of infrastructure improvement needs and determined it would be more cost effective to do the work in house. However, they did not need the equipment full time so looked to joint purchase and share the equipment
Governance	State incentives are imbalanced
Governance	Opportunities for shared services in technology. For example technology centers could be a central location for all technology such as the college, Centegra, etc. This is an excellent opportunity for public-private partnerships
Governance	There is a perception that shared building inspector services means residents aren't getting the level of service they need.

Governance	Perception versus reality is often a challenge in shared services and privatizing services. There was no solution but noted that outreach to residents was critical in overcoming this
Governance	Other challenges with share services is the fact that state law regulates municipalities, home rule/non-home rule, townships, and counties all differently
Governance	Townships struggle to partner with municipalities as they often do not have the authority to do so
Governance	Both Cary and Huntley spoke of continuing to look at ways in the future to create partnerships with businesses or just use the municipal grey water
Governance	The Cary police department is unsustainable and cannot provide needed long term staffing levels
Governance	Cary in particular expressed challenges with the PTELL limitations, Emergency Dispatch unfunded mandates and other challenges with public safety
Governance	All members at the table embraced the concept of regional planning rather than only focusing on their individual community
Governance	AS properties incorporate it is logical that level of township government would be eliminated
Governance	Legislation that clearly identifies the process by which townships could be eliminated upon incorporation as well as outlining the shift of services required by state statute
Governance	It is logical to consolidate townships, but logical need a clearly identified process for smooth transition and use
Governance	A way to jointly purchase road equipment that can be used by the public works departments to complete internal road repairs
Governance	Opportunities for shared services in technology in public-private partnerships
Governance	Other challenges with shared services are the fact that state law regulates municipalities, home rule/non-home rule, townships, and counties all differently. Townships struggle to partner with municipalities as they often do not have the authority to do so
Governance	Important to focus on ways government units could collaborate before addressing consolidation
Governance	Governments in the county are too reliant on residential property tax.
Governance	Most of the property tax mix was determined by Springfield and mostly goes to education
Governance	You can't address property taxes without addressing school funding
Governance	Springfield is trying to take away more school funding. This deeply impacts school districts, causes people to move away and property values to decrease
Governance	State mismanagement of educational institutions
Governance	Deferred responsibility of government to keep educational system solvent

Governance	Taxpayers don't get an adequate return on their investments in higher education
Governance	Difference in varied jurisdictions
Governance	Cooperation between jurisdictions
Governance	Municipalities leveraging their dollars
Governance	Heavy reliance on property taxes
Governance	Government can actually help residents, not a bureaucratic system
Governance	Increase government consolidation
Governance	Solve political interests (redistricting, finance reform)
Governance	The region is going to be hard to compete with other areas in the future because of bad governance.
Governance	Regional cooperation
Governance	Regional industry strategy
Governance	Too many/excessive segmentation of units of government
Governance	Government can actually help residents, not a bureaucratic system
Governance	The region is going to be hard to compete with other areas in the future because of bad governance.
Governance	Too many units of government
Governance	CMAP needs implementing authority at a regional scale
Governance	Too many government units (but everyone thinks their own is necessary)
Governance	Municipalities don't trust each other, especially fast-growing communities near each other in the collar counties. Smaller communities fear being annexed and having their tax dollars spent elsewhere, which is why they decide to incorporate themselves, and this just breeds more government (individual schools, parks, water districts, etc.)
Governance	We create more government out of fear (and self-interest)
Governance	Many things you want to do, but how to pay for them, e.g. getting water to people, fix roads?
Governance	Economic problems are exacerbated by states woes
Governance	How are we funding infrastructure, this is important to economic resiliency, because if we are relying on property taxes then we are raising taxes and driving out people, especially talent that can move elsewhere
Governance	There is no consistency in tax-policy, we don't know how to predict long-term
Governance	Who are the major groups that could bring community together? Planning only helps if it's implemented and helps build the community.
Governance	More intelligent look at consolidation of services. A recent study conducted in the county resulted in a tax increase which is not appropriate. The reality is different than the vision. Consolidation will increase taxes rather than result in cost savings.
Governance	Consolidation examples (such as schools) will not really help government units. What do you do about school funding?

Governance	State needs to reform the formula to give more money to the counties to reduce tax property fees
Governance	No solutions to saving the property tax bill (people don't want to purchase homes/some prefer to rent)
Governance	Big hole with state budget
Governance	Expensive region to live in
Governance	Expensive tax structure
Governance	People moving out of the region
Governance	If pensions are taxed, people will leave
Governance	Neighbor hooding out of state towns and regions are getting our residents
Governance	Despite the struggles, the region will succeed.
Governance	Challenge: # of units of government
Governance	Access to impartial and on-target advice to guide policy makers is needed
Governance	Lack of confidence in IL government and local government, are they using money properly? Is what we are paying being spent wisely?
Governance	Poor fiscal management, public, but also private (businesses and personal finance)
Governance	Tax incentive issues
Governance	Transparency - need to do better, current public engagement practices increasing distrust
Governance	More people need to be engaged in civic process
Governance	Making it easier to vote
Governance	No more unincorporated land
Governance	Monitoring whether development actually matches the plan/requirements/regulations. Accountability
Governance	CMAP takes a strong role on regional land use planning (and changes in governance)
Governance	City of Chicago - centralized vs. suburbs extremely decentralized
Governance	Political state of Springfield doesn't encourage investment
Governance	Competitive nature between municipalities which all goes back to state revenue
Governance	Coordination of infrastructure investments
Governance	Stability of state finances to rationally plan for the future
Governance	Electing the wrong people because of current campaign finances
Governance	State not promoting economic development
Governance	Achieve true government transparency by incorporating disenfranchised communities in the decision making process
Governance	Referendum for the region to independently raise funds for capital projects and investments
Governance	Region is economic engine for the state but is underappreciated
Governance	Municipalities are more competitive than collaborative
Governance	There strict standards and policies that impact development coming into communities (lax zoning when convenient)

Governance	Regional revenue sharing such towns sharing revenue of sales tax base rather than competing for it
Governance	Need a formal regional governance structure to achieve tax sharing
Governance	Natural conflict between regional versus local authority. Could this be fixed by 2050?
Governance	Too reliant on sales taxes
Governance	Perception of higher density is bad although studies contradict this. Making this point in ON TO 2050 would be helpful.
Governance	We need a unified pot so schools don't need to rely on property taxes
Governance	We need to structure a better revenue system
Governance	A major assets would be a unified, excellent school system to reduce centration of power, and improve access to jobs, housing, safety, and upward mobility of youth
Governance	Loss of greenspace gives hand in hand with loss of water (water retention)
Governance	Perhaps there are too many wards
Governance	Alderman should represent the city rather than a wards
Governance	Shared services could shave off a few dollars in savings in the city but not much
Governance	Planning is good but need authority
Governance	More intelligent look at consolidation of services. A recent study conducted in the county resulted in a tax increase which is not appropriate. The reality is different than the vision. Consolidation will increase taxes rather than result in cost savings.
Governance	Gov't - duplication of gov't units
governance	Strict standards and policies that impact development coming into communities (lax zoning when convenient)
governance	Segregation (race, income, education) is enforced by state educational funding, municipal policy/investments
Governance	Opportunity for improved civic engagement
Governance	Taxes: city/council/state has most departure due to taxes, crime, etc.
Governance	Why are so many people leaving this region?
Governance	Corruption/leaders, taxes, taxes, taxes!
Governance	Duplication of services and would like to consolidate govts.
Governance	Heavy reliance on property tax, tax policy
Governance	Federal governance: media pumps out bad press, politicians are only concerned w/campaigning
Governance	More alignment
Governance	Manufacturing is computer based
Governance	Regional Sales tax sharing to eliminate competition
Governance	Consolidated districts could be helpful. Dissolving townships
Governance	Self-service internet based permit/license renewal/etc.
Governance	Fuel tax
Governance	All challenges are important

Governance	All duplication of services/duplicative
Governance	Duplication & limited capacity go hand-in-hand w/over-reliance on taxes
governance	Neighboring communities don't care if towns are failing
Governance	Tax structures drive all of the challenges
Governance	State-wide reform of school funding
Governance	Tax incentives complimenting each other instead of competing (bordering towns/counties)
Governance	Antiquated piece-meal tax
Governance	Competition over who owns the mall or store (bordering towns/counties)
Governance	Original sales tax revenue: political climate of the state creates a barrier to actually make this happen. Example: Minnesota has a high property taxes but has businesses flocking there because of good governance
Governance	Improved governance (better market)
Governance	Tax rate issues in neediest places
Governance	Tax rate/hurdle for developers
Governance	People leaving the region because of tax issues (businesses leaving) residents take the hit because they cannot leave
Governance	Cook county recognizes it's a challenge but no solutions surfacing
Governance	All are major equally important problems
Governance	Inherently challenged because of tax situation
Governance	Longing to keep jobs/roles then do what is best for the communities
Governance	Equity: unencumber tax policy
Governance	What is CMAPs authority/political to recommend
Governance	Will CMAP's jurisdiction expand?
Governance	How strongly do you understand/accept the political environment? The battle is the political environment.
Governance	There is no north/south Austin. It's a town w/different neighborhood split into 3 different wards w/ alderman and their own political concerns.
Governance	Other- all of the above.
Governance	Due to our gov't failing on all these levels that why we are where we are.
Governance	Attract the right people to the community - all levels of gov't have to work together to make this happen.
Governance	Corruption
Governance	Transparency - need to do better, current public engagement practices increasing distrust
Governance	Problems in state government
Governance	Dysfunction
Governance	How to enable a regional authority to implement plans?
Governance	3rd party redistricting/non partisan
Governance	State budget crisis
Governance	Region-wide economic cooperation,0 sales tax poaching
Governance	Pension funding, state/city/public

Governance	Municipal services. Lower costs, increase service quality thru shared services
Governance	Performance-based project selection - IDOT split
Governance	Regional authority/consult for operational audit/management
Governance	School funding teacher mgmt., equity districting
Governance	Region is too property-tax dependent
Governance	The challenge is as much fragmentation as duplication of units
Governance	Gridlock at the state level isn't unique to present time, it's been a part of the process for a long time and needs to be fixed b/c for a long time IL has failed to support local gov't
Governance	Dysfunction in state
Governance	Need for progressive income tax
Governance	Help those who fall slightly above the poverty line?
Governance	Educate students about how to make change through civic engagement
Governance	Dysfunction @ every level of gov't/some policies are not meeting the needs of the residents for ex: land use/zoning
Governance	Increase education of how government works, local elections impact residents more directly
Governance	People in office going for their own career interests
Governance	Citizens forget the power rest w/the people, not the electeds
Governance	Lack of transparency between public agencies
Governance	Not enough capacity in local gov't; one person does many different jobs (increase community outreach) everyone should do this
Governance	State governance - state government and competition among states
Governance	Artificial boundaries between states
Governance	State gov't will in disincentivize to investment
Governance	Township duplicative
Governance	Duplicative gov't units
Governance	Big concerns on public pensions and how far it is from situation for private employers
Governance	Problem w/state constitution w/ pensions and bankruptcy
Governance	More shared services
Governance	Too many mosquito abatement
Governance	Consolidation of school districts - more units? Districts
Governance	If we had no state budget issues, outlook much more positive
Governance	State pension issues are the key
Governance	Intergovernmental cooperation and education
Governance	How to attract good folks to local gov't
Governance	Caliber of folks that work for gov't
Governance	Take redistricting out of politics

Governance	Need to regionalize government more, too many small units of government, like too many schools, fire districts, municipalities, townships, etc. they should be consolidated
Governance	How is government contracts reviewed, where is the money going? If the money is going to private entities, why and how much?
Governance	Need greater neighborhood level control to cut through and circumvent bureaucracy to create government that's in the residents' best interests; the Pilsen Community Council is a good example of a group that came together to weigh in on zoning
Governance	How do we create culturally appropriate social services outside the city (i.e. support for Latinos in the suburbs), when our major social service agencies are clustered and serve the city
Governance	How do we replicate the Chicago Cook Workforce Partnership in other counties for other WIBs
Governance	Commitment to equity
Governance	Inclusion of participatory budgeting
Governance	Ability to respond rapidly, transparency
Governance	Any other ways that CMAP can have more than just control of federal dollars? More implementing authority?
Governance	Have we spread ourselves too thin? Geographically covering 284 municipalities.
Governance	Gov't should be priority - it creates opportunities
Governance	Role gov't has to play to use tax dollars
Governance	Other people make decisions that affect S. Suburbs
Governance	Park Forest has 5 different school districts (too many)
Governance	Duplication, too many gov't layers
Governance	Tax policy and education reform
Governance	States attorney should address people "double-dipping"
Governance	Consolidate suburbs
Governance	Get $ out of politics - campaign finance reform - public financing
Governance	Education of populous - motivate people to be engaged. Civic education
Governance	Solve issue of redistricting - create more compact districts
Governance	Streamlining units of gov't in IL -
Governance	Consolidation of taxing bodies
Governance	Solve huge inefficiencies that drain our economy
Governance	Term limits for electeds
Governance	Restructuring of CPS - take away mayoral control, elected school boards, more manageable
Governance	Revise tax structure to retain residents & seniors
Governance	Elect officials that don't get us in the situation we're in now
Governance	Regulations, taxes, meaningless and ineffectual regulation
Governance	Some regulation is good but should be effective and meaningful
Governance	State requires $750 to start an LLC… other states are $50

Governance	Real estate taxes have gone up too much.
Governance	Duplication, too many gov't layers
Governance	Regional governance issues
Governance	50 wards is insane & more than any other city.
Governance	Never really steps back & think about what's truly on the table
Governance	Corrupt gov't that is unresponsive to the people
Governance	Time for a complete overhaul of our gov't
Governance	Gov't jobs are being created literally to give someone a job
Governance	City on the verge of bankruptcy - bad government, bad policy
Governance	Set term limits for mayor
Governance	Abundance of gov't units
Governance	Gov't consolidation
Governance	No fund sweeps
Governance	Real estate taxes have gone up too much.
Governance	Tax parity for region
Governance	State dysfunction making it harder to bounce back
Governance	State problems cast a big shadow over everything
Governance	Lots of people don't seem to care enough to take action
Governance	Not a lot of participation - sustained civic engagement
Governance	Dysfunction in local gov't
Governance	Governmental accountability, transparency
Governance	Not enough collaboration among cities/villages/schools
Governance	Too expensive to start a business - tax policy
Governance	Gridlock in state gov't Rte. 53 extension will create major environmental issues
Governance	Expanding tax credit 50%, 4% credit _ 32.5 M debt platforms for Midwest - mostly housing, mortgage insurance premium reductions (25/35 _ points) must accept HCV for length of agreement
Governance	Examining tax exemptions
Governance	Budget is so out of whack
Governance	Lack of long-range planning by municipalities and counties
Governance	Need local long-range planning
Governance	The need to generate tax revenue leads to poor decisions
Governance	Counties need more power to plan
Governance	Over abuse of tax increment finance districts
Governance	Campaign finance reform
Governance	Campaign finance reform
Governance	State finances
Governance	Disengaged voters, citizens
Governance	Need more coordinated planning
Governance	Need a 'Junior CMAP' to coordinate non-partisan county planning
Governance	Non-partisan redistricting
Governance	Consolidate governmental units

Governance	Lower the cost of running for office
Governance	Resolve the tax issues
Governance	Publicly-financed elections
Governance	Need coordinated planning, regional plan, some kind of override
Governance	Consolidate school districts
Governance	Redistrict through non-partisan process
Governance	There should be a Regional (Lake County) Master Plan that trumps local communities. If a local community wants to change the Regional plan in their community they should have to secure an extraordinary vote of their board and a super majority (60%) of the County Board.
Governance	School Districts should have a seat at the table when local communities consider development plans as well as some type of veto power if the proposal will create new students or provide tax breaks to the developer.
Governance	Illinois has too many school districts and they must be consolidated. Florida has countywide school districts for K - 12 while Illinois has several hundred school districts, some with just one school.
Governance	The planning agencies at the municipal and county level should be non-partisan with membership from all parts of the community/county and all economic groups.
Governance	Illinois has too many governments and needs a massive consolidation eliminating most special use districts and consolidating school districts.
Governance	The current formula for funding schools does not work. It needs to be changes with the primary (majority) source of funding from the State to reduce Lake County's overwhelming property tax burden. Lake County pays over 9% of family income in property taxes the lion's share to schools.
Governance	[Taxes] hinders economic development.
Governance	Congressional, Legislative and City Council districts should be drawn by a non-partisan commission.
Governance	School Districts should have a say in development and zoning decisions.
Governance	Stop mass migration out of the state of Illinois
Governance	Make it easier for people to retire in Illinois
Governance	Alderman needs to be replaced!
Governance	Advocates are needed in certain areas. Who are our advocates in this area?
Governance	States poaching business from each other; IL needs to become more competitive, lower taxes and fees
Governance	State dysfunction is keeping businesses away
Governance	Consolidation of government (e.g. Naperville City and Township) would help business (improve efficiency)
Governance	Look at Australia crowd sourcing model for government
Governance	Fixing government is top priority
Governance	Too many career politicians

Governance	Master plans are not enforced. Plans need to be reassessed.
Governance	New Jersey has well-defined master plans
Governance	Zoning lop sided in West Loop
Governance	Share services b/t municipalities to reduce costs. Eliminate fiefdoms wherever possible
Governance	Increase interactivity with local government
Governance	Modernize technology
Governance	Engage electorate so the gov't looks like us and reflects our goals
Governance	Cambios en parte del govierno local para ser system tables - sustainable transportation/recycling/clean energy
Governance	Changes in local government to create/improved regulations for: sustainable transportation (bike lanes, clean energy transport), recycling/infrastructural sustainability programs (improved recycling programs, pollution regulations), clean energy (transportation, power/electricity), education on these topics
Governance	Fix/align tax policy
Governance	Too many gov't units
Governance	Local units not coordinating w/each other on planning
Governance	Diversity in elected officials to mirror constituents
Governance	Low voter engagement
Governance	Lack of vision
Governance	Lack of capacity of local gov't especially in working w/ other gov't units
Governance	Change regulations to improve sustainable transportation, recycling, clean energy
Governance	Consolidate units that overlap
Governance	Share services
Governance	Too many long-term electeds inhibits change, too many pension systems, too little tech, too much fear/entrenched systems, this will only change through greater voter engagement
Governance	Diversify the municipal tax base
Governance	Real estate taxes affect affordability of housing
Governance	Chicago has too many aldermen
Governance	Voter apathy is a big issue
Governance	Fragmentation of government (not just duplication) is an issue
Governance	Tax incentives are not tied to community involvement, accountability
Governance	Too many tax bodies.
Governance	Transparency. Too many jurisdictions.
Governance	Band-Aid approaches, short term strategies. Poor financial oversight.
Governance	Corruption
Governance	Not CMAP's purview.
Governance	School funding. Tax base/tax code

Governance	Cooperation.
Governance	Corruption.
Governance	Trust.
Governance	Consolidate units of government.
Governance	State in chaos.
Governance	Sustainability of services.
Governance	Budget
Governance	Red tape
Governance	Budget
Governance	Lack of funding
Governance	Unfunded mandates. Slow response to needs.
Governance	Government a disgrace.
Governance	Too many government units.
Governance	Fiscal reform.
Governance	Political blocks.
Governance	Removed from local level. Lack of experience in the field.
Governance	Real participating democracy.
Governance	Lack of transparency. Where does the money go?
Governance	Too much bureaucracy.
Governance	A budget that doesn't penalize the poor.
Governance	Lack of concern for general population
Governance	Policy is not informed by research.
Governance	Too much bureaucracy.
Governance	Need leaders who'll address inequality.
Governance	Not compassionate.
Governance	Laws penalize the poor.
Governance	Honesty and transparency
Governance	Limited short term vision
Governance	Change ordinances/practices local food- bees, chickens, renewables
Governance	More democratic processes needed
Governance	Stalemate lack of cooperation, statesmanship
Governance	Little communication between governmental units
Governance	Lack of focus
Governance	Lack of funds or ability to compromise
Governance	Government living beyond its means & what it means for future in terms of how things are funded/paid for
Governance	Responding to citizens' needs
Governance	State of Illinois budget impasses
Governance	Intergovernmental cooperation
Governance	Barriers to sustainable building/development

Governance	Local government that cares nothing about sustainability
Governance	Too many units of gov't + tiny municipalities that don't communicate
Governance	Working at cross - purposes, lack of funds
Governance	Local gov. collaboration more regional authority
Governance	State budget efficiency
Governance	Inefficiency
Governance	Capacity/resources for community development
Governance	Dysfunctional state and local. Little capacity in suburbs
Governance	Bad leadership
Governance	No collaboration
Governance	Complete dysfunction
Governance	Inability to reduce spending and raise taxes
Governance	Not handled well
Governance	Leadership
Governance	Illinois structure taxes
Governance	Gerrymandering
Governance	True democratic functioning
Governance	Need leadership that's concerned with helping all communities. Taxes are too high.
Governance	Inefficiencies and special municipal districts
Governance	Reducing government agencies; i.e.: Townships, school districts, village clerks
Governance	Cohesiveness in gov't to act upon unified plan
Governance	Lack of coordination & difficulty of coordinating when it does happen
Governance	Too many units of gov't in region
Governance	Funding!
Governance	State of Illinois! Too many local gov'ts
Governance	Lots of gov't corruption transparency
Governance	Underfunded mandates
Governance	Getting government more focused on the long-term needs
Governance	At the mercy of state/ outside forces without control
Governance	Local municipalities are doing it right. State needs to help reduce taxing jurisdictions
Governance	Taxes to support gov't services
Governance	Size - too large
Governance	Finances
Governance	Oversight lack of when it comes to
Governance	Corrupt
Governance	Not in sync w/needs of public
Governance	Their concern regarding people as a whole. Our government & systems are selfish people
Governance	Low voter turn out

Governance	Policy
Governance	Aid
Governance	Gerrymandering corruption & media make planning
Governance	Poorly serving residents, corrupt
Governance	Election spending restrictions
Governance	Decisions made without thinking of repercussions
Governance	Models & graduated tax system.
Governance	Library districts, townships into municipal structure.
Governance	Outside funding but frozen.
Governance	Move projects quicker.
Governance	More dollars.
Governance	Legislation & leadership.
Governance	Cooperation
Governance	Local advocacy. Funding for programs that work
Governance	Use TIF to develop poor communities.
Governance	Term limits.
Governance	Research is available.
Governance	Create local hub for all public services.
Governance	Change culture, new laws
Governance	Long term, sustainable vision effective environmental commission
Governance	Current political disruption, openness to rewrite policies
Governance	Get more public participation
Governance	Crisis may move people to action
Governance	Bring governmental bodies together
Governance	Education
Governance	Lack of affordable for families /seniors
Governance	Resistance to diversity/affordable housings
Governance	Improve communication methods through multimedia
Governance	Restructuring gov't. could reduce cost long-run & hopefully improve efficiency
Governance	Partnerships that avoid duplication - save $
Governance	Model ordinances
Governance	Capable local staff
Governance	More proactive role needed
Governance	Voters have power
Governance	Provide good leadership
Governance	New Springfield leadership
Governance	Balance and collaboration
Governance	New leadership can improve processes
Governance	Linking government w/implementation partners like OFIs
Governance	Combine or collapse for better efficiencies
Governance	Lots of wealth for effective government

Governance	New leaders
Governance	Non-partisan/non-political boundaries at all levels
Governance	Hold them accountable
Governance	Region leadership
Governance	Redirect tax payer money that could result in less reliance on taxes
Governance	Strong officials to lead change
Governance	Efficiencies must be found! Must be priority!
Governance	Consolidations of multiple taxing bodies
Governance	Consider some consolidation at township level
Governance	Reduce size of government. Can hire entities
Governance	Revise non-home rule legislation to watch home rule - equal flexibility
Governance	Public/private partnership
Governance	Shift power to people
Governance	Grass root associations
Governance	Rehabbing existing housing
Governance	There are many homes that are available for ownership
Governance	Automatic voter registration
Governance	Connect smart people inspire them & incentivize them to coordinated action
Governance	Clean house
Governance	Public schools
Governance	Values not in-sync. Laws, values driving inequities (income gap).
Governance	Public discourse to re-establish, public discourse discussion w/legislatives
Governance	Debt. Job economy.
Governance	Pensions are an issue that needs to be resolved. Key part of budget mess.
Governance	State/city pension & debt problems may make area unfavorable to investment.
Governance	How do we improve financial ratings?
Governance	Pay pension debt via debt forgiveness
Governance	Balanced budget
Governance	Balanced budget
Governance	Budget crisis, political deadlock.
Governance	Budget.
Governance	Budget/deficit crisis.
Governance	Debt/budget.
Governance	Ensuring Chicago leads as a major economic center, but its hampered by IL debt
Governance	Going broke.
Governance	IL Budged. Inefficient use of funds.
Governance	Lack of budget.
Governance	Lack of budget.
Governance	Lack of state budget
Governance	Lower budged.

Governance	No budget.
Governance	Pass budget.
Governance	Short term fixes. Poor financial oversight.
Governance	State & city debt
Governance	State budget
Governance	State budget impasse.
Governance	State budget!
Governance	State financial status.
Governance	state needs a balanced budget, cut waste and union influence
Governance	State of IL, Pensions
Governance	Way in debt, need more resources.
Governance	Debt forgiveness
Governance	Fix the state budget.
Governance	IL got is terrible. Need to figure out how balance budget
Governance	State goes bankrupt.
Governance	Collaboration
Governance	Cooperation
Governance	Cooperation between federal, state, & local govt.
Governance	Cooperation! Resource allocation
Governance	Coordination among different government organizations.
Governance	Coordination.
Governance	Must work together.
Governance	no cooperation between communities
Governance	better cooperation and coordination
Governance	Better cooperation.
Governance	Collaborate for better service to region
Governance	Collaboration.
Governance	Cooperation.
Governance	Establish stronger regional bodies.
Governance	Increased communication & work among communities should lead to more efficiency
Governance	Regional partnerships.
Governance	Regional perspective
Governance	Strive to take cooperation to higher level.
Governance	Business/Government collaboration.
Governance	Central database of who does what. i.e., Organizations, Agencies: - NGOs - Fed Government - State Government - County Government & Districts. Begin to map areas of influence, build partnerships
Governance	CMAP is in a position to make regional agency collaboration a priority so that funding and other resources can be used more efficiently and strategically.
Governance	Community collaboration has good potential
Governance	Connecting communities and creating communities. Blurring boundaries.

Governance	Cooperation among levels of government.
Governance	Eliminating boundaries among communities so they see the region as one ecosystem.
Governance	Encourage municipalities to "Ignore Boundaries" to plan for a Better Future. Collaboration on Arts, Culture & Even Infrastructure. Think MINN/St. Paul
Governance	Government coordination and multijurisdictional resources
Governance	How can we create connections within and between communities?
Governance	More connections between municipalities.
Governance	More multi-community projects around shared assets, such as rivers and lakefront
Governance	More regional collaboration
Governance	Overcome psychological barriers of political boundaries.
Governance	Stress regional and sub regional master dev. Planning that unifies across silos for much greater impact - too much highly local planning. Not enough dev. Planning scale.
Governance	The biggest issue I can see is economic development, which incorporates all of the topics today. The most important part of that is and will be regional collaboration.
Governance	Municipalities working against each other to attract retailers.
Governance	Competition for sales tax revenue results in inequities (see the Twin Cities' Fiscal Disparities Act)
Governance	Incent non-competition for industrial sites. Pay localities to cooperate.
Governance	Need to overcome communities' perception that competition among them is good
Governance	Regional cooperation conflicts with municipal interest in expanding the tax base, too cutthroat
Governance	Antiquated policy, number of municipalities.
Governance	CMAP's counties are fragmented.
Governance	Cook County alone has more governmental bodies than anywhere else!
Governance	Cut back on levels of government.
Governance	Duplication of local services
Governance	Overlapping entities.
Governance	Reduce overlapping agencies.
Governance	Too many governments in Chicago. A lack of accountability for TIF funds used inappropriately.
Governance	Too many jurisdictions.
Governance	Too many layers of government,
Governance	Too many layers.
Governance	Too many layers. No accountability.
Governance	Too many municipalities.
Governance	Too many small units & bureaucracy
Governance	Too many taxing bodies.
Governance	Too many units

Governance	Too many units of government.
Governance	Too many units, no consensus for real change
Governance	Consolidation of local governments or agencies.
Governance	Consolidate suburban governments.
Governance	Consolidation that makes sense.
Governance	consolidation/collaboration
Governance	Do away with townships. Can be absorbed by village.
Governance	Eliminate duplication of services & responsibilities statewide.
Governance	Merge services.
Governance	Reduce multiple agencies within the same area.
Governance	Reduce townships.
Governance	Some functions of other governments can be absorbed.
Governance	Too many levels of government.
Governance	1. Reduce units of government. 2. Encourage county-wide collaborations, esp. when natural resources are involved. 3. Develop performance benchmarks for local government areas and collect data on how local governments perform.
Governance	Broach the difficult but necessary goal of government/taxing body consolidation.
Governance	Consolidate government entities
Governance	Consolidate small governments and special districts
Governance	Consolidate small municipal government.
Governance	Consolidate taxing districts and share resources
Governance	Fewer townships (heart)
Governance	Focus on Rauner Plan for consolidation - work towards merging smaller governments (yes even small municipalities) to create a more efficient government system.
Governance	Get greater efficiencies on local government by coordinating efforts of some local issue taxing districts - consolidation
Governance	How do we reduce government overlap?
Governance	in suburbs you might have 5 park districts, 7 school districts and non-coterminous boundaries for emergency services
Governance	Look at opportunities for, and then encourage areas of government service sharing and consolidation. I.e. Why is Oak Park also served by a township? The service areas are identical. (This was an easy example - others will require compromise.)
Governance	Make government efficient! Restructure to township level for efficiencies.
Governance	Reduce the number of local governments by half.
Governance	Scale (units of government)
Governance	Shared services offer a good start [to improving governance], but real consolidation is where the savings are at and that is a tough sell

Governance	when you try to consolidate government services, such as sharing a fire station between Schaumburg and Hoffman Estates, the firefighters union prevented the project
Governance	Corrupt
Governance	Corrupt.
Governance	Corruption, greed.
Governance	Corruption, too many handouts.
Governance	Corruption.
Governance	Corruption.
Governance	Corruption.
Governance	Corruption.
Governance	Corruption.
Governance	Corruption.
Governance	Corruption. Rahm.
Governance	Corruption. Sad we're known as one of the worst states for government corruption.
Governance	Cronyism.
Governance	Cronyism
Governance	Eliminating corruption benefits all.
Governance	Alternative funding for pensions & reliance on state funds.
Governance	Funding
Governance	Funding
Governance	Funding
Governance	Funding short falls, lack of state funds.
Governance	Government does not have enough money.
Governance	High demand for service is out of balance with revenues.
Governance	Necessary resources.
Governance	To maintain current revenue streams, to generate public respect.
Governance	Under-funded.
Governance	Forces search for non-govt funds. Diversifying of funds. Collaborate.
Governance	Identify new revenue sources.
Governance	Increase private investment.
Governance	Using funds from local funds to help everyone
Governance	Also find options for funding beyond local government.
Governance	Develop priorities to secure alternative funding and/or establish relationships to secure more state funding
Governance	IMPLEMENT: We need new authorization for funding - proposition initiatives like California!
Governance	Need actual change.
Governance	Understanding in the population that political "business as usual" makes the region noncompetitive and will not end well.
Governance	Focus on key priorities.
Governance	Review priorities.

Governance	Show public government leadership.
Governance	Better definition as to efficient governance. How do we get.
Governance	Need to work on governance
Governance	Doesn't prioritize helping those who need it.
Governance	Government needs to function to better peoples' lives.
Governance	Laws that are more inclusive & actually benefit those in need.
Governance	Reform the system at state level to increase equity.
Governance	Work for the people
Governance	Bureaucracy in local politics/zoning
Governance	Cost of government.
Governance	Demand to do more w less.
Governance	Effective, efficient, serve residents.
Governance	efficiency
Governance	Ineffective & biased
Governance	Inefficiency, failing to add needed revenue.
Governance	Inefficiency.
Governance	Not spending money right.
Governance	Opportunities for binding mismanagement.
Governance	Reducing size, creating bipartisanship to get things done.
Governance	Streamline
Governance	Too large & inefficient.
Governance	Too much bureaucracy.
Governance	A streamlined government will operate more efficiently and reduce tax burden.
Governance	Less delay & inconsistent policies.
Governance	Reduce size
Governance	Strong councils of govts. & progressive communities.
Governance	Focus on addressing our region's biggest barrier: Limited capacity & resources at the local government level.
Governance	Grade municipalities on plan adoption and implementation
Governance	Provide clean overarching priorities to guide municipal action.
Governance	Push local government to play a lead role.
Governance	Require that municipalities develop comprehensive plans on a regular basis, perhaps every 5-10 years.
Governance	The State government doesn't promote or assist local/county development
Governance	The State's diversion of local government distributive funds negatively affects local governments
Governance	Join the Southeast side with Hammond and Gary, IN for a new economic region.
Governance	Make the Illinois-Indiana Border as Permeable as Possible…Stay Connected - We're all in this Together! :)

Governance	NEED - CMAP leadership for 20 county WI-IL-Indiana FEMA/911 Community-communal response area planning - for mobility and planning for disaster response and Lake Michigan infrastructure.
Governance	NEED - CMAP leadership in planning for "World's Best Region" of Metro Chicago/So. Take Michigan and Midwest. Including Transportation and infrastructure funding cooperation with WI & IN.
Governance	There needs to be a more comprehensive strategic vision. How does our region fit into the nation?
Governance	Work with WI & IN on plan for "World Greatest Region" along Southern Lake Michigan
Governance	CPD needs monthly training on ethics & customer service, esp. dispatchers.
Governance	Just started a TIF.
Governance	Less private ownership of public amenities.
Governance	Minimize community impacts.
Governance	Not in the purview of CMAP?
Governance	People in jobs too long.
Governance	Perception, apathy, budget decisions.
Governance	Unpredictability. Problems in coordination. Lack of MPO authority. Red tape.
Governance	Work on infrastructure
Governance	Change failed laws.
Governance	Develop best practice toolkit
Governance	History of strong community organizations.
Governance	New technologies should help do more projects with fewer resources.
Governance	Gridlock
Governance	Gridlock
Governance	IL governor.
Governance	IL governor.
Governance	Mismanaged, dysfunctional state government.
Governance	Mismanaged, dysfunctional state government.
Governance	Paralyzed government.
Governance	Partisanship
Governance	Political special interests.
Governance	Politics.
Governance	Public officials no longer work for common good.
Governance	Springfield
Governance	Stalemate. Mistrust.
Governance	State govt impacts all local government
Governance	State govt.
Governance	State of IL politics.
Governance	State of IL, Workers Comp
Governance	Structure of political system, elected officials.
Governance	The state is screwing everything up.

Governance	Two-party system must be ended. Money must be removed as a factor for political campaigns.
Governance	Unfixable state govt.
Governance	Campaign funding reform
Governance	More bi-partisan agreement.
Governance	New mayor & appointees.
Governance	New residents less influenced by machine politics.
Governance	State government needs to be fixed.
Governance	Stop playing games.
Governance	Strong third party.
Governance	Term limits.
Governance	Term limits.
Governance	political dysfunction in Springfield (hurts transportation, housing, social service, and other activities)
Governance	The State of Illinois needs to get its house in order for counties to stay competitive for businesses
Governance	Better load of muni services.
Governance	Cooperation/shared services.
Governance	Shared services.
Governance	Can achieve economies of scale through shared municipal services
Governance	Create a cost and service sharing model / toolkit
Governance	Need a regional plan for shared services
Governance	Need social services network and coordination of services - especially in suburbs / lack of funding for it
Governance	Need state legislative support for shared services
Governance	High property taxes.
Governance	Real estate taxes.
Governance	Rising taxes.
Governance	Taxes
Governance	School/house mismatch. Reliance on property taxes.
Governance	AHO fund, tax policy.
Governance	Disconnect between state & local tax policies.
Governance	High tax
Governance	High taxes for businesses hurts economy
Governance	High taxes.
Governance	High taxes.
Governance	Job security. Tax loopholes.
Governance	Leadership. Taxes.
Governance	Leadership. Taxes.
Governance	Property taxes - no state funding.
Governance	Property taxes pushing people further out of region.
Governance	Reduced tax bases.
Governance	Tax code.

Governance	Tax policy needs to be business-friendly.
Governance	Tax revenue decreasing as online shopping continues to increase
Governance	Taxes
Governance	Taxes - companies are moving out of IL.
Governance	Taxes are too high.
Governance	Use taxes for better things.
Governance	Aldermen $ and tax $ in high opportunity areas vs. low-income ones.
Governance	Tax policy isn't relevant to the way our cities work anymore.
Governance	Tax restructuring ensures burden of funding services doesn't fall on low-income families.
Governance	Equitable taxes without loopholes.
Governance	Implement a progressive income tax & a regional tax-sharing system for municipalities.
Governance	Improve tax policy. Increase equitable small business network.
Governance	Increased tax revenue to fund infrastructure, education, etc.
Governance	Lower tax.
Governance	Moders & graduated taxes.
Governance	Raise taxes!
Governance	Raise taxes, more opportunities, infrastructure $, collaborative planning.
Governance	Reduce taxes on residents.
Governance	Regional tax
Governance	Retail taxes can help cap property taxes.
Governance	Tax 'em
Governance	Tax high earners and redistribute.
Governance	Tax on financial transactions.
Governance	Tax services, raise budget.
Governance	Development & taxes.
Governance	Tax??? Process.
Governance	Address Illinois' tax issues
Governance	Align tax revenue with spending
Governance	Business attraction is affected by the tax structure
Governance	Communities can give tax breaks
Governance	Effective tax rates undermine small business
Governance	Eliminate the property tax multiplier (i.e. make it 1) in Cook County
Governance	Find a way to help communities and regions that have extremely high tax rates (30%+)!
Governance	High taxes
Governance	How do we reduce taxes?
Governance	Lower State Taxes.
Governance	More equitable revenue sources - regional sales tax.
Governance	More tax dollars to restore parks, preserves, empty lots.
Governance	More transparent tax policy.
Governance	Need a predictable, reliable structure of state revenue sharing

Governance	Overreliance on sales tax revenue creates nonsensical commercial development
Governance	Property tax rates make it harder to age in place
Governance	Property taxes are too high, which affects the affordability of housing in McHenry County
Governance	Reducing tax burden to county tax payers
Governance	Reducing taxes in county
Governance	Reevaluate the use of tax incentives for economic development.
Governance	Regional tax base sharing - I second that!
Governance	Role of taxes: Mostly improve rhetoric about Cook County disadvantages; especially regarding differential assessment practices. There is added value in being in Cook County especially downtown Chicago.
Governance	Shift tax policy: increase taxes on "bad", lower taxes on "goods" (e.g., labor)
Governance	Tax assessment education
Governance	Tax policy creates inequities in housing affordability
Governance	Tax policy drives housing development and creates segregation
Governance	Tax-base sharing (Twin Cities as an example)
Governance	We need lower state taxes.
Governance	Rahm Emanuel, TIF-abuse
Governance	Accessibility by the public.
Governance	Increase transparency & data
Governance	Lack of accountability in slush funds - TIF.
Governance	Lack of transparency
Governance	Lack of transparency
Governance	Lack of transparency
Governance	Lack of trust.
Governance	Mistrust of the public.
Governance	Money dumped into general funds, TIF, fraud.
Governance	Needs to be more democratic. Aldermen have too much power.
Governance	Taxes & policy - more transparency.
Governance	Transparency, honesty
Governance	Transparency.
Governance	What is the money spent on?
Governance	Expand transparency & community partnerships.
Governance	Increase Regional Coordination in Open Data development (& data standardization)
Governance	Public understanding of how money is spent
Governance	True Government transparency
Governance	Developing guidelines.
Governance	Misguided.
Governance	Needs to be updated.
Governance	One major governing authority
Governance	Policy

Governance	Current climate - more engagement.
Governance	Limit time.
Governance	Make a more inclusive policy.
Governance	Reduce them.
Governance	Will be great once it's completed in 23 years.
Governance	Constant increase of unfunded government mandates.
Governance	control of unfunded mandates
Governance	annexing comes with a high upfront capital cost: these areas have been underfunded for years so the infrastructure is decrepit (sewer, road, lighting, everything), additionally the development has been mostly unregulated
Governance	annexing unincorporated areas offers an opportunity to "clean these areas up", but that can come at a high cost
Governance	Need to Annex fully-developed but unincorporated areas (sub-division) into adjacent municipalities to reduce unnecessary tax burden transfers.
Governance	unincorporated areas don't always bring in the added revenue necessary to justify annexing and investing in them; if the unincorporated area is industrial/commercial, then it could be a balanced transaction, but if it's only residential then there is little chance of recouping investment
Governance	unincorporated areas of Cook County: neighboring municipalities can't handle the cost of integrating them
Governance	Voter education, especially on economic issues is critical. Is probably beyond CMAP's scope.
Governance	Voting access.
Governance	Diverse constituency.
Governance	Elect better officials.
Governance	Elect new offices to make changes.
Governance	Elect the right people that are open-minded and willing to work together.
Governance	Elections.
Governance	Establish new form of rule, a truly participatory democracy.
Governance	Increase voter participation.
Governance	More public participation
Governance	Register all voters automatically through any state data point.
Governance	Seeing stakeholder input.
Governance	To create community listening circles.
Governance	Voting
Governance	More voter participation in local elections.
Governance	Change mindset - get in tune with communities
Governance	Tax policies favor large corporations
Governance	TIFs place extra burden on taxpayers
Governance	Intrastate competition
Governance	State/federal deferral to local priorities
Governance	We need local solutions

Governance	Regional image
Governance	State and local lawmakers
Governance	State government has dug us a deep hole of unsustainable obligation and debt.
Governance	Policies of the past drove behavior in the wrong direction and taxes to support those decisions have become a burden.
Governance	Structural deficits and tax policies that exacerbate the growing income and wealth gap and barriers to economic mobility for the lowest income groups and people of color.
Governance	A multiplicity of governments without a strong central "conductor" to keep the orchestra playing the same tune.
Governance	Policy makers are too busy thinking locally instead of regionally or globally.
Governance	How does CMAP define segregation? I see Aldermanic wards as segregated – they care about their little pocket and nothing else.
Governance	SSMMA tends to be relatively affective at getting municipalities with overlapping jurisdictions to collaborate. Has not been able to see it in other suburbs. What has CMAP has been able to witness in collaboration in the region?
Governance	Government dysfunction, hoping by the year 2050 that will correct itself.
Governance	Currently too many people in the gov't that have their own personal agendas. Millennials are always getting bashed by the older people who are stuck in their old ways. We need to get more proactive in government. Most of the old politicians won't be around in 2050. Changing of the guards should happen sooner than later.

Other	**Note: Comments in this category do not fit within established plan topics or are fragmented.**
Other	How does CMAP evaluate progress or success?
Other	The plan should foster regional collaboration
Other	How do all of the topics work together rather than separately
Other	Expect people to act in their own rational mind "We need a carrot and stick"
Other	We need a secondary gain to projects (connection to other regional topics)
Other	Identify in next plan the real challenges/intersectionality of issues in each chapter topic (regional)
Other	Are there examples or best practices of MPOs doing well?
Other	How is CMAP going to impact local neighborhoods such as Austin?
Other	The regional focus needs to be the quality of life
Other	Planner speak doesn't convey the actuality of issues to politicians
Other	Need a strong public plan to advance these priorities
Other	Talk about the positive, but make sure you acknowledge the problems and are working on them: in this way you can talk about the positive and solutions instead of problems
Other	How can we amplify the successes we do have?
Other	Need a rebranding effort for Austin that includes neighborhoods history
Other	Disseminating best practices
Other	Collaboration of foundations
Other	Change the presentation of CMAP
Other	What is the perception between Chicago and the suburbs?
Other	New York is an example of regional collaboration
Other	Change the national perspective of Chicago
Other	Communities have different needs and can't have a one-size-fits-all solution [from the regional plan]
Other	City/suburbs focus of planning and resources
Other	Impact of current media culture on civic life - how will this be in 2050?
Other	Chicago is an asset!
Other	Add "none of the above"
Other	Four priorities: crime, education should be added, taxes (doesn't fall under governance
Other	Top four priorities: environment, economy, transportation, equity
Other	Communities are very parochial
Other	Top 4: Economy, housing, land use, equity
Other	How do we broaden this conversation to make people outside of this room come together?
Other	Three biggest assets: transportation systems, human capital, tourist attractions
Other	Should be major emphasis for investment
Other	Top 4 priorities: economy, equity, environment, governance

Other	"Other" = "I don't know", population growth stress
Other	Regional assets: human capital, Lake Michigan, Educational Institutions
Other	Top 4: Environment Equity Transportation Housing
Other	Assets: human capital, transportation, natural resources, social capital, community aspects
Other	How do we compare in size globally? International regions?
Other	In the planning process… do you have to work backwards to get there? Work on scenarios and address the results
Other	Do you run into difficulty because we lack an actual regional [implementation] authority
Other	Top 4 priorities: Economy, transportation, government, land use & development
Other	There will be fewer suburbs in 2050
Other	Incubator for solving regional issues
Other	Live better without so much stuff
Other	Chicago is unbalanced.
Other	Who identifies with "West Town"?
Other	Assets: Transportation (public), broad economic base, lake Michigan (is this going to bail us out), other cultural resources (museums, arts, restaurants)
Other	People have perceptions of different towns along the river
Other	Planning should be regional not local
Other	In Elgin, great spirit of collaboration and attitude to move forward
Other	A lot more cynicism
Other	Everyone wants to go to Mil P2 with o tourism we would just be harboring? Crime
Other	People are too individualistic
Other	We've been through big changes and we've survived is no reason to feel we're not going to _?
Other	Cookie-cutter solutions won't work for the whole region
Other	Chicago great for all sorts of age groups
Other	Nostalgia not viable for the future
Other	We can help the next generation to have a better community
Other	5 pilots meant for scalable in the region. Should be released soon, good resource for CMAP
Other	Performance standards
Other	Balancing Chicago's business competitiveness with the need for climate change solutions
Other	Funding needs to be reliable, sustainable. Predictable for stormwater, transit, etc.
Other	Impacts to local municipality due to property acquisition for highway projects are difficult to offset.
Other	$$$ Collaboration of funds//cooperate coordinate investments.

Other	Create short and long range objectives that are "shovel" ready.
Other	Encourage innovative approaches and partnerships to address our region's critical issues. For example, explore strategies that would foster an environment that increases the number of social enterprises working to address natural resource/ecological challenges in ways that decrease the reliance on external/government funding. i.e... Use smart business models to address key issues that are financially sustainable and outcome driven.
Other	How can we better integrate various housing types into a harmonious transformation and high quality open space?
Other	How can we determine what is a transportation problem and what is a land use problem?
Other	I wonder how transportation and housing index result has been changed throughout the region. And how this tends to have a relationship with urban development.
Other	Must prioritize where investment goes. This means picking winners and losers.
Other	Utilize and build on assets throughout the entire region. We must continue to work together to create the best communities.
Other	Water management X transportation
Other	Include the out of bounds issues in ONTO2050.
Other	"Up To 2060"?
Other	Address political topics that will challenge folks to come to solutions through collaboration
Other	As region continues to deal with "Maintenance Mode" (Focus of many municipalities), Lead conversation on continued value of planning. Help communities, politicians, residents understand the importance of planning for growth and maintenance.
Other	BE IMPATIENT.
Other	BE PROUD OF THE WORK YOU DO. YOU ARE DOING IMPORTANT WORK.
Other	BE SPECIFIC EARLY. DON'T BE TOO GENERAL.
Other	By demonstrating the value of ideas through larger than pilot scale demonstration
Other	By inspiring communities, their leaders, and most importantly the financial/banking industry to adjust our civic values and the ways we account for them.
Other	By looking far beyond what is likely
Other	Coordinating issues into clusters and bundling topics
Other	Creating visuals that are simple for the public to understand.
Other	Don't be afraid to make people uncomfortable by actually examining all the options. Truly explore people's thoughts and ideas
Other	Envision the best our region can be
Other	Help us imagine 2050.

Other	Hire outside consultants willing to advocate for change and implementation (Not CMAPs strength)
Other	I think actually bringing decision-makers together to learn and discuss areas of shared concern continues to be a good way to mine things ahead. Then the "doers" can step in and make things happen.
Other	Keep some focus on community-scale actions - launching in 2040.
Other	MAKE NO SMALL PLANS!
Other	Pick needed fights. Avoid kicking the can down the road.
Other	Set broad and specific goals that allow communities/agencies of all capacities to follow Onto2050. This will help communities take ownership of plan to the extent of their capacity.
Other	Start implementation of select model projects during the development of On To 2050 (Pilot Strategies, etc.)
Other	Start with an honest appraisal of the strengths and weaknesses of the Go To 2040 Plan. Hold a public event to do this.
Other	Use the plan to Elevate the field of planning.
Other	What's the framework for implementation strategies? CMAP people working on this plan will move on/government municipality/city councils and people on top move on and change positions/but residents are the ones who will most likely remain in the region the longest - how can we insure that strategies really get implemented?
Other	Ask Question: Who will build right-sized, single
Other	CMAP has done so much collaborating diverse topics. Yet there could be specific zones that really need attention that could be looked into.
Other	Income change
Other	Location, Location, Connectivity - US Corps of Engineers
Other	Collaborate to drive resources to partners for implementation - LTA
Other	Continue LTA program - Facilitate small regional suburban discussions among planners and decision makers
Other	Continue to check in on the LTA plans to support implementation. We often need to know that the BIG picture is worth working on even when we are "too busy". Keep our sights uplifted.
Other	Continued access for communities to participate in the LTA program in an affordable and efficient way.
Other	LTA has been successful. Find more of these initiatives to make towns more livable and to encourage walkability and fostering senses of place/downtown.
Other	The plan can assist communities in comprehensive community planning and address specific needs for residents within the communities.
Other	Use LTA and other resources to continue guiding communities that do not have staffing or expertise to implement aspects of the plan.
Other	Address economics of aging population in communities (i.e. Baby Boomers)
Other	Enhanced Medical Psych-Social Support for Aging Population

Other	How do we plan for an aging population?
Other	Crime is up since last year.
Other	High crime, degrading neighborhoods.
Other	Build infrastructure and reduce crime for the economy.
Other	Poor infrastructure & crime deters business attractiveness.
Other	Addressing the daily violence that affects a high number of people in our Metro area.
Other	Bike paths. Walking paths & safety.
Other	Crime
Other	Crime. Voter turnout.
Other	High crime due to lack of economic/educational opportunity.
Other	Police security & trusts.
Other	Safer inner city. Tourist night life.
Other	Security
Other	Safe places to live.
Other	Make gun control strict. Use more lighting in neighborhood.
Other	Crime
Other	Less bullying, police brutality
Other	More Police Officers
Other	My plan will be stop the shooting
Other	Need neighborhood security
Other	Programs on how to stop violence in the home.
Other	Safe gathering spaces for youth in all communities.
Other	While this issue is out of CMAP's expertise, the crime and gun violence is a region-wide issue that has a negative perception of Chicago across the country.
Other	Difficult to pick a future-proof technology.
Other	Technology, rapid change.
Other	The Midwest is the heart of the country - keeps it pumping with good planning and cooperation and partnerships.
Other	Can be a role model for other cities.
Other	Improve communities.
Other	Increase hours of operation.
Other	Look for more regional facilities with partnerships and funding
Other	Actualize Greenwarp Regional Plan
Other	Big Plans: Flying cars: Cleaning robots: Quality education for all: Better health care system.
Other	By taking a macro view of data and issues affecting communities identifies opportunities to speak to policy change implications.
Other	Connections between water, land use sustainability (assumption that open space is for future train expansion)
Other	Eliminate CMAP policy committees effective veto power over CMAP board
Other	Focus on disruptive change brought about by new technology.

Other	NEED - CMAP adoption of US Corps of Engineers "Digital Commerce Standards for Buildings & Sites. See Location Location by James Carlin.
Other	NEED - To build models for "Big Data Asset Building" for families, biz and gov.
Other	NEED $ - Leadership for funding of digital economy and digital planning staff.
Other	regional resources are managed by the City of Chicago, e.g. O'Hare airport
Other	Show peoples the value of strong tightknit communities.
Other	Too many regulations on hover boards
Other	2. Encourage more participation from the youth - it will be their Chicago sooner than we think.
Other	Ask members and partners to share the "On To 2050" website with their community groups. Maybe partner with some larger ones to co-host regional info sessions.
Other	CMAP should tap into local working groups and community champions to push implementation strategies forward.
Other	Contact South Metro Higher Ed Consortium www.southmetroed.org
Other	Coordinate between public and private agencies
Other	Educate the general public on about planning issues
Other	Education to promote sustainability & planning for the 2050 Generation
Other	Encourage buy-in from municipal partners
Other	Engage a young group of stakeholders through social media and school partnerships
Other	Engage the public & private sector on some pilots of Big Ideas.
Other	Engage with CNT, their push for regular connection - CNU, Lym, Doug Farr - Project for public spaces.
Other	Engage/include county partners more frequently (all aspects of business). Come and be a part of our world occasionally.
Other	Everyone!
Other	Further utilize the PL program to implement the plans keeping them informed of how they can help implement its goals and ideals and listen to their feedback from their members
Other	Go out to local community groups and support the good work already being done.
Other	Help everyday people understand/be a part of urban planning.
Other	How will On To 2050 do outreach to youth. Kids will be adults by 2050…I would love to know how they envision their region in 2050.
Other	Make transportation planning accessible to all regional citizens i.e... Get COD to do more outreach.
Other	More communication on a large scale. ALL TV news and Radio should cover events like these, not just WTTW

Other	More dialogue!
Other	Moraine Valley Community College willing to host events: pressellers@morainevalley.edu
Other	Organizations: sustainedgewater.org, rain ready (CNT) - storm water, Slow Roll Chicago
Other	Partnerships are important to the comprehensive planning process. Connecting and Collaborating with local organizations such as Faith in Place to discuss issues relating to Environmental Justice issues & their progressive model for engaging communities.
Other	People First
Other	Provide innovative and multiple ways to review & access the plan - social media, video, etc.
Other	Seniors!!
Other	Set goal for region that incorporates ideas from City, suburbs and farmers. Continue investment in infrastructure that helps everyone, not just people in core downtown areas.
Other	Speak to every community
Other	Students (university & other)
Other	Talk to Council of the Great Lakes Region
Other	The market can educate the public on some development issues
Other	The Youth!
Other	Use Social Media, Especially YouTube.
Other	Utilizing young professionals in planning advisory board.
Other	Work with local universities and high schools to encourage and inspire change. Let the community know that they can make a difference!
Other	Work with the Southeast Environmental Task Force
Other	90% of business owners in Englewood area of Chicago do not live in community. Need resources to help local residents become business owners.
Other	Bad use of land in Monee, IL - industrial park with no local amenities for residents
Other	Companies want to stay close to where the employees are, but that isn't always where the available land is for business expansion
Other	Fill the State Street corridor with quality housing and commercial development.
Other	Green industries along Torrence Avenue
Other	I live too far from my friends' houses; it's not easy to get there
Other	I want to expand my company, but my business' needs conflict with agricultural zoning and uses
Other	Institutional development on US Steel/South Works site. As well as reinvestment of the existing commercial avenue corridor.
Other	It's expensive to move to a better neighborhood

Other	Lake County has some legacy presumptions of people who paid their dues and don't accept newcomers
Other	More attractive downtown for Schaumburg
Other	More public access to north shore beaches
Other	My company is landlocked and I want to expand, but I'm surrounded by agricultural and need truck access, but the nearby business parks are too small for my expansion
Other	My family can't afford to move closer
Other	My house isn't convenient to transportation
Other	My neighborhood is too noisy
Other	We need more communities like Andersonville

Part 2: MetroQuest Feedback

This part of the appendix includes feedback received via the MetroQuest online survey, which solicited input on regional challenges and potential responses to those challenges, along with respondents' big ideas for the region. Nearly 500 people completed the survey, which was online from March 2, 2016 until mid-June.

	Disagree			Agree		
	1	**2**	**3**	**4**	**5**	
Regional Challenges	**star**	**stars**	**stars**	**stars**	**stars**	**Average**
"State budget issues are compromising the region's future"	8	8	22	34	367	4.7
"Condition of infrastructure"	13	32	82	127	285	4.2
"Need funding for transportation upgrades"	16	25	81	130	268	4.2
"Some government agencies are fractured, duplicative, or overlap with one another"	18	20	75	85	242	4.2
"Loss of green space, stormwater storage, and habitat"	19	29	88	96	213	4.0
"Not all residents have access to good jobs"	33	33	86	105	189	3.9
"Transit is fragmented and not interconnected"	26	65	112	101	219	3.8
"Roadway and freight congestion"	22	54	134	116	196	3.8
"More temperature extremes from climate change"	45	36	85	93	178	3.7
"Attracting investment to urban and suburban downtowns"	31	39	116	126	153	3.7
"Segregation of communities"	49	38	97	73	189	3.7
"Inefficient use of tax incentives for economic development"	30	47	100	92	156	3.7
"Limited capacity and resources at the local government level"	24	44	119	108	135	3.7
"Low demand for new development in disadvantaged communities"	48	44	105	93	156	3.6
"No one wants to be a pioneer in an area with prolonged disinvestment"	41	43	117	103	132	3.6
"Groundwater resources are being depleted"	35	61	115	76	145	3.5
"Flooding is heavily impacting thousands of residents"	25	62	128	104	124	3.5
"Community acceptance of higher density housing and rental apartments"	62	63	90	96	142	3.4
"Towns poaching businesses from one another"	67	99	118	67	84	3.0
"Infill development is more expensive than developing on rural land"	109	61	122	73	71	2.9
Average	**36**	**45**	**100**	**95**	**182**	**3.8**

Potential Responses	Disagree			Agree		
	1 star	2 stars	3 stars	4 stars	5 stars	Average
"Coordinate infrastructure investments"	3	4	38	89	281	4.5
"High speed, reliable, unified transit"	12	20	43	63	296	4.4
"Better stormwater management through natural features like wetlands and swales"	6	17	44	88	267	4.4
"Share services between municipalities to reduce costs"	10	11	57	100	238	4.3
"Achieve true government transparency"	10	15	68	84	239	4.3
"More emphasis on protecting open space and agricultural lands"	10	14	65	99	233	4.3
"Plant more trees"	8	23	70	88	236	4.2
"Biking or walking for groceries, healthcare, and other local trips"	22	30	58	71	252	4.2
"Focus on job creation, business attraction, and workforce training"	10	15	78	113	202	4.2
"More regional economic collaboration"	9	24	78	123	178	4.1
"Continue to talk about diversity and welcome people of all backgrounds"	21	28	71	88	205	4.0
"More opportunities for older residents to age in place"	14	17	87	131	174	4.0
"Reduce sprawl and refocus growth"	30	21	74	86	209	4.0
"Reinvest in economically disadvantaged areas"	23	30	71	97	205	4.0
"Adapt to the changing economy"	10	15	102	127	151	4.0
"Guide development to minimize carbon emissions"	31	36	77	88	193	3.9
"Reduce municipal reliance on sales tax"	34	41	103	79	150	3.7
"Express toll lanes for avoiding congestion"	83	71	89	80	107	3.1
"Transportation technology, like driverless cars and traffic management"	58	89	110	88	85	3.1
Average	**21**	**27**	**73**	**94**	**205**	**4.0**

The following written comments were submitted through the MetroQuest website.

Do you agree with the following potential responses to the region's transportation challenges? "Express toll lanes for avoiding congestion"

- Great idea, can't happen fast enough. But will this delay or kill any future add lanes for the rest of the folks on a budget?
- User based fees must be implemented. This will solve many of the funding issues (look at the Illinois Tollway as an example)
- One of the best improvements ever!
- People need to live closer to where they work, use public or active transportation. Let's not take up more space and money to facilitate their wasteful practices.
- I think this only encourages suburban sprawl. However, congestion pricing should be considered.

- Pay as you go.
- Just like original promises of Ipass this proposal would only work for a brief time and then most will adopt an then back to gridlock.
- I am not sure these will really work. OS if you have more money you don't have to wait in traffic or take mass transit? How about invest in mass transit instead
- The only way to reduce congestion is to limit access. There should be an app to reserve a time slot for a road trip.
- I find this to be exclusionary. Who is able to afford these tollways? Who is being kept out of moving through them because they cannot afford to use them?
- Only if its priced correctly and reflects actual congestion levels. I would be concerned with induced demand.
- already have them - we need to look to 2050, not 2020
- The proposed Rt.53 extension is both a fiscal and financial disaster in the making. Focus on improving/maintaining existing infrastructure and invest in public transit.
- The only way to densify is to charge for the true cost of long distance commuting by car- users must pay for EVERY road, not just i-55, as all that will do is piss off towns along 55 when their residents move to other "cheaper" suburbs.
- Would rather see congestion pricing
- This should only be implemented on roads where express lines are already segregated from local lanes, including the Kennedy and the Dan Ryan. The highest priority should be the reversible lanes on the Kennedy.
- We basically have that already with the ipass and it still doesn't work
- Congestion is good because it drives folks to public transit or living closer to work
- Will probably reduce it some; won't "avoid"
- Lake county voters want RT. 53 tollway removed from the plan & expensive impact study funds should be reallocated. My son already has life threatening asthmatic episodes & we can't sell our house near a landfill, a coal burning plant & an interstate. Destroying wetlands & making our poor air quality worse are unacceptable consequences of this wasteful option. Expand existing roads to use tax money efficiently.
- This will not work. Tolls have always been meant as a temporary way to pay for the construction of highways. I disagree with the use of tolls.
- I think better public transportation will do more to avoid congestion.
- We need double deck highways!
- How about just express lanes without the toll...I thought this was a free country.
- Need solutions that don't favor people with money only

Do you agree with the following potential responses to the region's transportation challenges? "Transportation technology, like driverless cars and traffic management"

- But, only if it's using current road capacity. New lanes should not be built for this purpose
- Can't wait until I no longer need to drive.
- driverless or not you are still going to have cars on the road.
- Technology will help, but will take generation(s) to implement. This is not the solution to our issues.
- I am weary of driverless cars. The technology is still new. As for traffic management, yes!! LCDOT has done a great job in NE IL of collaborating with other entities to tackle congestion in real time.

- distracted and impaired driving are serious problems. Technology needs to solve issues, not creature comfort.
- I see the benefit of a lot of transportation technology, but some of it like driverlesss cars needs to be tested out more before it becomes a major focus
- ig phone GPS data was shared with traffic and roadway engineers imagine the possibilities.
- Driverless cars are very inefficient; they will only add to congestion.
- We need real-time ride sharing. An app and driverless cars could help this connect more riders to transit.
- We need real-time ride sharing. An app and driverless cars could help this connect more riders to transit. We also need pre-boarding fare collection and intersection priority to create BRT.
- It's coming and everyone has to deal with it. Also, what to do with all those parking lots when people share cars instead of buying them
- I question the affordability of driverless cars and their decision making when it comes to car crashes, but I see how they could be useful. Better traffic management I think should be considered separately.
- driverless cars still leavers cars on the road - drivers will just care less when stuck in traffic. Traffic management is a no brainer and needs to be implemented NOW
- This will depend on whether car companies can prevent hackers from overriding a car's system to wreak havoc. People need to feel safer than they do driving themselves or currently riding as a passenger.
- Traffic management and demand management have been around much longer than driverless cars, and can do a lot more. The problem is riderless cars and space efficiency of modes (bikes take up less space than cars, buses take up less space per passenger than cars). The problem is leadership and the lack of vision in implementing real solutions because they hurt. But now our transportation network and our schools are crumbling- and driverless cars won't fix that.
- This will probably mean public transit on a small scale, something between carpooling and busing
- Traffic management could provide help to motorists to more immediately identify problems and lanes that could be blocked.
- Not so sure what is meant by driverless cars (as a potential challenge or as a solution?). Traffic management, as in the congestion-based variable speed limits on Seattle's highways, might be worth benchmarking. As traffic congestion increases in the bottleneck area, speed limits approaching the area are gradually reduced.
- Sure render citizens more ability to not be responsible.
- I don't see driverless cars as a major solution because it doesn't address congestion. Traffic management is really broad category and difficult to rate without specific examples.

Do you agree with the following potential responses to the region's transportation challenges? "Biking or walking for groceries, healthcare, and other local trips"

- Will not work in the vast majority of the suburbs. The nearest store for me is three miles away. Ice cream would melt before I got home. it nice to think of the bicycle as the answer, but it doesn't worked well in winter.
- Imperative for our internet ,droned and servoed society
- All for promoting alternative forms of transportation, but this will not make a measurable impact. Population is growing, jobs are moving further & further from urban areas. This will require a tremendous culture shift which is not on the horizon.

- Great idea, but it requires local gov. to encourage non-motorized facilities to be constructed as part of the business development to help facilitate the cost. Also, the local gov. should have a plan to connect these facilities to other ones. Often there are piece of sidewalk constructed that lead nowhere. People would used these facilities if they are there.
- Especially problematic given location of grocery stores on 4 lane highways with lack of sidewalk access
- Sidewalks and paths should be part of every development so that daily essential trips can safely be completed when they are within 1 mile.
- Need to make it safe and where users want them for them to be used.
- Plow sidewalks in the winter.
- these improvements make streets safer for everyone
- Important to link this with economic development in neighborhoods across region, so that residents have shops to which they can walk/bike.
- great in concept, but are we going to bulldoze entire communities to create neighborhood walkable amenities?
- In far Northwest Lake County our children and commuters have to walk in the streets to get to school and the train. More needs to be done to make essential destinations walkable, not just forest preserves.
- ONLY IF YOU HAVE THE INFRASTRUCTURE AND DENSITY TO MAKE THESE TRIPS VIABLE BY THESE MODES. Many people aren't even willing to walk half a mile. Many people will not bike if it feels unsafe.
- Bikers make road VERY dangerous. Anything for biking should be FAR AWAY from vehicular traffic.
- not everyone lives near stores, and their medical professionals
- Desirable, but not realistic since many distances are too large and infrastructure is not great for this
- Biking will only ever be beneficial as a recreational activity than a mode of transportation. Our weather doesn't lend itself for using a bike most times of the year.
- Need bike lanes throughout the city with green-colored pavement, safely located away from the traffic. Start with the bike lanes to schools! Also, connect the forest preserve trails with motion detected lights for the dark hours and security buzzer posts.
- Need bike lanes throughout the city with green-colored pavement, safely located away from the traffic. Start with the bike lanes to schools! Also, connect the forest preserve trails with motion detected lights for the dark hours and security buzzer posts with police cameras.
- What about those with health issues that cannot bike or walk very well? Also, biking is such a hazard in this city...I do not think that skate boarders and skaters belong on the streets bike path...these persons are a definite hazard.
- The cost for this is so low compared to highway expansions.
- Absolutely! Roadway design that supports this in a safe manner is imperative.

Do you agree with the following potential responses to the region's transportation challenges? "High Speed, reliable, unified transit"

- YES! why are bus stops a block away from train station in the suburbs (Franklin Park)? Why can't I take Metra to Bensenville and a bus to the O'Hare? It would be pretty fast. Why is there not at least one L track that goes near Union Station or Ogilvie?
- Reliable and high speed will have the biggest impact.

- This works in Chicago. Need to abandon high speed rail initiatives to St. Louis and focus on existing systems that actually make an impact.
- YES! RTA has been doing a great job at promoting TOD in the suburbs. Pace, for getting the least amount of funding from the RTA, does a lot in the suburbs. They need more funding opportunities to work with local gov. to improve bus stops, a sidewalk that leads to a shelter, etc. Pace has no jurisdiction to build sidewalks to the shelter, but if funding was available to the local movements, transit in the suburbs would greatly improve. It is so sad to see a person wait in a patch of grass for the bus, while it is snowing or raining, next to a busy road.
- This has to be more than a pipe dream.
- Unified should be under one board of directors, but perhaps different operating agencies. RESIST the service boards from telling you this is not feasible.
- Reliable, yes. Speed is relative.
- High speed rail-based service is the only thing that will attract a significant number of people out cars, while also providing mobility to all strata of society.
- High speed should include rapid stops. Much more (electrified) light rail is needed to renew urban areas and avoid air pollution.
- Amen
- emphasis on unifying!
- great if that is where you are going - but more and more the hub/spoke model that supports this becomes less and less the norm
- The proposed Rt.53 extension is both a fiscal and financial disaster in the making. Focus on improving/maintaining existing infrastructure and invest in public transit.
- While a great statement, this would require such a high capital outlay for such a marginal return that it is nonsensical.
- We need more frequent and reliable night and weekend Metra service, additional Metra and CTA train lines, and better guides for how to use these systems for infrequent users. The more user-friendly the system is, the more riders we will get.
- Transit can only work in limited circumstance in suburban settings and needs to be implemented in a strategic manner.
- At what cost and how far reaching could that be, Chicago already has numerous trains and EL. Nothing is totally reliable
- Even low speed is fine if it's reliable and wait times are short.
- Any improvements to our regional transit system to improve speed and reliability is very important for the region.
- Fix whatever speed we have now to be safer, cleaner and less filthy and at risk for robbery and the like.
- Yes! Look at Berlin's system!

Do you agree with the following potential responses to the region's land use challenges? "Reduce sprawl and refocus growth"

- As long as zoning is at the local level, there will always be sprawl.
- I live in Grayslake and the amount of development that has been focused on new, awful strip mall type storefronts is ridicilous. We should be filling in all existing buildings, offering incentives to business owners to rent them, before just building new. It just creates unnatural sprawl and a lack of downtown focus.

- If by sprawl, low density housing is intended here, I strongly disagree. Larger properties give residents the freedom to pursue activities that they cannot do in higher density developments. The value of larger parcels of residential property and estate zoning needs to be appreciated as appropriate in certain areas. Blanket statements that we need to reduce sprawl and increase density everywhere are inappropriate.
- does this mean denser and more compact buildings? Why not just say reduce populations?
- Do not extend Route 53 into Lake County. We don't want the sprawl and destruction of the environment that it would bring.
- Zoning regulations should encourage sensible growth but the market should also influence development. Expansion of the Chicago market should not be discouraged and people should not be forced into high density housing.
- A good town center with amenities for all within walking distance.

Do you agree with the following potential responses to the region's land use challenges? "More opportunities for older residents to age in place"

- This is not a transportation issue only. This is tax policy.
- One has to take in consideration how they will travel to/from the grocery story when they can't or should not drive anymore. There are too many people in the suburbs who live in areas that are not served by transit. Aging in place may not be realistic for everyone.
- which will require dramatic changes in taxation and available services
- Important that older residents have easy access to green spaces and walkable communities for groceries and the like.
- To me, this means both, opportunity to keep living in one's home, and multi-age facilities for those who can't do that.
- With an aging population it is important to think of this.
- Unless you lower the utility costs and taxes and offer better transportation options, don't expect seniors to stay put. The utilities and taxes are outrageous here!

Do you agree with the following potential responses to the region's land use challenges? "Guide development to minimize carbon emissions"

- This would better be done by national tax on non green items.
- This is important, but it seems like higher priority items will always supersede this issue.
- Only if buses are top priority. Need to be electric and smaller in size (more frequent service)
- measuring this seems esoteric to most people
- A holistic approach is needed, carbon reductions are critical, but development should also be cognizant of water resource consumption and contamination, utilizing existing building stock, and creating opportunities in the most under-served communities
- motherhood and apple pie. Economics drives decisions
- I live on the I-88 Corridor and the noise and air pollution are terrible for those who live nearby.
- Density and multi-use/mixed use areas, jobs near transit will do this naturally. Density + short travel distances can have a big impact at the SOURCE of emissions
- Including "development" that re-purposes existing but obsolete facilities.
- Provide cheap solar energy installs for residents, so they can eliminate the utilities instead.

Do you agree with the following potential responses to the region's land use challenges? "Reinvest in economically disadvantaged areas"

- Depressed areas have challenges beyond transportation. Look for transportation invests in these areas that will attract private investment and jobs. We can't spend our way into prosperity in these areas.
- CAREFULLY looking to ROI.
- "Please fix Waukegan and North Chicago. Its sad to see Lake Front communities dying. Market to the hipsters. ;)"
- Where existing infrastructure and land availability make sense.
- People have no incentive to maintain or improve their community if there is no acceptable grocery, medical clinic, competent schools.
- Reinvest in urban areas.
- I believe this is the highest priority for government, education, and the business community. Nonprofits are putting band-aids on gaping wounds while the State tries to grind them into the contaminated dirt.
- responsibly through participatory/communications planning...more bottom up approaches.
- the market will drive this, just as it is driving the redevelopment on chicago's west side near the United Center
- Need jobs near peoples homes to reduce travel distances/congestion/emisions
- Need jobs near peoples homes to reduce travel distances/congestion/emissions
- The marketplace should determine where reinvestment occurs.
- The key challenge here is creating mixed income communities
- Yes, but too often is gentrification because investment goes to outsiders to come in.
- The solutions to the underdeveloped communities is the improvement of the quality of education!!!
- Depends a lot on the area. If a failed housing subdivision in a greenfield development, may not be a good idea. Also, adding greenspace in more densely populated areas rather than redeveloping may be appropriate.
- But in way that mitigates displacement

Do you agree with the following potential responses to the region's economic development challenges? "Adapt to the changing economy."

- Focus transportation funds on areas where job growth from private investment will come. Don't focus on the jobs created by the project directly as those are short lived. Example, the Jane Byrne intercahnge is not good because the construction folks are working for a few years, its good because, hopefully, more companies will relocate to Chicago, as their freight will be easier to move.
- In this age of technology, businesses need to consider remote work forces and flex hours. It takes over 1 hour to travel from downtown Chicago to OHare at 7:00am. This commute time dramatically reduces before and after rush our periods.
- Adaptation is ongoing - hard to predict best strategies...
- This is a little too vague. Be specific about targeting high-growth clusters and sectors.
- Millennials prefer internet and transit, not cars.
- I believe, that Chicago, as a region, is adapting reasonably well with computerized logistics in transportation, electronic trading, tech start-up incubation, and digitized navigation technology.

- Not sure what this means. Too generic.
- DUH. If we don't, we persih
- If adaptation makes economic sense, then businesses will "make it happen" and planners should hear what businesses need. AND, planning agencies should call attention to structural realities that will shift "value added" away from our region with present "rigged" economic system.
- The changing economy is mechanization, services, e-commerce. Adapting may mean changing education?
- I prefer the statement "strengthen what you do best while diversifying enough to withstand economic downturns"
- What does this mean?
- Too vague. Need to tell kind of change
- A platitude not a plan. As with others on this page.
- Our public schools, colleges and parks do not prepare our kids for the future. We need intensive STEM and trade programming. Consumers need to be empowered with a program evaluation at every institution, including the PARKS!
- Many people can work from home to decrease issues of traffic congestion. Workplaces have to be willing to allow that.

Do you agree with the following potential responses to the region's economic development challenges? "Focus on job creation, business attraction, and workforce training."

- More of a national trend but we must return to smart manufacturing. Energy & Transportation
- You cannot create jobs that's a joke. If the workforce has the training and the environment is conducive the businesses with come. It must be worth it!!
- Workforce training/vocation schools should be incorporated at a young age, during high school. Other countries do this and they do it well.
- Instead of thinking about ED in terms of the number of jobs (job years) created, think about wages created. What those jobs pay is in many ways more important than how many of them there are. Together, wages & jobs amount to the value added.
- Focus on sustainable jobs and businesses. Not construction jobs for roads and housing development in open space.
- This is three questions in one...
- If we don';t do this for the South and West sides, 2/3 of Chicago will drag the rest of the city down.
- This does not mean union busting or giveaways to successful enterprises. It means investing in education for all students and robust infrastructure
- Technical and entrepreneurial training should be high priorities so that we can create more new businesses across the region
- I would say business development though work force training. Many people within the community have business ideas, how can we support them? Do we always have to shop outside of the community to invest within it?
- great idea - stop the bleeding of corporate HQ's. Create an environment conducive to start ups
- Just as long as the government is creating a good environment for companies to produce jobs. The government cannot create jobs.
- Planning support should be justified by additional value and cost savings. I'm not sure that planning creates jobs, etc. if not justified by a business case, and if so justified, whether planners have that much to offer that will truly be justified based on economics rather than dog-eat-dog

as various cities and regions play "steal the bacon." Why lose the war through bad international trade deals, just to get taxed to battle over what scraps are left?
- This is very tricky since we tend to think in the old paradigms of Jobs and Training.
- Lower taxes, loosen regulations, improve the quality of education at our schools and parks!
- Education is critical

Do you agree with the following potential responses to the region's economic development challenges? "More regional economic collaboration."

- Again, look at a single zoning plan.
- Within the region there must be cooperation to lower all tax costs. Cooperate and consolidate.
- World Business Chicago is a good idea. However, there is no focus on the huge swaths of economic disadvantage in this region. Neighborhood groups are left to fend for themselves, and it's extremely difficult to attract the level of investment needed for community transformation.
- Not sure what this means. Too generic.
- makes no sense for states to poach each other's employers. We need to make the midwest the place to be (and realize our true competition is in the Sunbelt
- The larger communities would overrule smaller communities. Already is happening.
- Connect the bike trails, light them up, equip them with security cameras and allow people to commute to work in a healthy way.

Do you agree with the following potential responses to the region's economic development challenges? "Continue to talk about diversity and welcome people of all backgrounds."

- Diversity works when all contribute to the process what they can. More should be asked of the population to better their area.
- Attracting and hiring diversity in workplace improves work environment. Once our customers saw and experienced a diverse staff, complaints from minorities shifted away from racial overtones.
- Everyone can make an important contribution.
- Stop talking about it and do it!
- Environmental justice must be addressed.
- Talking is a good idea, but when I hear the phrase "continue to talk", it sounds a bit like all talk and no action.
- The more diverse communities will flourish while the segregated ones will weaken.
- imperative! especially in communities where the white, heterosexual community is over 80%. What about these spaces are making them exclusive?
- this should be a given and need not be a focus
- Welcome diverse backgrounds but don't force or mandate quotas.
- This is of new interest to me. I was just in Cuba where there is not "diversity" but rather a "melting pot" of races.
- Need to do more than talk. Need to develop immigrant recruitment programs.
- It's more than talking; it's actually doing things to promote economic development in disadvantaged communities and create job opportunities for minorities.
- So important within planning!

Do you agree with the following potential responses to the region's environmental challenges? "More emphasis on protecting open space and agricultural lands."

- Instead of protecting ag lands, we should be restoring them to a pre-settlement state. Preserving our natural heritage.
- Impact of selling sandy soil for fracking will ruin our state's agricultural strength.
- Need bikeways to connect open spaces and schools.
- Sure, as long as it is understood that agricultural lands includes smaller acreage farmettes of 2-10 acres.   These small farmettes are complementary to larger agricultural parcels.
- I agree somewhat until protecting an extra parking lot at Soldier Field becomes an "open space" argument.
- agriculture that does not use toxic chemicals and sprays, that is.
- Open space yes -- but why agriculture?
- Open space, yes. Agriculture - depends on the economics. Changing rainfall patterns and weather may have a lot to say about this
- Also, how about planting more stars by pursuing "dark sky?"
- The proposed Rt.53 extension is both a fiscal and financial disaster in the making. Focus on improving/maintaining existing infrastructure and invest in public transit.
- Do not build Route 53 north into Lake County. We don't want our open spaces to be developed.
- It would be great if there was more emphasis on urban farming, allowing for urban communities to interact with where they get their food from.
- We need to do more than "protect." We need to find economic activity that does not damage. E.g., farmers that will farm sustainably; e.g., tourist venues and attractions that use open space without damaging it.

Do you agree with the following potential responses to the region's environmental challenges? "Better stormwater management through natural features like wetlands and swales."

- As long as it works.
- there other ways manage stormwater wetlands and bioswales aren't enough
- Mitigation is not the answer to wetland destruction. BMPs cannot remedy stream impacts from excessive impervious cover. Parking ratios should be reduced.
- mega projects are costly and address effects, not causes. Fix the problem at the source
- Except make these areas accessible for walkers and bicyclists
- Every project should reduce permeable surface and deal with runoff responsibly. Big fines to punish offenders throughout construction AND final design.
- "Cosevation rates for water and sewer
- Also eliminate minimum billing and service charges "
- Water is blue gold. Plan with foresight, voters see wasteful inaction as backwards.
- Keep on buying land that no one wants and turn it into a green space.
- Keep on buying land that no one wants and turn it into a green space, managed by the community.

Do you agree with the following potential responses to the region's environmental challenges? "Plant more trees."

- Also the city of Chicago needs to take better care of its street trees
- Can't have too many, in my opinion...
- Trees will also help with stormwater management if we plant more and channel the water to them instead of away from them.
- This is an empty recommendation on its own without context.
- Not only plant more trees. Plant the correct type of trees. Have a plan.
- Protect more prairies, which absorb water and sequester carbon.
- more native swamp trees that can soak up all the water!
- As Daley 1 so eloquently put it, "What trees do they plant?" We need to recognize the need for green
- and provide funding for the continued maintenance of those trees. If newly planted trees are not cared for, they will die and be wasted resources. If they are not trained as small trees, they will become liabilities. management plans are key!
- Stop cutting down trees in the Cook County forest preserves or replant after you cut them down. It looks bad bare and So much for preserving...
- Plant more low height trees, NOT oak or tall maples, because our parkways are small!

Do you agree with the following potential responses to the region's governance challenges? "Achieve true government transparency."

- Focus on FOIA strength.
- More concerned about accountability. Results speak for themselves. We need to focus on achieving results.
- Opportunities for civic data portals abound. Easy first step.
- A nice thing to say, but almost trite and not concrete enough.
- This really is not the problem it used to be.   Most local government bodies offer excellent transparency, if the resident wants to use the Internet to read agendas on websites or listen to recordings or videos of meetings.
- Really.
- Overrated
- nice idea - but how about - get inviolved and make an effort to understand what is happening around you. Transparency of governments is ggreat, but voters need to do something with the knowledge
- There are many disappointed with the lack of transparency shown by the Tollway Board in recent years.
- Need to define what this means.

Do you agree with the following potential responses to the region's governance challenges? "Share services between municipalities to reduce costs."

- Mixed feelings here - the 'centralized call center' doesn't know the local community - I've seen this happen when local 911 for several communities go to one call canter.
- This is the only way to have useful bicycle corridors throughout the region.
- Only if shown to be cost-efficient.

- This has to work for the municipalities involved. Fox River communities are trying this and it seems to be working well for certain shared resources. Advertise the successes and others will follow.
- Probably works better for outer-ring communities than it does for established municipalities.
- No brainer - but don't get so big that service suffers
- Consolidate municipalities reducing the number from 280+ to around 20
- We do not need the worthless 50 aldermanic offices. We need a working and accountable and communicative 311 system.

Do you agree with the following potential responses to the region's governance challenges? "Reduce municipal reliance on sales tax."

- Not so fast. Communities which focused on retail sales shouldn't see their work go to places the didn't. Again, a unified government would need to worry about sales tax difference within the region.
- more focus on increasing sales to reduce tax rates.
- HUGE! The whole state tax structure needs an overhaul.
- We need graduated income tax with reduction in sales tax and reduction in real estate tax. also corporations need to start paying their share
- "Consider taxing financial transactions like market trading."
- Why? Need to understand more.
- and replace it with what? Property taxes? No thanks
- This would be huge for residents. I know if you reduced my property taxes for increased sales tax I would be happy.
- But how else will suburbs survive without their obnoxious malls?
- It's a bad incentive to create more retail space.... more than needed. We do need better taxation policies... and different things to tax..... more services.
- Not all municipals have downtown area or large quantities of businesses
- Sales tax is good: The more you buy (can afford), the more you pay.
- Abolish local government sales tax revenue sharing
- We do not need multiple taxation levels! It should be illegal. Income tax at the state and federal level, property taxes, sales taxes, license taxes.............. This is an abuse!!!
- Also on property taxes. Need a graduated state income tax.

Do you agree with the following potential responses to the region's governance challenges? "Coordinate infrastructure investments."

- cheaper to build a side walk during a road project than after
- Infrastructure investments require lots of money. What happens if the investment is "uncoordinated"?
- This can benefit larger municipalities as well as smaller ones.
- 100% including budget. You don't borrow from 1 department to another then ask the residents to increase taxes cause you forgot to rebudget payments back to the other department
- With respect to the proposed Route 53 Extension, the communities in the path of the proposed roadway are not having their concerns addressed. And the proposed taxes and TIFs to help pay for it are unwanted by citizens of Lake County. Do not build that road.

- Dig once approach- why does the city replace water mains in an area they are studying when they will be tearing up the street again in a matter of a few years?
- With trees included as part of the infrastructure
- There should be REGIONAL data collection investments. Again, we don't have the data we need for many decisions. With the advent of sophisticated sensor capabilities, we should capitalize on better data
- Have seen Rt. 22 in recent years patched, paved and torn up and repaved in a matter of months. Probably because bids were won and then despite timeline changes were allowed to continue - wasting taxpayers money.
- Not sure what this would mean.
- Link road funds to the proportion of black students in primary and seconday public shools.
- This is a big one. Our government does not work! I have experience this nightmare my self and tried to stop errors but no one cares, no one listens, no one wants to do the right thing by people. Shame on the big government and the ignorant citizens. We keep on WASTING limited resources.
- Not just investments, but implementation! How many times will we be in road repair mode, with projects having closures or lane restrictions that give you no good way to get someplace (e.g., on parallel roads with no project-free road between them)? You don't need to be a civil engineer to know that's stupid planning.

Suggestion Economic Development Responses

- Provide incentive (income tax credit?) to people to keep more of their investments in state and in the region--could be in startups, corporations based here, real estate; craft a policy that is aimed not only at high-net-worth individuals but also the middle-class.

Suggestion Environment Responses

- More trails for people to enjoy open spaces
- Don't build the proposed Rt. 53 extension tollway
- Disincentivize landfills, and create more incentives for recycling domestic and industrial waste
- Protecting historic and cultural resources
- Operate energy efficiency programs that will make programs that ratepayers pay for compete. With as much as half of $$ ratepayers pay going back as incentives to install efficiency measures, and "one size fits all" planning that may often miss the best efficiency opportunities, it would be great to have another game in town.
- Provide incentives for homeowners to adopt nature-based solutions such as rain barrels, composters, rain gardens, and planting more trees and more native species.
- Urgent need to add capacity for storm water, e.g., significant dredging & expansion of designated retention/detention areas.
- When updating and renewing infrastructure in the city, do so in a way that helps with both adaptation and mitigation. For example, rebuilding buildings with both better flood defenses and green roofs. Paint streets white instead of black (will absorb less heat).
- Direct more development towards brownfield sites, away from greenfield locations (ala Plan Bay Area)

Suggestion Governance Responses

- Sales Tax is important because it helps spread burden among residents and visitors. What is a pain is the tax on homeowners. $12,000/yr is more than a house payment and there are SEVERAL modest homes (<250,000) paying these taxes.
- Open data sharing!
- Regional revenue sharing, similar to what MetCouncil in the TwinCities has. Also, why are Metra and CTA funded so differently and by different constituents/geographies so that their interests end up competing? Fund them all through one big shared pot. If the funding is unified, the organizational structures, planning, and services will follow.
- Make it easier for residents, businesses and community groups to help implement local policy.
- Don't allow road projects to strangle more lanes than are needed for the work actually being done. We have all seen miles of closure with nary a worker's soul in sight for weeks or more.

Suggestion Land Use Responses

- Revamp municipal and state tax structures so that pursuit of property, sales tax revenue is less important in guiding development.
- More opportunities for youth to access place. Most kids on the southside will not go to the museums because they don't have transit access to them. More so these are spaces they feel unwelcome.

Suggestion Transportation Responses

- transit frequency is more important than speed.
- Better East/West Travel Lanes. North/South isn't an issue but getting E/W is a pain.
- Instead of building new "high-speed" train infrastructure, combine the O'Hare Modernization Project with Metra to improve NCS service & connection to OHare terminals at the OHare Transfer station. Metra NCS already has direct service to Union Station. With an increase in service frequency, this will be a great link between OHare and Amtrak, and for that reason, may have federal funding interest. The timing seems right with OHare Modernization and Union Station upgrades.
- completing the boulevard system!
- How about enforcing existing rules of the road: speed limits, no-passing lanes, vehicle restrictions? There is ZERO enforcement any more, and the stupidity and arrogance of drivers proves it. How many people are seriously injured or die in traffic accidents compared to heroin ODs? Yet our law enforcement is proud to be averting deaths from heroin ODs while traffic is running amok. If there is no intention to enforce, then get rid of the damn signage so at least I know that I can do whatever I want to.

Part 3: Email Comments

This part of the appendix includes all comments on regional opportunities and challenges received via email during the summer of 2016, as well as public comment received on the draft Emerging Priorities for ON TO 2050 report from June 29 until August 15.

From: Harry Solomon [mailto:harry.solomon@ieee.org]
Sent: Friday, July 01, 2016 1:32 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment

I am quite disappointed that the ON TO 2050 Priorities do not explicitly address quality of life as a main category, rather than as an incidental effect under "Inclusive growth" and "Collaboration and capacity". In particular, ON TO 2050 should explicitly include a priority for development and support of arts and culture.

As we move into the post-industrial society (whether we are there yet or not, it must surely be part of our expectations for 2050) we need to be thinking bigger about the nature of social activity in 30 years. In a context where there may simply be less demand for traditional aspects of work, it will be critical to ensure that Chicagoland is a magnet for artistic and cultural activities.

Harry Solomon
Former member, CMAP Citizens' Advisory Committee
harry.solomon@ieee.org

From: Steven Shaw1 (Presidents Office) [mailto:Steven.Shaw@cookcountyil.gov]
Sent: Wednesday, July 27, 2016 12:02 PM
To: Bob Dean
Subject: FW: Notes for ON TO 2050

Hi Bob,
I've asked a couple of folks here to review the ON TO 2050 Draft, and one of them, Alex, already submitted comments (below). Her comments reflect both stylistic and content-related themes. Question: how widely have you distributed this document for review? I'm asking because I can think of one or two folks at CCA who would specifically find this interesting to review.
Steven

From: Alexandra Ensign (Presidents Office)
Sent: Tuesday, July 26, 2016 3:26 PM
To: Steven Shaw1 (Presidents Office)
Subject: Notes for ON TO 2050

Comments for ON TO 2050 June 29, 2016 Draft
P2   The table is cluttered and takes a while to absorb. I recommend making the information into a narrative, listing a few examples of topics that were studied in GO TO 2040 and new ones that will be studied in ON TO 2050.

P3   Figures that are shown should always be referenced in the report. Figure 2 would be much more engaging if a few lines were added to a caption explaining a bit more about the survey – how it was disseminated, demographics of people who answered, etc.

P6   Figures 4 and 5 would be much more informative with a little analysis in the caption linking them back to the thrust of the document. For example, if we are comparing regional product growth with other major cities and we are lagging behind, can we compare our regional initiatives in the document with New York and Los Angeles and Boston? Is our labor force size correlating with a lower unemployment rate? How about an increase in metals/manufacturing jobs?

P12   This is the first page including what seems like a cohesive color scheme – why not incorporate those colors earlier? The headings could be blue or orange for each section, and the charts could also incorporate this color scheme.

P13   The "Note" sections in the figures are too small and light and difficult to read. The text should be darker and the font should be at least 8pt for the reader.

P14   "After decades of consistent growth in private vehicle ownership and use, vehicles miles traveled, single-occupancy vehicle commuting, and vehicle ownership rates have remained constant for nearly a decade." I think this is missing a comma between "ownership" and "rates" and the sentence could also be strengthened by drawing a contrast – it is not clear to me why the rates remaining constant for a decade is a positive thing, unless they are contrasted with public transit ridership growth or population growth more explicitly.
"The region's rail transit system is carrying more riders, but bus service and ridership are down." – What does this mean? I would like to know what impact that has.

P17   "Existing major revenue sources such as the motor fuel tax (MFT) are not sufficient to fund the system over the long term." – Why? The increase in fuel economy makes sense, but it is not clear why the MFT revenues have not kept pace with inflation.
"In addition, the plan may make policy recommendations about new ways to allocate existing revenue sources such as targeting MFT revenues more strongly toward transportation." – Does this assume the reader knows that currently MFT revenues are not steered entirely toward transportation? Maybe that should be included. Also, should something be added about the different government entities involved in implementing any policy recommendations?

P24   This figure doesn't have much of an impact. There must be stronger charts or maps that would indicate worsening precipitation over the next 50 years.

P25   Why is this the first and only photo in the document? It seems odd. The document should include more photos inline with the text since the rest of the figures are charts and maps.

Sirs,

I write on behalf of the Bird Conservation Network (BCN). BCN is a coalition of 21 organizations sharing an interest in the conservation of birds. BCN promotes public awareness, knowledge, appreciation and enjoyment of birds, and other wildlife and wildlife habitat. BCN proposes and supports public and private programs designed to protect, restore, and enhance the natural environment, and conserve/increase native bird populations.

BCN strongly supports the original 2013, CMAP staff's report which concluded that the Illiana Tollway would undermine the region's vision and principles in the existing GO TO 2040 plan. We still agrees with those findings, and call for CMAP to exclude the Illiana as a transportation priority in its upcoming ON TO 2050 regional comprehensive plan.

Thank you for considering our views.

Donnie Dann
Past President and Advocacy Chair
Bird Conservation Network www.bcnbirds.org
donniebird@me.com

Dear CMAP,

In regards to the upcoming update to the regional plan for the Chicagoland area, I am offering the following comment:

Preservation of agricultural land should be the number one priority when planning for the future of the state of Illinois, and especially the beautiful rural areas that surround the city of Chicago.

Construction of the Illiana Tollway would destroy farmland, and sever farms. The acres that would be forever taken out of production are acres that will NEVER be able to be used to feed our state's population.

Please remove the Illiana Tollway project from the GO TO 2040 Plan. Let's focus on preserving our rural heritage while also protecting individual property rights for our farmers.

Helen Heisner
4048 W. Indiana Avenue
Beecher, IL 60401

My wife and I travel around the country. This last year we've traveled to Minnesota, then on to Montana and back to Illinois. We also went earlier to South Padre Island, Texas. We travel many interstate roads. We observe bridges and over-passes being re-built. Many miles of resurfacing, in Montana actual re cementing of miles of highway. Not in any part of the United States we traveled did we see a NEW road being built!
I think it's time to put the Illiana back on the pipedream shelf! The state can't afford to build it. Truckers can't afford to take it! Replace and widen what we have. Quit giving intermodals everything they want like I-55/Lorenzo Interchange, just because they say, they'll grow to be this big in 50 years! Quit destroying our farmland and recreation areas! Leave something, like our rivers alone, we're not making anymore of these!
Thank you! Larry Readman

From: Jeffrey Berman <jberman@andersonwanca.com>
Sent: Tuesday, August 9, 2016 11:40 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment

To whom it may concern:

I am a Village Trustee in the Village of Buffalo Grove, and I serve as our Village Board's liaison for transportation matters. I also serve on the Northwest Municipal Conference Transportation Committee and as a member of the Board of Directors of the Lake County Transportation Alliance. I am very familiar with transportation and traffic issues and concerns in our community and our region. As such, I want to express my personal opinion on the Route 53/120 project and to urge CMAP to continue to support the northward extension of Route 53 as a highest priority transportation project for the region. In that regard, I would note:

- Traffic congestion is a growing threat to our community. Congestion and bottlenecks damage air quality, slow commerce, hinder economic development, increase energy consumption and threaten quality of life.
- Regional congestion already nears intolerable levels and it will continue to worsen until the area is relieved of the impact from the premature and unjustifiable termination of Route 53 at Lake Cook Road. The Route 53 project is thus critical for the region.
- As one media outlet quipped, the notion of extending Route 53 northward into Lake County has been around so long it has almost become a punch line. That may be true, but the project itself has not diminished in importance, and its need has not become any less immediate.
- We've heard a lot about the supposed "lack of consensus" from the opponents of the Route 53 extension. Consensus is defined as *general agreement among the members of a given group or community*. It is not to be confused with unanimity.
- Opponents claim there is no consensus for the Route 53 extension. I would submit that the facts support the opposite conclusion – there is no consensus, and no vast groundswell, for their position **not** to build Route 53.
- Every previous gauge of public sentiment has reflected a substantial consensus of support. Consider these points:
- On April 7, 2009, Lake County voters conclusively expressed their will at the ballot box, voting by a landslide ratio of 76% "Yes" to 26% "No" to approve a referendum question which asked whether the State should construct the northward extension of Route 53.
- A recent public opinion survey found 75 percent approved of extending Route 53 and only 17 percent disapproved. Those results were published in the Daily Herald on October 22, 2015. That 75 percent plurality was reached even when respondents were told it would be a Toll Road.
- 40 Mayors representing 88 percent of Lake County's residents signed a letter to the Tollway in support of the project.
- Virtually every local and regional Chamber of Commerce-representing thousands of main street merchants who in turn employ thousands of local residents supports the project.
- Virtually every local and regional Labor Union representing thousands of rank and file laborers and others support the project.
- Manufacturers, distributors and transportation associations representing thousands of businesses and their employees support the project.
- In 2010, CMAP's GO TO 2040 comprehensive plan included the Route 53/120 project on its highest priority list, and one of only five new major capital projects for the region to pursue,

citing performance measures that show this facility as "ranking highest among all projects in its effect on regionwide congestion."

- In 2012, the Illinois Route 53/120 Blue Ribbon Advisory Council (BRAC) recommended creation of a 21st Century urban highway. The BRAC included membership drawn from the leaders of municipalities affected by the facility, the Lake County Board, the county's economic development interests, and the environmental community. The BRAC issued a Report in which it recommended creation of a corridor strategy that integrates land use, transportation, economic development, and open space. This modern boulevard would have a smaller footprint to minimize potential negative impacts while protecting the natural environment and preserving the character of Lake County.

- In 2013, as a follow up to the BRAC, the Illinois State Toll Highway Authority partnered with CMAP and Lake County on a two-pronged effort to examine the feasibility of the Route 53/120 project and BRAC Report with respect to financing and land use. To determine the feasibility, the analysis focused on five key study areas: design, environmental, financing, operations, and regulatory.

- On March 12, 2015, the Illinois Route 53/120 Project Finance Committee concluded its work with the adoption of its recommendations: (1) how to fund the extension of Illinois Route 53 north into Lake County; and (2) to support Tollway-led work to keep the project moving forward. The Finance Committee approved a package of funding recommendations that are projected to generate between $745 million to $993 million toward the Illinois Route 53/120 Project. The recommendations also requested that the Illinois Toll Highway Authority move forward with engineering and environmental studies necessary to advance the project.

- The Illinois Route 53/120 Land Use Committee members worked together to develop sound, proactive, and implementable guidance for planning and future development in the Route 53/120 Corridor. This effort concluded with a broad land use strategy for the entire corridor. The detailed information presented in the Corridor Land Use Strategy final documents represented a consensus-based approach to achieve balanced development in central Lake County, protecting the assets and values that are so important to the residents, community leaders, business interests, and others, while optimizing economic development opportunities that accompany major investments in infrastructure. The Land Use Committee endorsed the land use corridor plan on November 12, 2015.

- On December 17, 2015, the Illinois Toll Highway Authority Board unanimously approved a resolution authorizing funding for an Environmental Impact Statement for the Route 53/120 project. The EIS will garner additional facts necessary for *an informed* decision to be made on how best to address and remediate Lake County's congestion predicament, and clarify the potential for implementation of the BRAC report and the Route 53/120 Committees' recommendations.

- Anyone who drives in the area can attest to the fact we are already in the midst of a transportation crisis. Rapidly growing demands have overwhelmed Lake County's road system. The population of Lake County has grown. Area employment has increased substantially. Road construction has not, however, kept pace. With a few notable exceptions, motorists in Lake County are still driving on essentially the same layout of arterial roads as existed in the 1920's.

- Congested road mileage in Lake County has increased dramatically since 1990. A significant proportion of Lake County's major roadways are already seriously congested. Traffic is only expected to continue to increase. If they haven't done so already, Lake County's roads will soon reach critical congestion levels. County-wide gridlock looms on the horizon.

- The greater good of the region, and specifically Lake County's overwhelmed transportation system, argues inescapably for the northward extension of Route 53. CMAP's GO TO 2040 comprehensive plan recognized that the project was among the region's highest priorities. It still is. This long-overdue and desperately needed project needs to continue to move forward. As such, my message is simple – completion of the Route 53/120 project should remain as a "highest priority" for the region's transportation system in the ON TO 2050 plan. Let's finally get the Route 53/120 project done! Thank you.

Jeffrey Berman
420 Newtown Drive
Buffalo Grove, IL 60089

From: Marc Spunt <marcspunt2014@att.net>
Sent: Saturday, August 6, 2016 8:12 AM
To: ON TO 2050 Outreach
Cc: Marc Spunt
Subject: Build Rt. 53

I live off of Buffalo Grove Rd. and Arlington Heights Rd. The traffic is not getting any better. Unless all roads are made wider there is only Rt. 53 extension that can save us. I have family up north and if they could get on to 53 at 120 and not Lake Cook it could save maybe half an hour of travel time. There will always be a group against anything, but one thing is for sure, we need another North/South road and Rt. 53 extension is the way to go.

Thank you,
Marc

From: charles grotzke <garagekey1947@yahoo.com>
Sent: Saturday, August 6, 2016 12:12 AM
To: ON TO 2050 Outreach
Subject: On to 2050 Priorities comment

A strong emphasis should be put on modernizing and expanding public transit. Squandering public money by adding additional lanes to "express"ways and multi-lane arterial roads has done nothing to reduce the horrific traffic jams in the region. Providing an attractive and efficient way to get around via bus and rail will save us all not only time and money but also human lives (deaths due to auto "accidents" are among the top 10 causes of death in the U.S. year after year).

From: Hannah Jones <hannah@industrialcouncil.com>
Sent: Friday, August 12, 2016 12:26 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment

Hello!

I wanted to send the following comment for your review on behalf of our organization:

PMD zoning retention is an essential element needed in achieving the inclusive growth priority cited by CMAP in their ONTO 2050 plan. Making up approximately 4% of the City's land use, PMDs assist in keeping industrial businesses within city limits. These businesses act as livable wage job engines with low educational barriers that residents in underserved communities can obtain and use to grow their economic status. Currently, the need for certain PMDs is under debate due to the attractiveness of the land and its proximity to high-value real estate. By eliminating PMD zoning, the City is running the risk of having these industries relocate to the suburbs. The loss of middle-class jobs will only contribute to the widening income gap of Chicago and make the goal of inclusive growth harder to achieve.

Thank you!

Hannah Jones
Director of Economic Development
Industrial Council of Nearwest Chicago
320 N. Damen Ave.
Chicago, IL 60612
Phone: 312-421-3941 Fax: 312-421-1871
www.industrialcouncil.com

From: Brett Comincioli <brett@windycitydiscgolf.com>
Sent: Thursday, August 11, 2016 11:33 AM
To: ON TO 2050 Outreach
Subject: Build 53

Please consider extending 53. Traveling on country roads on a daily basis is very frustrating. A drive that should take 15 to 20 minutes turns into an hour on may occasions. Thank you for your time.

Brett Comincioli
Round Lake Beach 60073

LCTA
Lake County Transportation Alliance

100 Tri-State International Drive, Suite 122
Lincolnshire, IL 60069
224.688.4789
lcta.info@gmail.com
www.lcta1.com

August 11, 2016

Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Gentlemen:

As you are updating the 2050 Master Plan for the Chicago region please remember the detailed analysis your team completed for the GOTO 2040 Plan. At that time the investigation determined that a crucial infrastructure improvement was needed to ensure the regional transportation system operation, improving the economic potential of Lake County, and improving the quality of life for the residents of metropolitan Chicago.

This improvement is the completion of Illinois Route 53/120 north through central Lake County and extending from I-94 to Route 12 near McHenry County. The Illinois Toll Highway Authority and your staff have spent many hours working with local residents, interested organizations and local governments to identify key local issues that will need to be addressed in the design and construction of this improvement.

The Tollway Board authorized the Environmental Impact Statement at their December 2015 meeting and consultants are currently preparing their response to the selection committee. This process need to move forward and the Route 53/120 roadway must remain at the top of the Infrastructure priority list for the CMAP 2050 plan. Congestion relief is the most significant need of Lake County residents and 53/120 offers the most opportunity to address this problem.

Please continue your support for the benefit of Lake County, McHenry County and Metro Chicago.

Sincerely,

Stephen Park
Executive Director
Lake County Transportation Alliance

One Voice...One Transportation Future

August 12, 2016
ON TO 2050 PRIORITIES COMMENT TO CHICAGO METROPOLITAN AGENCY FOR PLANNING

USING LOCAL AND REGIONAL 'BUILDING BLOCK' (INTERMEDIATE PLANNING) AREAS
AND CIVIC ENGAGEMENT NETWORKS FOR REGULAR CALENDAR OF PLANNING, OUTREACH
AND ASSESSMENT FORUMS FOR BETTER LIVES IN ALL COMMUNITIES AND FOR
COMPETITIVENESS IN OUR WORLD INFORMATION AGE ECONOMY

It is recommended that CMAP and constituent counties, cities and special district together recognize
and use data-driven intermediate planning areas in current community college and 16 Chicago
Neighborhood Now areas of about 150,000 to 200,000 as Transparent Building Block areas for
Digital Economy, Digital Government and Watershed Resiliency cooperation in NE Illinois, and working
closely with similar smart local-regional-state initiatives in widened Burnham Plan of Chicago area
including SE Wisconsin, NW Indiana and SW Mighigan.

Such Building Block areas shall be used to develop low-cost, low bureacracy Annual Calendars of
Infrastructure, Service and Watershed Resiliency community forums, co-sponsored by community
anchor institution networks in local school, library, utility, health and public safety areas, focused on
planning and service quality evaluation for the 7 national needs for broadband in Federal
Communication Commission National Broadband Plan (2010), being:
* Health and life sciences
* Education
* Jobs and Economy
* Energy, Transportation, Environment
* Public Safety
* Government Performance
* Civic Engagement

Such Building Block areas and events shall include regular outreach and coverage by community media,
and by community anchor institutions with interests in increasing government performance, citizen
participation and innovative partnerships in Federally-designated public-nonprofit Community Response
areas, down to the local block level.

For more information, please see below Digital Economy Comments sent in May to US Department of
Commerce.

Layton Olson
Facilitator
Safe and Healthy Communities Project
Internet Public Trust
www.internetpublictrust.org
 'An information card in every place and pocket'
773-348-2739

Comments sent in May recommending Digital Economy Building Block (local ZIP, school -library, utility, health, community college, regional watershed) areas of 5000 to 50, 000 and 100,000 to 200,000 for integration of Internet of Things sensor data into ICT community dashboard tools for every day/emergency management and monthly Quality of Life data to Department of Commerce.
State of Illinois also sent comments on Smart State-local framework and technical assistance, including coordinating Digital Government for user centered services of 80 state agencies.
This local people feedback-driven and data-driven approach is designed to provide Better Utilities and Government Services in locally managed well recognized cooperative jurisdiction boundaries, and resultant near real time dashboards of business intelligence in each area, and aggregated into regular (such as weekly, monthly, quarterly) quality of life indicators linked with US Commerce Department and other regular Federal Department indicators distributed to the media.
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---------- Forwarded message ----------
From: "**Layton Olson**" <layton.olson@outlook.com>
Date: Wed, May 18, 2016 at 4:11 PM -0400
Subject: US DEPARTMENT OF COMMERCE: Do benefits Outweigh Costs of Internet of Things?
Do Benefits Outweigh Costs of the Internet of Things?
The Internet of Things (IoT) is all the rage within the information and telecommunications sector and has both applications and implications for every aspect of your life. IoT is described by the National Telecommunications and Information Administration (NTIA) as "the connection of physical objects, infrastructure, and environments to various identifiers, sensors, networks and computing capability." It will enable many existing industries to better track, manage and automate core functions, and as a result, other industries, services and means of doing everyday tasks will be altered in ways predicted and yet unimagined. Will your life be simultaneously improved and diminished? Will convenience override any privacy concerns you might have? NITA has issued a request for public comments on the future benefits and challenges of IoT. SSTI encourages everyone to consider responding to any or all of the 28 questions outlined in the notice, available here. The deadline for filing comments is 5:00 P.M. ET on May 23,
2016.

ACTIVE LINK TO PROPOSAL:

https://www.ntia.doc.gov/files/ntia/publications/fr_rfc_iot_04062016.pdf?utm_source=SSTI+Weekly+Digest&utm_campaign=966f57f4d0-
SSTI_Weekly_Digest_4_21_2016&utm_medium=email&utm_term=0_ecf5992d4c-966f57f4d0-
220176597

2. Examples of Digital Economy Plans and Areas (Innovation and Skill Cluster, Community College Business-Workforce Areas)

Northwest Georgia Digital Economy Plan http://dr1.nwgrc.org/
 PDF]Middle Georgia Digital Economy Plan - Middle Georgia Regional ...
www.middlegeorgiarc.org/.../MG_DigitalEconomyPlan_FinalDraft1.pdf
 PDF]Digital Economic Planning - the Atlanta Regional Commission
www.atlantaregional.com/.../lu_eluc_handouts_digitaleconplanbackgrou...

3. Draft Comments of Internet Public Trust, and Summary of Resources on Digital Economy Plan Areas   May 18, 2016
Comments on costs/benefits of IoT and broadband cooperation

 Building Blocks of Better Lives: Designing Integrated Internet of Things, ICT and Public Works for Economic and Social Productivity; By All Communities Agenda including
A. Nourishing the nervous system of the environment and the body politic for social vitality through Internet of Things partnerships of People + Place Data Assets,
B. Reducing costs of utilities and local government through Community Response uniform standards, cooperation, transparency and civic engagement, and
C. Securing free flow and privacy of information based on data exchange cooperation and community media among local, regional, watershed and regional planning areas, and sliding scale of funding and technical assistance based on economic and social condition data indicators.
All Communities Agenda for Digital Economy and Digital Government is based on Community-centric concepts for integrating investments in Internet of Things, resiliency, cybersecurity,
transparency, privacy and government and utility performance, by using uniform Local and Regional Commerce Platforms, and by significantly lowering costs of Internet superhighway and sustainability platforms in near universal broadband use and asset-building world.
 Comments to U.S. Department of Commerce, NTIA on community-centric model to integrate investments in IoT into ICT, Public Works, Utilities and Local Governments for lifecycle resiliency and cybersecurity, and for smart business and family management and civic engagement in uniform local-regional private-public community anchor institution specification partnerships. It is recommended to anchor such platforms in very local building block networks and aggregated in over 2000 Digital Economy Plan areas (community college, vocational/technical extension/health service areas) of 100,000 to 200,000 residents in rural, suburban and urban areas and in Federally-recognized land use and transportation multi-county regional planning areas.
May 23, 2016
 Submitted by Local Innovation and Skill Cluster Anchor Network Project
Safe and Healthy Communities Project/All Communities Agenda
Internet Public Trust, Layton Olson, Facilitator, layton.olson@outlook.com
www.internetpublictrust.org
Internet Use R & D network in development

The purposes of these comments are:
 (A) to articulate a COMMUNITY-CENTRIC CONCEPT for increasing productivity (lowering costs, increasing impacts for private and public sector parties) of local Internet partnerships through integration of IoT into comprehensive ICT investments in a range of parcel to regional localities and generating Digital Economy social and economic returns, in response to questions 1, 2 and 7.
 (B) to recommend the adoption of CLASSIFICATION OF INTERNET OF THINGS THROUGH COMMON IOT-ICT-PUBLIC WORKS COOPERATIVE STANDARDS AND PROCEDURES in Digital Economy Building Block areas (see models in Resources below), defined as Local Utility, Learning, Commerce, and Public Service areas aggregated in Innovation and Skill Cluster/Healthcare/Community College/Vocational/Technical and Extension areas of 100,000 to 200,000 in over 2000 rural, suburban and urban areas in 56 states and territories, and as parts of Federally-recognized multi-county regional land use, transportation, public works and watershed planning areas, in response to questions 4, and 7.
 (C) to support COORDINATED FEDERAL AGENCY LEADERSHIP FOR LEVERAGING INVESTMENTS IN IOT-ICT-PUBLIC WORKS PLATFORMS to facilitate public and private IoT investments in infrastructure and natural resource resiliency, data indicators, cybersecurity, transparency, privacy, procurement and

international standards and as part of data driven "return on investment" Digital Economy Commerce Platforms, including by US Department of Commerce NTIA, USDA RUS, FEMA, US Army Corps of Engineers and other Federal (built, natural environment, human service) agencies and initiatives such as NSF US Ignite community-university-developer advanced application partnerships to meet 7 national needs for broadband (FCC 2010). The purpose is to benefit from uniform local-state-Federal, low cost regional and local resiliency and environment community dashboard metrics and communication protocols, and facilitate commerce, culture and sustainability through Local Broadband Building Block model in cooperation with regions and watersheds in the Americas and around the world, in response to questions 7, 16-20, 26.

RESOURCES ON DIGITAL ECONOMY PLANNING AND BETTER INFORMATION FOR
SMART FAMILIES, BUSINESSES AND COMMUNITIES
Northwest Georgia Digital Economy Plan http://dr1.nwgrc.org/
 PDF]Middle Georgia Digital Economy Plan - Middle Georgia Regional ...
www.middlegeorgiarc.org/.../MG_DigitalEconomyPlan_FinalDraft1.pdf
 PDF]Digital Economic Planning - the Atlanta Regional Commission
www.atlantaregional.com/.../lu_eluc_handouts_digitaleconplanbackgrou...

Important Links for Families, Businesses and Communities:

 All Communities Agenda
9 Principles for Lifeline Internet for US Productivity and Savings for Digital Government
Community Quality of Life for Families 1 Pager
Everyone's in Business
Resource Guide for Business, Family and Community Choice in Smart Card Age For Bronzeville
International Innovation Summit August 2014
Better Information For Student and Community Choice
What is a Community Service Assembly

 7 National Needs
Comments to US Council
Principles for Lifeline Modernization
Broadband and Regional Planning
Lifeline Internet and Productivity of US Economy

 Community Hall Dashboard
Benton Foundation
Broadband Illinois
All Engines Running Resources
Community Quality of Life for Families

To: ON TO 2050 Outreach
Subject: ON TO 2050 PRIORITIES COMMENTS

On to 2050 Comment 2 August 13, 2016, linked with Comment 1 August 12, 2016 by Internet Public Trust
Recommend CMAP, local governments and community anchor institutions work with State of Illinois on Smart State-local cooperation in community college size Building Block areas, Including for coordinated health and public safety services .
As model of coordinated and transparent health services, see below NY State funding opportunities for lifting and tracking total population health in local areas of 50,000 to 250,000 or more.
This model would work well with State of Illinois Smart State-local technical assistance framework developed in Digital Government 80 state agency coordination, and under proposal to 2050 planning to adopt 'intermediate planning areas' as Building Blocks of 'all' communities agenda ' for infrastructure, services and annual calendar of community forums on all 7 national needs in FCC national broadband plan 2010.
Layton Olson
Facilitator
Safe and Healthy Communities Project
Internet Public Trust
www.internetpublictrust.org
'an information card in every place and pocket '
Subject: Building Block: Linking Interventions For Total Population Health (LIFT Population Health) - Healtiiest District project?
Health Research, Inc. (HRI) and the New York State Department of Health (NYSDOH) are seeking applications for an initiative entitled *Linking Interventions For Total Population Health (LIFT Population Health)* to support prevention activities that align with and leverage other health system redesign efforts in a target community under the State Innovation Model (SIM) initiative.

LIFT Population Health awardees will be expected to implement a spectrum of coordinated and linked prevention activities (i.e., traditional clinical preventive interventions, innovative clinical preventive interventions that extend outside the clinical setting, and total population or community-wide interventions) that focus on one of the five issues specified below related to the Prevent Chronic Disease priority area of the New York State Prevention Agenda 2013-18 (Prevention Agenda).

Prevent and Control Obesity and DiabetesPrevent and Reduce Tobacco Use Prevent Cardiovascular Disease and Control High Blood Pressure Reduce and Control Asthma Prevent and Detect Cancer

The applicant should be prepared to serve as the lead organization of a coalition working to collaboratively address the specific health issue selected.

A total of up to five individual awards (up to three awards in areas with populations between 50,000 and 250,000 residents and up to two awards in areas with more than 250,000 residents) will be funded. Below is a link to the announcement for this opportunity. Letter of Interest and Questions are due **August 18, 2016**.

https://www.healthresearch.org/qps-2016-04-l-i-f-t-population-health-linking-interventions-for-total-population-health/

Thank you.

Copy to myself at University of Rochester medical / Thompson Health. Forgot to add my hospital account to the message, below (no changes).

From: Tarkus [mailto:tarkus@ripco.com]
Sent: Friday, August 12, 2016 5:19 PM
To: 'layton.olson@outlook.com' <layton.olson@outlook.com>; 'Martin O'Shield' <martin@windycitysdr.com>
Cc: 'John Owrey' <johnowrey@gmail.com>; Tarkus Murphy (tarkus@ripco.com) <tarkus@ripco.com>
Subject: RE: ON TO 2050 PRIORITIES COMMENT

Sent Christine's list of 30,0000 medical caregivers for cross link with DSRIP PPS groups, FCC connected interhospital networks, etc.

In many cases, the medical providers (HCPs) ARE NOT part of consortia and are not physically connected to the interhospital networks (but may have their own Internet).

SDR will allow for 4G, Wi-FI and other connections in a community between entities (at a local level) where Internet, alone, does not suffice.

HIE networks ALSO do NOT connect directly to HCPs, instead many groups communicate sensor data / meaningful use data via the Internet (e.g. not sufficient for imaging or videoconferencing).

Medical (IRHN) may be ahead of other anchors.

From: layton.olson@outlook.com [mailto:layton.olson@outlook.com]
Sent: Friday, August 12, 2016 4:45 PM
To: Tarkus Murphy <tarkus@ripco.com>; Martin O'Shield <martin@windycitysdr.com>
Cc: John Owrey <johnowrey@gmail.com>
Subject: Fwd: ON TO 2050 PRIORITIES COMMENT

FYI Intermediate Planning areas as Building Block areas
Get Outlook for Android

---------- Forwarded message ----------
From: "**Layton Olson**" <layton.olson@outlook.com>
Date: Fri, Aug 12, 2016 at 4:00 PM -0400

Subject: ON TO 2050 PRIORITIES COMMENT
To: "onto2050@cmap.illinois.gov" <onto2050@cmap.illinois.gov>
August 12, 2016
ON TO 2050 PRIORITIES COMMENT TO CHICAGO METROPOLITAN AGENCY FOR PLANNING

USING LOCAL AND REGIONAL 'BUILDING BLOCK' (INTERMEDIATE PLANNING) AREAS
AND CIVIC ENGAGEMENT NETWORKS FOR REGULAR CALENDAR OF PLANNING, OUTREACH
AND ASSESSMENT FORUMS FOR BETTER LIVES IN ALL COMMUNITIES AND FOR
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It is recommended that CMAP and constituent counties, cities and special district together
recognize and use data-driven intermediate planning areas in current community college and
16 Chicago Neighborhood Now areas of about 150,000 to 200,000 as Transparent Building Block areas
for
Digital Economy, Digital Government and Watershed Resiliency cooperation in NE Illinois, and
working closely with similar smart local-regional-state initiatives in widened Burnham Plan of Chicago
area including SE Wisconsin, NW Indiana and SW Mighigan.

Such Building Block areas shall be used to develop low-cost, low bureacracy Annual Calendars of
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planning and service quality evaluation for the 7 national needs for broadband in Federal
Communication Commission National Broadband Plan (2010), being:
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* Education
* Jobs and Economy
* Energy, Transportation, Environment
* Public Safety
* Government Performance
* Civic Engagement
Such Building Block areas and events shall include regular outreach and coverage by community media,
and by community anchor institutions with interests in increasing government performance, citizen
participation and innovative partnerships in Federally-designated public-nonprofit Community Response
areas, down to the local block level.
For more information, please see below Digital Economy Comments sent in May to US Department of
Commerce.
Layton Olson
Facilitator
Safe and Healthy Communities Project
Internet Public Trust
www.internetpublictrust.org
  'An information card in every place and pocket'
773-348-2739

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health, community college, regional watershed) areas of 5000 to 50, 000 and 100,000 to 200,000 for
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Date: Wed, May 18, 2016 at 4:11 PM -0400
Subject: US DEPARTMENT OF COMMERCE: Do benefits Outweigh Costs of Internet of Things?
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 ACTIVE LINK TO PROPOSAL:
 https://www.ntia.doc.gov/files/ntia/publications/fr_rfc_iot_04062016.pdf?utm_source=SSTI+Weekly+Digest&utm_campaign=966f57f4d0-
SSTI_Weekly_Digest_4_21_2016&utm_medium=email&utm_term=0_ecf5992d4c-966f57f4d0-220176597

2.   Examples of Digital Economy Plans and Areas (Innovation and Skill Cluster, Community College Business-Workforce Areas)
Northwest Georgia Digital Economy Plan http://dr1.nwgrc.org/
 PDF]Middle Georgia Digital Economy Plan - Middle Georgia Regional ...
www.middlegeorgiarc.org/.../MG_DigitalEconomyPlan_FinalDraft1.pdf
 PDF]Digital Economic Planning - the Atlanta Regional Commission
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A. Nourishing the nervous system of the environment and the body politic for social vitality through Internet of Things partnerships of People + Place Data Assets,
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C. Securing free flow and privacy of information based on data exchange cooperation and community media among local, regional, watershed and regional planning areas, and sliding scale of funding and technical assistance based on economic and social condition data indicators.

All Communities Agenda for Digital Economy and Digital Government is based on Community-centric concepts for integrating investments in Internet of Things, resiliency, cybersecurity, transparency, privacy and government and utility performance, by using uniform Local and Regional Commerce Platforms, and by significantly lowering costs of Internet superhighway and sustainability platforms in near universal broadband use and asset-building world.

Comments to U.S. Department of Commerce, NTIA on community-centric model to integrate investments in IoT into ICT, Public Works, Utilities and Local Governments for lifecycle resiliency and cybersecurity, and for smart business and family management and civic engagement in uniform local-regional private-public community anchor institution specification partnerships. It is recommended to anchor such platforms in very local building block networks and aggregated in over 2000 Digital Economy Plan areas (community college, vocational/technical extension/health service areas) of 100,000 to 200,000 residents in rural, suburban and urban areas and in Federally-recognized land use and transportation multi-county regional planning areas.

May 23, 2016

Submitted by Local Innovation and Skill Cluster Anchor Network Project
Safe and Healthy Communities Project/All Communities Agenda
Internet Public Trust, Layton Olson, Facilitator, layton.olson@outlook.com
www.internetpublictrust.org
Internet Use R & D network in development

The purposes of these comments are:

(A) to articulate a COMMUNITY-CENTRIC CONCEPT for increasing productivity (lowering costs, increasing impacts for private and public sector parties) of local Internet partnerships through integration of IoT into comprehensive ICT investments in a range of parcel to regional localities and generating Digital Economy social and economic returns, in response to questions 1, 2 and 7.

(B) to recommend the adoption of CLASSIFICATION OF INTERNET OF THINGS THROUGH COMMON IOT-ICT-PUBLIC WORKS COOPERATIVE STANDARDS AND PROCEDURES in Digital Economy Building Block areas (see models in Resources below), defined as Local Utility, Learning, Commerce, and Public Service areas aggregated in Innovation and Skill Cluster/Healthcare/Community College/Vocational/Technical and Extension areas of 100,000 to 200,000 in over 2000 rural, suburban and urban areas in 56 states and territories, and as parts of Federally-recognized multi-county regional land use, transportation, public works and watershed planning areas, in response to questions 4, and 7.

(C) to support COORDINATED FEDERAL AGENCY LEADERSHIP FOR LEVERAGING INVESTMENTS IN IOT-ICT-PUBLIC WORKS PLATFORMS to facilitate public and private IoT investments in infrastructure and natural resource resiliency, data indicators, cybersecurity, transparency, privacy, procurement and international standards and as part of data driven "return on investment" Digital Economy Commerce Platforms, including by US Department of Commerce NTIA, USDA RUS, FEMA, US Army Corps of Engineers and other Federal (built, natural environment, human service) agencies and initiatives such as NSF US Ignite community-university-developer advanced application partnerships to meet 7 national needs for broadband (FCC 2010). The purpose is to benefit from uniform local-state-Federal, low cost regional and local resiliency and environment community dashboard metrics and communication protocols, and facilitate commerce, culture and sustainability through Local Broadband Building Block model in cooperation with regions and watersheds in the Americas and around the world, in response to questions 7, 16-20, 26.

RESOURCES ON DIGITAL ECONOMY PLANNING AND BETTER INFORMATION FOR
SMART FAMILIES, BUSINESSES AND COMMUNITIES

Northwest Georgia Digital Economy Plan http://dr1.nwgrc.org/
 PDF]Middle Georgia Digital Economy Plan - Middle Georgia Regional ...
www.middlegeorgiarc.org/.../MG_DigitalEconomyPlan_FinalDraft1.pdf
 PDF]Digital Economic Planning - the Atlanta Regional Commission
www.atlantaregional.com/.../lu_eluc_handouts_digitaleconplanbackgrou...

Important Links for Families, Businesses and Communities:

 All Communities Agenda
9 Principles for Lifeline Internet for US Productivity and Savings for Digital Government
Community Quality of Life for Families 1 Pager
Everyone's in Business
Resource Guide for Business, Family and Community Choice in Smart Card Age For Bronzeville
International Innovation Summit August 2014
Better Information For Student and Community Choice
What is a Community Service Assembly

 7 National Needs
Comments to US Council
Principles for Lifeline Modernization
Broadband and Regional Planning
Lifeline Internet and Productivity of US Economy

 Community Hall Dashboard
Benton Foundation
Broadband Illinois
All Engines Running Resources
Community Quality of Life for Families

From: Rommy Lopat [mailto:weedpatch@gmail.com]
Sent: Sunday, August 14, 2016 1:20 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment

Thank you for the opportunity to comment.

Regarding reducing economic segregation, it seems to me that hospitals and large regional "parks" (ie Lincoln Park, Botanic Garden, brookfield Zoo) are the only places where rich and poor may cross paths. Therefore, making them better hubs of community activity and directing more interaction there may improve integration. Make these places the "campuses" or hubs on which transit and transport radiate like spokes from a wheel to housing. Put (the best) libraries, schools, day care, sports, vets and dog parks (people are often united by animals) on these campuses. Give people more physical /spatial opportunities to meet.

"Make no small plans". I would take a goal such as "all rivers contain fish you can eat" or "no flooding" or "save birds/bats/butterflies" + or "have enough affordable housing for everyone" and explore what our region would physically look like if thise bug probs were solved. Then ask, how can we create that reality?

Right now, your writing is too bland to inspire change. Remember also that readers now want pictures and short text. Think "cookbook": people LOVE to buy them for a reason...

Happy to help further if I can incl editing. Rommy Lopat, Lake Forest, IL

From: Irma Morales [mailto:marysol66@yahoo.com]
Sent: Sunday, August 14, 2016 3:31 PM
To: ON TO 2050 Outreach
Subject: <Emerging Priorities for ONTO TO 2050

This is Irma Morales, a Bachelor Social Work student at St. Augustine College and Little Village resident for more than two decades. I attended more than two workshops related to emerging priorities in Chicago. I agree that pollution problem is one of the priorities in any state because is essential for us to have a clean and healthy air to breath, as well as the priorities already chosen. However as Little Village resident my daily concern is about having a training place and an alternative school in the Midwest as a way to decrease violence in the streets due to different factors but that involve mainly to the youths. It is very important to have a safe and healthy places for youths and seniors in this part of the city to the well development of this neighborhood. I hope that these problems are taken in consideration like priorities to the good functioning of our community. Thank you for giving me the opportunity to give my feed back.

From: Ott, Monica A LRC [mailto:Monica.A.Ott@usace.army.mil]
Sent: Monday, August 15, 2016 5:52 AM
To: ON TO 2050 Outreach
Cc: Clayton Harris (director@iipd.com); George Braam (george.braam@urs.com); Joe Schuessler (Joseph.Schuessler@mwrd.org); Antonio Baxton (Antonio.Baxton@illinois.gov)
Subject: ON TO 2050 Priorities Comment (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Dear Madam/Sir:

Thank you for the opportunity to submit a comment on your Draft report, Emerging Priorities for ON TO 2050, describing topics that could be emphasized in the region's next comprehensive plan.

Please consider adding a section on Chicago's port, and waterborne transport and commerce, which have vital economic and environmental roles in the region.

Very respectfully,

Monica Ott, PMP
Project Manager
USACE Chicago District
231 S. LaSalle St., Suite 1500
Chicago, IL 60604
(312) 846-5591 (office)
(815) 405-6331 (cell)
(312) 353-4256 (fax)

CLASSIFICATION: UNCLASSIFIED

From: mickeysimple@comcast.net [mailto:mickeysimple@comcast.net]
Sent: Monday, August 15, 2016 11:32 AM
To: ON TO 2050 Outreach
Cc: Woodbury, Rick; john.donovan@dot.gov
Subject: Public comment re: OnTo2050 Emerging Priorities - Narrow Commuter Vehicles

Thank you for the opportunity to comment on the Emerging Priorities for OnTo2050. I attended several of the workshops.

As a Monday-Friday single occupant driving commuter from Buffalo Grove to Chicago, I observe the enormous waste in commuting in Chicago.

I enthusiastically advocate adding narrow commuting vehicles (NCVs) to CMAP's expressed list of alternative transportation modes. Like bicycles, NCVs' single-width design allows independent commuters to choose a right-sized, road efficient transportation form but with the added attributes of weather control, road protection, and highway transport capability. A build, rent/lease NCV program will mitigate congestion and improve air quality in a highly cost effective way.

For more information about NCVs see the link at www.commutercars.com

Thank you for your consideration.

- Michael Weiser
Buffalo Grove, IL

cc: John Donovan, Metropolitan Planning Specialist, US Department of Transportation Federal Highway Administration, Illinois Division
Rick Woodbury, Tango NCV inventor, Commuter Cars President

From: David Kralik [mailto:DKralik@METRARR.COM]
Sent: Monday, August 15, 2016 12:19 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment

Thanks for the opportunity to provide feedback on the *Emerging Priorities for On To 2050* report. Below are consensus comments from Metra. Please let me know if you have any questions about these.

David Kralik, AICP| Department Head, Long Range Planning | dkralik@metrarr.com
Metra | 547 W. Jackson Blvd. | Chicago, IL 60661-5717 | (312) 322-8035

Metra comments on *Emerging Priorities for On To 2050* – 8/15/16

- Transportation Infrastructure, page 11: Among the strategies explored for maintaining and modernizing the region's transportation system, this document should also consider potential changes in transportation governance in order to implement options and strategies that may be currently constrained in the existing structures. As shown in the initial results from the CMAP Transit Ridership Growth Study, policy implication can have biggest impact on increasing ridership, but some policy changes are hamstrung by the limitations of the existing structures.
- Alternative Transportation, page 14: A term other than "alternative" should be used to refer to these modes to make them legitimate investment options for the region. The term "alternative", although it may be familiar to the public, makes these modes sound second-rate to private vehicles and therefore less of a priority. Perhaps consider titling this section "Transportation Beyond the Automobile." In addition, this Emerging Priority should also address ride-share and its future within the transportation system, including TNCs and autonomous vehicles. Especially in the case of autonomous vehicles, CMAP should provide public policy direction and guidance in order to ensure that these vehicles are part of a transportation system that is good for the public and the environment ahead of their onset.
- Reinvestment and Infill, page 19: Investment in infill, especially in areas well served by transit should not be limited to traditional mixed use transit oriented development. In addition to increasing residential density near transit, finding ways to encourage dense employment near transit nodes can make the most efficient use of transportation resources.

From: Christina Kupkowski [mailto:ckupkowski@willcountyillinois.com]
Sent: Monday, August 15, 2016 2:16 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment

I have two main concerns when reading through the Priorities document.

1. All of the Figures, except for the 1st one, are not reference in the narrative nor do they reference back to what they are showing. One of these items are necessary for the Figures to be meaningful to the reader otherwise they are just colorful pictures taking up space that really don't add anything.

2. If this report is truly for "public" consumption, there are many times within the document where you lose focus on who your audience is and start utilizing terminology that some of us in the industry may have a hard time understanding. I not saying that the report needs to be less technical, but we

have to remember that not everyone who will be reading this report will have a college education, so terminology used needs to be accessible to the public.

Thank you for the opportunity to review this document.

Sincerely,
Christina Kupkowski, PE
Phase I Project Manager
Will County Division of Transportation
16841 W. Laraway Road
Joliet, IL 60433

Main Phone: (815) 727-8476
Direct: (815) 774-6329
Cell: (815) 641-7722
Email: ckupkowski@willcountyillinois.com

From: Diane Ower [mailto:dlkower@comcast.net]
Sent: Monday, August 15, 2016 3:45 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

Good afternoon:

I was determined enough to attend 2 of the CMAP informational meetings this summer- Prairie Crossing, Grayslake and Waukegan, IL. At both meetings I wished there were more enticements or advanced public education from your group to connect with more of the public to help them become more aware of the issues and the value of gathering their input.While I appreciated the stories about the precocious 5th graders input, the stories took away our time to get to our issues. That said, thank you for holding these meetings.

I live in Zion, where the trains do not operate with a full schedule as they run only to Waukegan, cutting out Zion, Winthrop Harbor and Kenosha. This is 2016 and there needs to be more emphasis on helping the workforce and citizens the opportunity to participate fully by having trains and buses with realistic usage times. Far too often, workers are stranded because the public transit shuts down.

Most of the tax payers DO NOT want the Rt 53 Extension due to the sheer expenses of trying to engineer a road over unstable wetlands. What is the point of pouring billions down that hole [for developers] instead of tweaking what we already have existing that can be engineered with an eye to NON-motorized separated usage and eliminating choke points? The Rt. 53 extension would destroy and divide communities, and superimposing it on the Go To 2050 RTP has created massive controversy and planning gridlock.

Lake County needs to keep its greenways, its flora and fauna and gem of livability it has. We have had a record number of high ozone and high particulate days in Lake County: please accept the task to positively fix this problem with your planning of future transportation here.

Money and budgets are impacting our future, but the idea of congestion pricing would become an addiction to greed an invitation to slow pricing adjustment and a horrible idea that would hurt the very people trying to get to their jobs. I worry about the ancillary roads becoming detour routes for big rigs and traffic that can't afford taking expensive tollways that may use capricious pricing.

I do hope you consider reaching out in creative info publicity spots in a variety of ways to engender more input from a broader range of our communities that would value the opportunity to bring their own experiences and ideas to improve our future transportation and life quality. I heard the deft handling of the pre-released report before holding the Waukegan meeting, [so upsetting to this community] and I feel that you gave us short shrift.

Respectfully,
Diane Ower

From: Evan Craig [mailto:aukauk@comcast.net]
Sent: Monday, August 15, 2016 4:10 PM
To: ON TO 2050 Outreach
Subject: Emerging Priorities for ON TO 2050

ON TO 2050 Priorities Comment.
To: onto2050@cmap.illinois.gov
Emerging Priorities for ON TO 2050

The Clean Power Lake County Coalition offers these comments regarding the subject report.

In collaboration with the League of Women Voters, we sponsored an event in the evening of July 29, 2016 in Waukegan. The subject report was released on that morning, claiming to summarize the input from that meeting and others. Besides the obvious inability of a report to summarize an event that had not yet occurred, the release of the report was known to the actual as well as potential attendees at this input session, and had a negative effect on the integrity of the process. Specifically, this reinforced concerns that the outcome has already been decided, or that it will be decided by CMAP irrespective of the input received. The ability to submit these comments after the fact does not correct this flaw. How does CMAP intend to rectify this for this community?

As organizers of the event, we were disappointed that the spanish translator was asked not to translate all content for the substantial number of hispanic participants. This further throws into question whether the views of minority communities is sought or heard by this process. How does CMAP intend to rectify this for this community?

Here are some of the concerns that members of Clean Power Lake County would like to see addressed by this process:

Transportation Metrics
The allocation of transportation resources should be weighted to provide the most economic gain while requiring the least amount of travel. The practice of using Level of Service to try to reduce congestion by building more capacity has not been effective, and has promoted new roadways rather than urban transit. Communities like Waukegan, and counties that need a revitalized urban core, like Lake County, need this shift in priority. In particular, we seek improvements to mass transit and connections within Lake County to Waukegan and the Lakeshore communities to spur renewal, and oppose the extension of Rt. 53/120 to the border of Waukegan, where it will cause more congestion, and require vehicles and tolls that will disadvantage low-income communities.

Green Infrastructure
- Natural resources in the region should be preserved, particularly Lake Michigan, and acreage of conservation open-space should be increased.
- Access to park space, particularly in urban communities, should be improved, not filled in.
- Planning should reduce emissions responsible for climate change, through mitigation and planning. Resilience should be integrated through watershed planning and enhanced stormwater management efforts (regionally and locally).
- Energy efficiency programs and policies as well as expand distributed generation projects like community solar should be strengthened.
- Access to local food, particularly in economically disadvantaged communities should be increased, and existing and new urban agriculture initiatives that are locally driven and paired with educational programs should be supported.
- Recycling programs should be improved.

Economic Development

- Environmental and equity lenses should be applied to economic development efforts
- Economic revitalization should be both sustainable and benefit local residents of the area without leading to gentrification and displacement (important in many place especially in Waukegan lakefront efforts).
- Economic development and green infrastructure projects should be paired with high quality jobs opportunities and local job training programs to ensure local hiring;
- Housing affordability should be leveraged to reduce congestion and increase livability and economic competitiveness.

Transit
- Waukegan needs more transit locally, and enhanced transit connection to Lake County's communities. Efficient bus routes to employment centers for at least 2 shifts is needed. Buses must be low or zero-emitting to preserve the air quality of denser communities.
- Access for cyclists should be expanded between communities around Lake County and Waukegan.

Thank you for receiving these comments.
Clean Power Lake County

Evan Craig

CMAP, On To 2050
Priorities Comments
233 S. Wacker Dr., St. 800
Chicago, IL 60606

Dear CMAP,

As a trade organization that represents an industry that has tremendous impacts on the state and local economies of Illinois, we would like to provide some general observations and comments to the draft report, Emerging Priorities for On To 2050.

First we would like to thank CMAP for its efforts to guide in the planning of a vision for the future of the Chicagoland region. We recognize the many efforts that have gone in the document thus far.

At the outset, we support looking at a regional plan through a global lens. Your comments in the economic conditions section are appreciated in recognizing metropolitan Chicago as a center of global commerce and as "a hub for making and moving goods on the local, national and international scales."   The recognition that Illinois has its challenges due to negative perceptions is a balance that also gives credence to the report. We, as part of the state economy are hopeful that a plan can provide some recommendations for a sustainable and livable region that will go a long way to attracting both foreign and domestic concerns that will provide employment to the many high-skilled workers that the region has to offer.

Housing Choice:

We share the idea that a range of housing types are necessary to fully respond to the demand for housing at all parts of the spectrum. We believe the private marketplace can best respond to that demand in concert with a regulatory framework that doesn't impose excessive fees and requirements that go beyond the scope of health and safety and simply artificially inflate the cost of housing.

Additionally, we are leaders in championing the cause for fair housing. We ascribe to an industry code of ethics that makes equal access to housing a priority. We have made it part of our mandatory continuing education requirements enforced by the Illinois Department of Financial and Professional Regulation and have worked with the Illinois Department of Human Rights on educating our members on the concepts of reasonable accommodation and modifications to assure that those with any disability, seen or unseen, can also enjoy equal access to housing.

Given our scope of expertise in the real estate markets across the state in addition to our passion and commitment to fair and equal access to housing we are supportive of the priority of housing choice, and specifically to "better incorporate market factors into planning for all housing types". This speaks to our historic concern of regulatory and other costly policy barriers to housing.

And finally, one sector that seems to be missing from the report and the related works thus far is how the region will plan for those that are un-housed. Homelessness is a housing type. Someone living on the street, is living somewhere. Solutions to provide opportunities for those at the lowest rung of the housing ladder should be included in the vision for the future. Whether it's seniors, veterans, the disabled, or someone simply suffering from an unfortunate life circumstance, they should be included and should be part of this plan. Outreach to current non-profits and shelter organizations that serve this community should be considered a partner in this effort.

Inclusive Growth:

This concept of inclusive growth is a common good that all can agree. While, in similar fashion to our passion and work towards equal access to housing, we agree that attempts to include all voices in community planning and priority discussions is something that should be pursued. We will however, be ready with questions on the approach to certain outcome goals the plan aims to achieve.

Specifically, "make existing economic opportunities more attainable", the fundamental question is, what does this mean? Is this jobs? Is this education? Is this housing/real estate? This, while on its face is a moral good, it is hard to know how this is really addressed in a regional plan. The same observation is true for "foster new opportunities in excluded communities" and "ensure that new economic opportunities are meaningful". We suggest that more conversation and focus needs to be discussed to identify where CMAP and the 2050 Plan can meet this need. We agree, as you state, "Extensive partnerships will be required to address some of the broader issues intrinsic to promoting inclusive growth." We can definitely be a partner in this as discussions of economic, community and housing development take place across the region. Therefore, it may be more feasible for CMAP to focus on the other two priorities, "coordinate approaches across jurisdictions and organizations" and 'encourage access to planning and decision-making processes for all residents." This can lend itself to weave in the model of inclusion throughout the plan itself rather than having specific recommendations when other entities may be better equipped to focus and be part of local planning efforts as they occur throughout the region. For example, "promoting access to well-paying jobs with long-tern opportunity, may be a concept that is included in the transportation or goods movement sections. In goods movement the report mentions addressing land use conflicts with sensitive school, hospital, and residential areas. This could be a good opportunity to find creative solutions for walk to work, employer assisted housing, shuttle options, etc., to effectively create new and vibrant areas in some of globally traded clusters, such as the Transportation and Logistics cluster that creates opportunities for a variety of income levels to live, work and play in areas the plan may currently refer to as "disinvested".

This is a good segue to caution against using terms within the plan such as "disinvested area" or "disinvested communities", this unfairly labels communities and fosters a perception of substandard-ness, while we label more affluent areas as "opportunity areas". We discovered the use of this weaved throughout the report and suggest a re-thinking of this classification. In the real estate market, there are times when a stigma can cause very real negative economic consequences for a perception, rather than a reality. We would argue that many of these area-types are ripe for new opportunities and growth and the plan should recognize the positive attributes, highest and best uses, and potential visions rather than classifying areas with a negative undertone.

Flooding and Stormwater:

As REALTORS, we understand the important mission of local regulations regarding flooding prevention and stormwater management. We share policy makers' desire to maintain a healthy sustainable ecosystem.

County stormwater management requirements largely deal with "volume control" or retention. This has to do with how much stormwater can be permitted to run off a property. These types of requirements are imposed on property owners, and are an essential part of stormwater management.

However, overly restrictive requirements and inflexible retention rates could make redevelopment very difficult and cost-prohibitive. We have expressed this point to the Metropolitan Water Reclamation District of Chicagoland and the Illinois Department of Natural Resources.

Often redevelopment sites will have existing infrastructure; this will limit the ability to do surface collection and other treatment practices. Regulations should recognize this. Also, redevelopment sites provide a good opportunity to *improve* stormwater management conditions on these sites. Accordingly, stormwater rules should be flexible and take into account predevelopment and post-development conditions. The rules for redevelopment should be different from those being applied to the development of vacant land. In any region of Illinois, economic development is an important public policy goal; stormwater regulations should not make redevelopment, for all practical purposes, impossible.

Also, we do not believe that stormwater rules should incorporate extensive wetland protection measures. Although there is certainly some link between many wetlands and riparian environments and effective stormwater management, regulation of small, isolated wetlands (generally found on smaller residential lots) may be overreaching in the context of flooding and storm damage protection. Although all wetlands may provide some habitat protection and related ecological values, their relation to stormwater is questionable.

As an organization that continues to be the voice of our 43,000 members and real estate consumers, we thank you for the opportunity to provide input on this report. If you have further questions please contact either Mike Scobey at mscobey@illinoisrealtor.org or Sharon Gorrell at sgorrell@illinoisrealtor.org.

Sincerely,

Sharon Gorrell
Housing Policy Advisor
Illinois REALTORS

Michael Scobey
Assistant Director, Government Affairs
Illinois REALTORS
--
Sharon Gorrell, MPPA, CIPS

Housing Policy Advisor
Federal Issues, Global Business, and Diversity
Illinois REALTORS® - "The Voice for Real Estate in Illinois"
522 S. Fifth Street, Springfield, IL 62701
217-529-2600 | www.illinoisrealtors.org
630-428-1851 (direct)

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TRANSPORTATION
ALLIANCE

9 West Hubbard Street   т 312.427.3325
Suite 402   f 312.427.4907
Chicago, IL 60654-6545   info@activetrans.org
                               www.activetrans.org

August 15, 2016

Chicago Metropolitan Agency for Planning (CMAP)
233 S. Wacker Dr. #800
Chicago, IL 60606

Re: ON TO 2050 Priorities Comment

To Whom It May Concern:

The Active Transportation Alliance is excited about CMAP's continued commitment in ON TO 2050 toward supporting policies and plans that will increase the share of trips in the region that are made by walking, biking or riding transit. We appreciated the opportunity to provide direct feedback at our staff workshop in May and look forward to engaging in the rest of the plan's development process.

Following is some of our specific feedback in the priority areas that most directly relate to our mission.

HOUSING CHOICE

- **Transit-Oriented Development (TOD):** In line with the Center for Neighborhood Technology's (CNT) Prospering in Place report, establish priority development areas — supported with regional financial incentives administered by CMAP — to target technical assistance and investment in communities ripe for additional TOD, particularly suburban communities with Metra stations. Take advantage of opportunities to expand major suburban job centers into mixed-use destinations with the addition of rapid transit connecting these centers. In addition, identify financial disincentives for developments that are excessively car-dependent and congestion-inducing.

  Foster equitable TOD that provides housing at a range of price points reflective of the wage spectrum of the area, and promote policies that support or preserve affordable housing options around TOD projects.

TRANSPORTATION INFRASTRUCTURE AND PROGRAMMING

- **Congestion Relief:** It's disappointing that the congestion-relief strategies highlighted in the document are "incident detection and response, improved communications, and real-time traffic management."

  A key principle for ON TO 2050 should be the need for a completely different approach to congestion relief. The futility of more roads and parking for mobility and congestion relief (in

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9 West Hubbard Street
Suite 402
Chicago, IL 60654-6545

T 312.427.3325
F 312.427.4907
info@activetrans.org
www.activetrans.org

addition to the health, environmental and financial burdens) is now clearly demonstrated by research and experience. ON TO 2050 should chart a course for reducing car dependency and congestion in tandem with better alternatives to driving and supportive land uses.

There are other reasons to abandon supply-side approaches. Households are increasingly without children, and these people disproportionately want homes that emphasize walkability and transit, not personal cars and parking lots. This is the future for urban areas. In addition, autonomous cars could increase the efficiency of cars on roads and reduce the "need" for more capacity. When identifying strategies to relieve congestion, focus on investments that increase the share of trips made by transit, biking and walking in busy corridors. Congestion pricing and managed lanes are most effective when existing travel lanes are converted to the managed variety.

- **Traffic Calming:** Too many supersized arterial streets in the city and suburbs encourage people driving to speed and fail to protect the most vulnerable users, the residents who walk and bike. Give priority to road diets, refuge islands, bike lanes and other traffic-calming measures to slow vehicles to appropriate speeds.

- **Transit Expansion:** While addressing the transit system's clear state-of-good repair and modernization needs, identify opportunities to expand the rapid transit system — including bus rapid transit running in dedicated bus lanes — to increase job access and generate economic development, especially in parts of the region suffering from disinvestment like much of the Southland.

- **Transportation Demand Management (TDM):** Identify opportunities for communities to collaborate on TDM strategies and policies that reduce travel demand of single-occupancy, private vehicles. Tactics such as congestion pricing, parking management and pricing, and transit incentives have proven effective in other regions.

ALTERNATIVE TRANSPORTATION
- **Low-Stress Bikeways:** Chicago and the surrounding suburbs have growing bike networks, but far too many residents are left without safe and convenient routes for most trips. Efficient investments in protected bike lanes, neighborhood greenways and trails have proven effective at increasing bike modeshare. In collaboration with local stakeholders, CMAP should prioritize creation of connected networks of low-stress, on-street bike facilities as well as filling in gaps in its Northeastern Illinois Regional Greenways and Trails Plan.

- **Bus Innovation:** Emphasize the need for low-cost, near-term improvements to local bus service in the city and suburbs to reverse recent trends of declining ridership. The Chicago

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Suite 402
Chicago, IL 60654-6545

T 312.427.3325
F 312.427.4907
info@activetrans.org
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Transit Authority and Pace are already pursuing improvements like dedicated lanes, traffic signal priority (TSP) and prepaid boarding, but funding and political barriers prevent the agencies from taking these investments to scale across their systems.

- **Vision Zero:** Encourage communities to commit to Vision Zero policies and plans that reduce and ultimately eliminate traffic fatalities for all users. Focus investment in high-crash corridors, where the majority of crashes resulting in deaths or serious injuries are occurring.

- **Complete Streets:** The plan's recognition of the importance of adopting and implementing Complete Streets policies is critical. Protecting our most vulnerable users — people walking and biking — while making streets safer for everyone should be the top priority for new projects. CMAP itself should adopt a Complete Streets approach with the projects the agency plans and funds, prioritizing investments that bring benefits for all users.

- **Data Collection:** Establish a methodology for collecting baseline data on active transportation rates and use. We have a limited understanding of the types of walking, biking and transit trips that occur in the region, which makes planning, decision-making and project prioritization challenging.

SUSTAINABLE TRANSPORTATION FUNDING
- **Funding Disparity:** In line with Cook County's recently released Long Range Transportation Plan, identify ways to address the unequal distribution of transportation resources across the region and advocate for more investment in biking, walking and transit at all levels of government. The plan rightly identifies public transit as the "single-most important mode" for economic growth.

- **Dedicated Funding:** It is encouraging to see ON TO 2050 will emphasize the need for a dedicated regional source of funding for transportation capital projects, particularly transit projects. This is one of our top priorities as it would allow the region to access additional available federal funding for major improvement and expansion projects.

PUBLIC HEALTH
- In recent years, the public health and urban planning sectors have joined forces to promote the vision that place and health are intimately connected and that the built environment dramatically impacts people's health and wellness. Health must be integrated into regional planning decisions like the programming of the Surface Transportation Program (STP) funds in order for the region to address major challenges such as rising health care costs to individuals and governments, education outcomes, and job loss and reduced wages due to

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ALLIANCE

9 West Hubbard Street
Suite 402
Chicago, IL 60654-6545

T 312.427.3325
F 312.427.4907
info@activetrans.org
www.activetrans.org

illness or premature death. These issues disproportionately affect families in low-income communities across the region, so they are fundamental to address equity.

Active Trans hosted a meeting between CMAP and top health leaders in our region, with attendees agreeing to identify opportunities to integrate a health "lens" within ON TO 2050. While the emerging priorities draft does not reflect this prioritization, Active Trans supports a more prominent role for public health — as has been done for equity and inclusiveness — within the final product.

Thank you for the opportunity to provide feedback and continue to participate in the planning process.

Sincerely,

Ron Burke, Executive Director
Active Transportation Alliance

4

From: Justin Hoffman [mailto:justhoff@gmail.com]
Sent: Monday, August 15, 2016 9:58 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

Great news for our region! President Obama has announced his Presidential Library will be in Jackson Park, right along the Metra Electric.

Unfortunately, our region's transportation planning system is not set up to take full advantage of this opportunity. To date, our planning is agency-driven instead of regionally-driven. Projects that fit within the silos of each agency (like the CTA, IDOT, CDOT, Pace, Metra or Aviation) move forward while projects that involve multiple agencies with real regional benefits do not.

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Justin Hoffman
2524 W Wilson Ave
#1
Chicago, IL 60625

From: Macaire Grambauer [mailto:moviemadmac@gmail.com]
Sent: Monday, August 15, 2016 10:00 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Macaire Grambauer
1635 N. Whipple
Chicago, IL 60647

From: Kara Fischer [mailto:kara.fischer@icloud.com]
Sent: Monday, August 15, 2016 10:00 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Kara Fischer
5540 S Hyde Park Blvd
Chicago, IL 60637

From: Steve Weagant [mailto:Steve8160@gmail.com]
Sent: Monday, August 15, 2016 10:00 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Steve Weagant
6007 n Sheridan rd
Apt 39h
Chicago, IL 60660

From: Philipp Palmer [mailto:dotsusama@gmail.com]
Sent: Monday, August 15, 2016 10:02 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Philipp Palmer
3550 n knox ave
Unit 2
Chicago, IL 60641

From: Kyle Whitehead [mailto:kyle@activetrans.org]
Sent: Monday, August 15, 2016 10:02 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Kyle Whitehead
3015 W. Logan Boulevard Unit 1
Chicago, IL 60647

From: Kara Hughes Salgado [mailto:info@westtownchamber.org]
Sent: Monday, August 15, 2016 10:02 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Kara Hughes Salgado
1819 W. Chicago Ave.
Chicago, IL 60622

From: Leta Dally [mailto:ladally@gmail.com]
Sent: Monday, August 15, 2016 10:03 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Leta Dally
2424 W. Estes Ave.
5D
Chicago, IL 60645

From: Joe Villanti [mailto:jpv023@gmail.com]
Sent: Monday, August 15, 2016 10:04 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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From: Paul Johnson [mailto:pejohnson2@gmail.com]
Sent: Monday, August 15, 2016 10:05 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Paul Johnson
555 W Cornelia Ave Apt 1009
Chicago, IL 60657

From: Nancy Mork [mailto:nmork@erikson.edu]
Sent: Monday, August 15, 2016 10:07 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Nancy Mork
4541 N. Wolcott B
Chicago, IL 60640

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Jack Ferry
5445 N. Sheridan Road
2908
Chicago, IL 60640

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Harriet Kudlacik
6710 N. Octavia Avenue
2nd FL
Chicago, IL 60631

From: JOHN MOCK [mailto:232jrdm4022@gmail.com]
Sent: Monday, August 15, 2016 10:14 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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JOHN MOCK
3501 NORTH NORA AVENUE
Chicago, IL 60634

From: Maria Del Zoppo [mailto:mdelzoppo@gmail.com]
Sent: Monday, August 15, 2016 10:16 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Maria Del Zoppo

2451 N. Sawyer
2nd Floor
Chicago, IL 60647

From: Andrea Lamoreaux [mailto:alamoreaux@wfmt.com]
Sent: Monday, August 15, 2016 10:19 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Andrea Lamoreaux
21 W Goethe 8B
Chicago, IL 60610

From: Elizabeth Bullock [mailto:blbullock@gmail.com]
Sent: Monday, August 15, 2016 10:22 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Elizabeth Bullock
4500 N. Magnolia Ave., #3
Chicago, IL 60640

From: Preston Hamilton [mailto:preston_hamilton@msn.com]
Sent: Monday, August 15, 2016 10:34 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Preston Hamilton
5130 W winona st.
undefined
Chicago, IL 60630

From: Eric Sullivan [mailto:epsullivan28@gmail.com]
Sent: Monday, August 15, 2016 10:48 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Eric Sullivan
520 S State St
Unit 714
Chicago, IL 60605

From: Robert Hart [mailto:robhart99@gmail.com]
Sent: Monday, August 15, 2016 10:53 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Robert Hart
345 W. Fullerton Parkway
#1704
Chicago, IL 60614

From: David Pickett [mailto:davidmpickett@gmail.com]
Sent: Monday, August 15, 2016 11:10 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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David Pickett
5349 N Kenmore Ave
Unit 2N
Chicago, IL 60640

From: Elizabeth Rahuba [mailto:dusty.trellis2010@gmail.com]
Sent: Monday, August 15, 2016 11:11 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Elizabeth Rahuba
1126 E 47th St., Apt. I-1
Chicago, IL 60653

From: JOHN LLEWELLYN [mailto:john.llewellyn@msichicago.org]
Sent: Monday, August 15, 2016 11:20 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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JOHN LLEWELLYN
4529 N MOZART
CHICAGO, IL 60625

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Lynn Morris
233 E. Wacker Dr.
#3504
Chicago, IL 60601

From: julius parod [mailto:jparod@knox.edu]
Sent: Monday, August 15, 2016 11:35 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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julius parod
468 W Melrose
Chicago, IL 60657

From: Robert Lane [mailto:robert.j.lane@parsons.com]
Sent: Monday, August 15, 2016 11:38 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Robert Lane
10 Riverside Dr. Suite 400
Apt 410
Chicago, IL 60014

From: Dylan Hayward [mailto:Dylan@justbuildit.org]
Sent: Monday, August 15, 2016 11:40 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Dylan Hayward
1836 N Albany
Apt 1
Chicago, IL 60647

From: Adam Plaiss [mailto:adam.plaiss@gmail.com]
Sent: Monday, August 15, 2016 12:17 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Adam Plaiss
4831 W. Hutchinson St.
Chicago, IL 60641

From: Greg Smith [mailto:gregory.henry.smith@gmail.com]
Sent: Monday, August 15, 2016 12:36 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Greg Smith
1102 E 46th St
#301
Chicago, IL 60653

From: Patrick Kerins [mailto:jpkerins@gmail.com]
Sent: Monday, August 15, 2016 12:53 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Patrick Kerins
1118 W Wrightwood Ave
Apt 1
Chicago, IL 60614

From: Sebastian Burca [mailto:sebicu@hotmail.com]
Sent: Monday, August 15, 2016 12:54 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Sebastian Burca
1948 W. Lawrence Ave.
Apt. 3E
Chicago, IL 60640

From: Christopher Devine [mailto:cdevine66@gmail.com]
Sent: Monday, August 15, 2016 2:24 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Christopher Devine
5154 North Neenah
Chicago, IL 60656

From: Brent Barker [mailto:me@brentwbarker.net]
Sent: Monday, August 15, 2016 2:31 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Brent Barker
2744 W Cortland St #2
Chicago, IL 60647

From: Bonnie Fritz [mailto:wolfmom55@hotmail.com]
Sent: Monday, August 15, 2016 4:12 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Bonnie Fritz
3418 N Central Park Ave
3418 North Central Park Avenue
Chicago, IL 60618

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Ray Okoniewski
3021 S Emerald Ave.
Chicago, IL 60608

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Nan Warshaw
4515 N. Saint Louis Ave.
Chicago, IL 60625

From: Theodore Jackanicz [mailto:tmjskv@earthlink.net]
Sent: Monday, August 15, 2016 4:50 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Theodore Jackanicz
3802 N. Kenneth Ave.
Chicago, IL 60641

From: Wm O'Donnell [mailto:wsodonnell2@lycos.com]
Sent: Monday, August 15, 2016 5:24 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Wm O'Donnell
5525 N Winthrop 302
302
Chicago, IL 60640

From: Donna Hippensteel [mailto:donnahip@sbcglobal.net]
Sent: Monday, August 15, 2016 5:49 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Donna Hippensteel
901 S Plymouth Ct
Chicago, IL 60605

From: Bill King [mailto:audiking@gmail.com]
Sent: Monday, August 15, 2016 6:19 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Bill King
1420 Balmoral
Chicago, IL 60640

From: Mark Brooker [mailto:brooker.mark@gmail.com]
Sent: Monday, August 15, 2016 8:23 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Mark Brooker
1149 E. 56th Street, #3
Chicago, IL 60637

From: Shane Nodurft [mailto:s_nodurft@hotmail.com]
Sent: Monday, August 15, 2016 8:32 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Shane Nodurft
4025 North Pulaski Road
Apartment 108
Chicago, IL 60641

From: Jo Ann Potashnick [mailto:Jarp@rcn.com]
Sent: Monday, August 15, 2016 9:59 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Jo Ann Potashnick
528A W. Barry Ave
Chicago, IL 60657

From: Brock Auerbach-Lynn [mailto:brockmister06@hotmail.com]
Sent: Tuesday, August 16, 2016 12:11 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Brock Auerbach-Lynn
435 w oakdale #3B
Chicago, IL 60657

From: Yoav Kashiv [mailto:yoav66@hotmail.com]
Sent: Tuesday, August 16, 2016 3:26 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

Great news for our region! President Obama has announced his Presidential Library will be in Jackson Park, right along the Metra Electric.

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Please include CrossRail Chicago in the list of projects to evaluate, especially because it is not an agency project but benefits the entire region.

Yoav Kashiv
862 N Hermitage Ave
Apt 2F
Chicago, IL 60622

From: Steven Montgomery [mailto:senmontgomery@gmail.com]
Sent: Tuesday, August 16, 2016 7:35 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Steven Montgomery
1227 W. Cotage Pl.
Chicago, IL 60607

From: Meredith West [mailto:mawest06@gmail.com]
Sent: Tuesday, August 16, 2016 8:19 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Meredith West
911 N Wood St
Chicago, IL 60622

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Tim Holt
747 W. Brompton Ave
Chicago, IL 60657

From: BOB HAGELE [mailto:bobhagele@gmail.com]
Sent: Tuesday, August 16, 2016 9:03 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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BOB HAGELE
222 N COLUMBUS DR #2603
CHICAGO, IL 60601

From: Mark McClelland [mailto:markdmcclelland@gmail.com]
Sent: Tuesday, August 16, 2016 9:55 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Mark McClelland
3041 W Logan Blvd #1E
Chicago, IL 60647

From: Lilia Rissman [mailto:lilrissman@gmail.com]
Sent: Tuesday, August 16, 2016 10:09 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Lilia Rissman
1340 S Michigan
Chicago, IL 60605

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Debra Gleason
5700 W. Grace St
Chicago, IL 60634

From: Laura Migas [mailto:unicorndancer517@gmail.com]
Sent: Tuesday, August 16, 2016 11:47 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Laura Migas
5805 N. Rockwell St Apt 2N
Chicago, IL 60659

From: James Audrain [mailto:jpaudrain@gmail.com]
Sent: Tuesday, August 16, 2016 2:10 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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James Audrain
1708 N Whipple Street
Chicago, IL 60647

From: Ben C [mailto:ben.cirrus@gmail.com]
Sent: Wednesday, August 17, 2016 7:28 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Ben C
1935 N Sawyer
Chicago, IL 60647

From: Alejandro Sanchez [mailto:setotaisho@gmail.com]
Sent: Wednesday, August 17, 2016 2:03 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Alejandro Sanchez
901 W Argyle St
Chicago, IL 60640

From: John Kendryna [mailto:jkendryna@sbcglobal.net]
Sent: Thursday, August 18, 2016 3:09 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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John Kendryna
4924 N Glenwood
Apt 2
Chicago, IL 60640

From:	David.azrael78 <david.azrael78@gmail.com>
Sent:	Wednesday, February 24, 2016 2:26 PM
To:	ON TO 2050 Outreach
Subject:	Ideas for the region

Follow Up Flag:	Follow up
Flag Status:	Completed

I think regional planning is a great way to improve the region. Portland metro is a great example on how to improve a region by focusing on centralization. Toronto's mass annexation on it's surrounding suburbs is another great plan that boost the image a city on the international scale. Image is important, it what gives others the desire to invest in a region. Chicago needs to boost its population and grow. More people, more tax base. Also another NFL team is need in the region. It increases the city's image. Millions of American nation wide watch football. That's free advertisement of the city and region every Monday night. Free advertisement can could boost tourism and investment. The city should host the Olympic. A new stadium that can host events like the World Cup, Superbowl and Final Four. The new stadium could be a revenue sharing facility between the city and suburbs. Elon Musk hyper tunnel should be built in Chicago, linking airport to the loop. The El has been so misused. In San Francisco tourist pay a pertain to ride the cable car because of their vintage look. The El should've been restored to a 19th century look with vintage train. It would've be a premium tourist ride. We should consider creating other forms of mass transit from a London style tube subway (tube are narrower and longer and thus easier to built). Walker drive should be expanded south so that the South Loop be better incorporated into the city. Even consider replacing our antiquated freeway with broad boulevard. My last idea. To increase the city's skyscraper height. To do this, offer a 10 year 50 percent off on property tax for a tower that's a thousand feet tall. No property tax for 10 years for a tower that's two thousand feet tall. Why? Because tall building produce greater job creation. From electricity to construction and material to people living and working there. There is a greater long term tax infusion from this building. If the city can get three to five extra super tall towers because it this, after 10 years the property tax windfall will be a benefit to the city.

Sent from my iPhone

From:	JohnEd1244@aol.com
Sent:	Wednesday, February 24, 2016 9:12 PM
To:	ON TO 2050 Outreach
Subject:	RAPID TRANSIT

Follow Up Flag:	Follow up
Flag Status:	Completed

Chicago needs to expand and rationalize its subway system, a much faster, less-subject-to-adverse-weather, more efficient and logical mode of transit that can promote sustainable urban densities.

From: jimmyneaylon4@aol.com
Sent: Wednesday, February 24, 2016 10:03 PM
To: ON TO 2050 Outreach
Subject: 2050 Big Ideas

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for reading my email. I could make many suggestions and throw out ideas but I will try to make it short and sweet with one which i think is the most important.

That one idea is the revitalization of the Chicago River both North and South Branch. I feel even in its infancy that the Chicago River main branch revitalization has proven to be a great cultural and civic asset to the city.

I think the idea of utilizing this unique asset that sets us apart from other major cities should not be ignored any longer. If the north and south branches were utilized as a recreational and aesthetic asset as the main branch has been in the last few years it would greatly enhance the neighborhoods and all of Chicago for tourists and residents alike.

I know that would mean controversial ideas like getting rid of planned manufacturing districts and building dense housing along the river corridors but I feel like overall the benefit would be worth the cost.

I think there would still be potential industrial zones and corridors for which businesses could still make CHICAGO their home. But we only have one river to fully utilize to its best use.

So my suggestion is that we allow housing, greenery, and retail (facing the river) from Cermack to Foster. Type of housing that would be appropriate would be partially based on transit and demand considerations.

Hopefully new and best uses will be a top priority for Chicago 2050. Looking forward to the report and plans in full.

Best wishes,
James Neaylon

Sent from my T-Mobile 4G LTE device

From:	William Cusack <cusack.bill@gmail.com>
Sent:	Thursday, February 25, 2016 11:13 AM
To:	ON TO 2050 Outreach
Subject:	Lake Shore Drive Grant Park Lincoln Park

Follow Up Flag:	Follow up
Flag Status:	Completed

Dear CMAP Committee,

I have long had a Chicago fantasy where Lake Shore Drive is a subterranean highway from Fullerton through Downtown and past McCormick Place to the 55/LSD interchange. This would nearly double the size of Lincoln Park, but more importantly, create an uninterrupted park experience from the various streets on the park's western edge all the way to the lakefront, creating a more natural feel and allowing opportunities to add needed natural habitat acreage. It would finally allow Chicagoans to connect to the lakefront directly, easily and beautifully.

What I think is just as interesting would be to add dedicated commuter bike lanes where LSD once was, a significant statement, in addition to the recreational paths closer to the water's edge currently in place. To be able to ride through the park to work totally free from traffic lights and the danger of cars and pedestrians and joggers and strollers and rollerbladers and skateboarders would be a wonderful experience and a great use of the lakefront. It would be the world's first bicycle freeway as such, but a freeway far, far easier and exponentially cheaper to maintain. Dedicating so much precious lakefront to the primacy of bicycles would make a clear statement that Chicago is a green, progressive city, and would no doubt do for Lincoln Park what Millennium Park did for downtown property values and development. Keeping some sections of the long stretch of planters dividing LSD into North and South lanes currently in place would be a fun touch and a reminder of what use to be as bikers ride to and from Downtown over LSD's former massive, divisive footprint. The long term

savings gained from not having to maintain miles of highway, including clearing snow and storm damage, and replacing plants ruined by road salt, etc, and the increase in property values and development related to a more desirable park experience should make the cost of moving LSD underground, which would be significant, more workable.

I would also like to see all the streets cutting up Grant Park- Monroe, Jackson, Congress, Balboa and Columbus, which cleave the whole into isolated subdivisions, be moved underground East of the rail lines and connect underground with a subterranean LSD. This would make one contiguous, seamless park all the way to the water's edge and add usable acreage. If plans are not already in place to cover the train tracks on the Western side of the park along Michigan Avenue I would like to see that done as well.

Moving LSD underground would also connect the Field Museum and Soldier Field with downtown and the South Loop, a growing residential neighborhood. Right now crossing LSD to get to either destination and the lakefront is unpleasant.

McCormick Place would suddenly have a huge park running in between its two main convention centers. It's exciting to think of all the possible ways such greenspace could be used to attract conventioneers to Chicago.

Anyone who has been to Boston before and after the Big Dig is sure it has been worth the time and money it took to connect Downtown Boston to the water front. Chicagoans are positioned to reap greater rewards than those the people of Boston currently enjoy.

Thank You!

William Cusack

From:	Antonio Gonnella <antoniogonnella@gmail.com>
Sent:	Friday, February 26, 2016 9:58 AM
To:	onto2050 plan
Subject:	Fwd: 10/28 open house

Follow Up Flag:	Follow up
Flag Status:	Flagged

Hello CMAP,

I love Chicago and I am full of ideas on how to improve transportation and city living. You will probably get a few ideas from me but here my first one:

bike/run trail next to existing train tracks (mostly BNSF) . This trail will allow Cicero, Little Village, Pilsen, and University Village residents to be connected to the river and to the lake. The picture below shows a possible trail (red line) which will go along the train tracks with a couple of exits along the way and one main exit/entrance by the river (Ping Tom Park). Rails to Trails is a popular concept in Europe and it has had some growth in the states: http://www.railstotrails.org/resource-library/resources/americas-rails-with-trails/
The city is full of train tracks and this idea could help get bicyclists off dangerous city streets and connect many communities to the river. Please let me know if you have any questions.

These pictures are good examples of what we could have:

Thanks,

Antonio (Tony) Gonnella
(815) 861-7044

From: Michael Paulucci <michaelpaulucci@gmail.com>
Sent: Friday, February 26, 2016 10:19 AM
To: onto2050 plan
Subject: Connection of Northwest Side and Northeast Side

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I think for Chicago to be ready and to cut down on transportation, there needs to be a easier way to connect communities in the Wicker Park, Logan Square, Avondale area with the Lakeview, Lincoln Park, Ravenswood, Uptown, Roscoe Village sections of Chicago. The main streets to travel East and West (Division, North, Fullerton, Belmont) are really horrible with traffic. I think the same goes for the Southeast and Southwest equivalents as well. I always wondering what a train would look like that connected the Blue Line up north with the Red or Brown lines. Or, a train that made a C, going from Hyde Park to Lakeview, around the near outside of the city, connecting with the Orange, Pink, Green, Blue, Brown, Red. This one simple train line with be HUGE in connecting trains to neighborhoods and making it easier to access.

Thanks,

Mike Paulucci
Bucktown Citizen

--
Michael J. Paulucci, M.F.A.
614.668.7177
www.alrojofilms.com
michaelpaulucci@gmail.com

From:	Benjamin Blenner <benjamin.blenner@gmail.com>
Sent:	Friday, February 26, 2016 4:34 PM
To:	ON TO 2050 Outreach
Subject:	A revolution

Dear OnTo 2050

I have a crazy idea on how to revolutionize the city of Chicago, as well as the metropolitan area. It could make Mayor Emanuel's quest for a 20 minute train ride from the loop to O'hare a reality while at the same time repairing aging infrastructure, solving pothole problems, create thousands of new jobs, lower the cities carbon foot print, and solve some other major transportation issues. The cost of a project like this could be trillions... right? wrong! That's what makes this plan so brilliant! I am in the process of putting together the research and planning for this endeavor, and I can't wait until it can be realized. This will revolutionize Chicago, and when we're done with Chicago... we can sell the rights to use this in other cities. I'm sure you think this is too good to be true. I understand your skepticism, but this is the real deal.

I am looking forward to our chat,

Benjy Blenner

From:	Madeleine Marie Brown <madeleinemariebrown@gmail.com>
Sent:	Friday, February 26, 2016 5:42 PM
To:	ON TO 2050 Outreach
Subject:	Public Transit in Chicago

Follow Up Flag:	Follow up
Flag Status:	Completed

Good afternoon,

I first want to express my excitement over the On to 2050 Plan.

Additionally, I'd like to encourage you to consider as part of the expansion of public transit adding an outer ring to the CTA, so that riders do not have to go downtown to switch for example from the Blue to Brown lines. I fully recognize that this is an extremely costly and challenging project, but I'm sure you can appreciate the impact it would have on the usability of our public transit system.

Thank you for your time.

Best,

Madeleine
--
Madeleine M. Brown

From:	Jon Christens <jon.christens@gmail.com>
Sent:	Sunday, February 28, 2016 5:17 PM
To:	ON TO 2050 Outreach; Lindsay Hollander
Subject:	Transportation System Funding

Follow Up Flag:	Follow up
Flag Status:	Completed

Hi Lindsay,

I attempted to fill out the comments field on this sub page's feedback section, but was served with a "You do not have permission to access the requested resource" error every time I clicked submit. Hope you find my thoughts below helpful, and note that I'd love to get involved in CMAP's efforts in any way possible.

1. What factors should be considered for evaluating transportation sources?

First, we should learn from the mistakes of Chicago's (and other U.S. cities') "urban renewal" movements, which wiped out large swaths of density and historic structures in often the poorest neighborhoods. For example, UIC's construction completely devastated the walkability, unique housing and cultural integration of the near SW side. We lost so much in that short-sighted redevelopment (the original Maxwell street market, 95 percent of the Hull House complex and the unique makeup of immigrant enclaves that were all pushed out in the name of "progress").

My point is, yes transportation infrastructure expansion often means sacrificing structures, but this development should be handled in a manner that preserves as much density and walkability as possible, while simultaneously avoiding the creation of any more barriers (e.g., highway divides) that only end up segregating populations. Also in that notion (and considering climate change), transportation that moves the highest percentage of a population possible should be prioritized. This means expanding heavy and light rail, BRT and other shared-transit options.

2. Do you prefer funding sources that charge users of the transportation system or other, non user-fee sources? Please specify.

I prefer a mix of both. History has proven that money generated from transit users alone isn't sufficient (and also makes transit unaffordable to the most needy residents), but it's also not fair to rely entirely upon non-users for this funding. While reducing carbon emissions and congestion is good for all (and a region's economy overall), I believe an equal balance can still be achieved.

3. Please provide any additional comments.

While this doesn't exactly deal with a big-picture item, one element I think we're sadly overlooking at the moment is multi-lingual announcements and signage across our transit systems. If the Chicago region is serious about increasing foreign tourism over the next decade, then making autonomous travel easier for non-English speaking travelers should be priority number one. Advancements here would not only serve tourists, but also make foreign-born residents feel more welcome in a region that often claims its largest city is "world-class," yet little consideration is given to accommodating non-English speakers. I'm a proud Chicagoan, but when I travel to Shanghai, Beijing, Tokyo, Taipei, Paris, Berlin, São Paulo, Dubai or any other truly global city, I'm often reminded how lacking our multi-lingual infrastructure really is (especially on public transit and around heavily trafficked tourist corridors).

But what really sells this idea? Consider the fact that NO other major U.S. city has invested in this type of initiative (except LA's metro, which has automated platform announcements in Spanish), so Chicago could truly set itself apart in the eyes of travelers if it were to promote this. Our world is only going to become even more globally connected in the next forty years (even the next ten), so starting on this now couldn't be any more appropriate.

-- Jon

Jon Christens
M. 989.708.0506
jon.christens@gmail.com

From:	A Thomas <atthomas007@gmail.com>
Sent:	Saturday, March 05, 2016 3:11 PM
To:	ON TO 2050 Outreach
Subject:	Housing Supply/Affordability

Follow Up Flag:	Follow up
Flag Status:	Completed

Good afternoon,

Thank you for hosting the open house this past week. I enjoyed the event and learned quite a bit. I believe housing supply/affordability are important to healthy gentrification in many of the city's neighborhoods. Solutions to both should be discussed together.

One of the challenges facing housing nonprofits and affordable housing developers is an inability to compete with for-profit housing developers for funding, tax credits or projects on city-owned land. As a result, cities get very limited or spotty affordable housing ensuring gentrification issues and exacerbating the housing gap. When the government is awarding grants, discounts, credits, etc., I think extra points or awards should be given to affordable housing nonprofits and developers so for-profit developers are forced to compete on an even playing field.

Sincerely,
Antionette Taylor-Thomas
Graduate Student, DePaul University, (MPS)

From:	May, David <dmay@walshgroup.com>
Sent:	Friday, March 11, 2016 2:19 PM
To:	ON TO 2050 Outreach
Subject:	On To 2050 comments

Follow Up Flag:	Follow up
Flag Status:	Completed

CMAP: On To 2050

Comments – David May – March 5, 2016

Planning Process

Current Practice is Balkanized and Byzantine. Transportation planning is performed by CMAP, RTA, CTA, Metra, PACE, Amtrak, CDOT, IDOT, USDOT, ISTHA, FRA, BNSF, UPRR, CREATE, Cook County, and Regional Mayors Councils. This is irrational, inefficient and uneconomical.

TRANSPORTATION SYSTEM FUNDING

Amount

Motor Fuel Tax increase and then adjusted

Mileage Tax

Extend Sales Tax to Services to increase RTA revenue

A more rational RTA sales tax. *Why does Western Springs pay a higher tax rate than Hinsdale for exactly the same Metra and PACE service? Why does Western Springs pay the same rate for Metra and PACE service as Oak Park pays for Metra and PACE and CTA service?*

Property Tax Increment near Transit Stations to transit.

Tax "free" surface parking stalls used by customers and employees so that employees and customers who don't use the parking don't subsidize drivers who do.

Facilitate the construction and operation of private tollways.

Transit Fares need to be regularly adjusted for inflation and market value.

CTA L fares need to be calculated on the basis of distance traveled. Convert to a read-in and read-out fare calculation system use Ventra cards. Then adjust fares by time of day to flatten demand peaks.

Allocation

IDOT: NE Illinois does not receive its fair share.

Tollways: NE Illinois. Why aren't downstate highways tolled?

Highways vs Transit: more money to transit.

Transit Agencies

Create a more effective transit agency than the RTA+CTA+METRA+PACE bureaucratic hydra.

INCLUSIVE GROWTH

The overarching planning goal should be growing opportunity and quality of life, NOT population growth.

Community Development

<u>City of Chicago Infill neighborhoods</u>

Infill transit stations

TOD supports

Pedestrian-friendly designs

More bike paths/lanes

Consider structural racism and the Black Lives Matter perspective in making infrastructure and community investment

A much higher minimum wage

Much less incarceration for drug offenses

Build gated communities offering invincible personal and property security, and strictly enforced good-neighbor behavior requirements.

<u>Property Tax Rates in poor suburbs are crushing</u>

Reform State School Funding to substantially increase State spending from income taxes on K-12 schools with high populations of low income students and with low EAV per student. Substantial state school funding to provide equitable educational opportunities would also allow poor communities to reduce their astronomical property tax rates that depress housing demand and scare away businesses.

HIGHWAY OPERATIONS

Ban semis from expressways during rush hours.

To improve highway traffic, focus on reducing the number of vehicles by providing better transit service and new "last mile" options, such as rush hour on-demand shuttle buses, tiny electric station cars, Divvy-style bikes, and walkable suburban retail and business campuses.

From:	brun142002@yahoo.com
Sent:	Friday, April 29, 2016 8:10 PM
To:	ON TO 2050 Outreach
Subject:	To be included in the plan

Follow Up Flag:	Follow up
Flag Status:	Completed

1) As hwy 53 gets extended, PROHIBIT semi traffic on Hicks Rd a/k/a old 53, between north of Lake Cook Road and the junction with Hwy 83.

   This is largely a residential area; is only two lanes; and the noise and fumes have already grown to unbearable levels. With the extension having a toll with a 45 mph speed limit, it will drive more traffic through this area rather than relieving traffic congestion. This defeats the purpose of the extension.

   If you won't do what's right, at least raise the speed limit on the extension of 53 so there will be a benefit to paying the toll.

2) Add a railroad track to the train going from Buffalo Grove to Antioch.

   We need more trains to make this line more usable and encourage more public transportation rather than automobile travel.

   Already there are frequent delays in the current schedule caused by having to backup when a freight train wants to go through.

From:	Ezell Springfield <ezellspringfield046@gmail.com>
Sent:	Saturday, April 30, 2016 11:10 AM
To:	ON TO 2050 Outreach
Subject:	Big Idea
Attachments:	PLASMA CAM ScanStation-2016-04-28-02-23-01-PM.pdf

Follow Up Flag:	Follow up
Flag Status:	Completed

Laser machine usage of graphics for economic/environmental change!

EZELL

From:	terry@spindoctorcyclewerks.com
Sent:	Tuesday, June 14, 2016 10:07 PM
To:	ON TO 2050 Outreach
Subject:	draft thoughts
Follow Up Flag:	Follow up
Flag Status:	Completed

My concerns relate to the transportation infrastructure.

I agree with abandoning both the Illiana and Lake County 53 extension. We have too much investment in cars, oil, and concrete.

The first criteria should be support of a multi modal solution. The best way to inclusive growth is for the transportation system to support people movements across all income levels. Bus transit lanes as are going on I90 with connections to rail and other transportation options are the way to go. Western access to O'Hare is necessary as a way not just to the airport, but through the airport.

Inefficient rail freight snarls road crossings, interferes with Metra, and creates multiple, unnecessary switches. Railroads maximize rail miles on their rails. Sometimes more direct routing to the customers would be better served by switching to other railroads hundreds of miles from Chicago. The switching lines get overloaded in circles around Chicago just to move cars between railroads that would have been more effective outside our region. It often dds extra costs to the customers due to erratic deliveries.

Terry Witt
Bartlett
630-837-4767

From: Larry Readman <readmal@hotmail.com>
Sent: Tuesday, July 19, 2016 6:06 AM
To: ON TO 2050 Outreach
Subject: illiana

My wife and I travel around the country. This last year we've traveled to Minnesota, then on to Montana and back to Illinois. We also went earlier to South Padre Island, Texas. We travel many interstate roads. We observe bridges and over-
passes being re-built. Many miles of resurfacing, in Montana actual re cementing of miles of highway. Not in any part of the United States we traveled did we see a NEW road being built!
I think it's time to put the Illiana back on the pipedream shelf! The state can't afford to build it. Truckers can't afford to take it! Replace and widen what we have. Quit giving intermodals everything they want like I-55/Lorenzo Interchange,
just because they say, they'll grow to be this big in 50 years! Quit destroying our farmland and recreation areas! Leave something, like our rivers alone, we're not making anymore of these!
Thank you! Larry Readman

From: Helen Heisner <heisner83@gmail.com>
Sent: Monday, July 25, 2016 10:39 AM
To: ON TO 2050 Outreach
Subject: NO ILLIANA FOR US - PUBLIC COMMENT

Dear CMAP,

In regards to the upcoming update to the regional plan for the Chicagoland area, I am offering the following comment:

Preservation of agricultural land should be the number one priority when planning for the future of the state of Illinois, and especially the beautiful rural areas that surround the city of Chicago.

Construction of the Illiana Tollway would destroy farmland, and sever farms. The acres that would be forever taken out of production are acres that will NEVER be able to be used to feed our state's population.

Please remove the Illiana Tollway project from the GO TO 2040 Plan. Let's focus on preserving our rural heritage while also protecting individual property rights for our farmers.

Helen Heisner
4048 W. Indiana Avenue
Beecher, IL 60401

From:	Donnie R. Dann <donniebird@me.com>
Sent:	Tuesday, July 26, 2016 5:38 AM
To:	ON TO 2050 Outreach
Cc:	Dave Willard
Subject:	NIX THE ILLIANA

Sirs,

I write on behalf of the Bird Conservation Network (BCN). BCN is a coalition of 21 organizations sharing an interest in the conservation of birds. BCN promotes public awareness, knowledge, appreciation and enjoyment of birds, and other wildlife and wildlife habitat. BCN proposes and supports public and private programs designed to protect, restore, and enhance the natural environment, and conserve/increase native bird populations.

BCN strongly supports the original 2013, CMAP staff's report which concluded that the Illiana Tollway would undermine the region's vision and principles in the existing GO TO 2040 plan. We still agrees with those findings, and call for CMAP to exclude the Illiana as a transportation priority in its upcoming ON TO 2050 regional comprehensive plan.

Thank you for considering our views.

Donnie Dann
Past President and Advocacy Chair
Bird Conservation Network www.bcnbirds.org
donniebird@me.com

From:	James Cizmar <jascizmar@yahoo.com>
Sent:	Tuesday, August 02, 2016 10:51 PM
To:	ON TO 2050 Outreach
Subject:	removal of the illiana tollway

Sirs, lets take a good look at removal of the illiana tollway from the 2050 cmap plan. Destruction of 8000 acres of farmland,disruption of wildlife habitats,all for truck traffic(maybe). and with all the surveys in the losses out whey the gains if any. I beg you to focus on existing repairs and reroutes.   THANK YOU JAMES A CIZMAR

From: Pat & Harold <moose1942@att.net>
Sent: Thursday, August 04, 2016 7:43 AM
To: ON TO 2050 Outreach
Subject: Remove the Illiana

I am writing to ask you to remove the Illiana Toll Road from your "Go To 2040 and 2050" Plans for numerous valid reasons. As part of a group of concerned citizens we have actually spoken with the heads of the warehouses and Intermodal truck terminals in the Joliet, Wilmington and Elwood areas to see if they are interested in using this toll road if it is built. Their answers were NO! It is too far out of the way and much too costly. They plan to continue to go north, so my question is, why build it if no one will use it? Other trucking companies that pass through the area will not use a road they have to pay to use when they can travel alternate routes for free.

The proposed toll road would destroy thousands of acres of valuable and precious farmland. Food is an essential part of our lives and when we destroy it for no good reason it is lost and gone forever. It would also destroy the livelihoods of numerous farmers unfairly by taking away their land or dividing the land leaving parcels that would be difficult to get to or land locking parcels altogether.

The burden it would create for emergency responders would be dangerous to the residents in the area as most fire departments are volunteer. The states would subsidize the investors, but not the EMS people, which is grossly unfair.

Environmentally the road would create a dam that would destroy farm tiles used for drainage of farm land and would cause ponding and in some cases, flooding. This would further reduce crop production creating more hardships for farmers and farm families.

We believe that other improvements in existing infrastructure would produce greater results. For instance adding lanes to I-55 and I-80 in Illinois to help facilitate traffic flow to the north east and northwest where the majority of truck traffic prefers to go. Building a new road that will draw money away from maintaining and improving the roads we have is more fiscally responsible.

For these reasons and more we hope you will stop the Illiana from going forward by removing it from your future plans.

Thank you.

Respectfully,

Patricia Mussman

From:	Melanie Van Sickle <melimart8@att.net>
Sent:	Thursday, August 04, 2016 10:47 AM
To:	ON TO 2050 Outreach
Subject:	Illiana

I absolutely oppose the Illiana Toll Road.

Number One - It is unnecessary. There are many alternative routes that could be explored at a much lesser cost.

Number Two - It destroys precious land that future generations won't know anything about. Part of the American life is farm land.

Number Three - It destroys wildlife habitats. There is still much wild life to be enjoyed in Indiana - the kind that is present in nature, not government. This unnecessary road would destroy that.

Number Four - The people who want to do this are unfamiliar with the land, the animals, the vegetation and the people. They know nothing about what they are trying to interrupt. It is only too obvious that they are not scientists, and they sure don't know what is best for the landowners and homeowners in this state.

Sincerely,
Melanie Van Sickle
16468 Parrish Avenue
Lowell, IN 46356

From:	Erik Schmidt <erik501@icloud.com>
Sent:	Thursday, August 04, 2016 10:59 AM
To:	ON TO 2050 Outreach
Subject:	Illiana

Dear Politicians,

I am absolutely opposed to the Illiana. I work for a large trucking company driving a low boy and travel between Illinois and Indiana on a daily basis. The management of this company has stated over and over again that it will not use the Illiana should it ever be built. In fact, in speaking with friends working for other trucking companies, their management agrees with mine.

It is an unncessary idea. Instead, there are other ways to make connections with existing roads with less effort and less money.

Ask somebody who knows something for ideas on how to find alternative routes to alleviate traffic on 80 if that's what you all are concerned about. You don't have to destroy huge pieces of land, people's farms, natural habitats, beautiful vegetation, etc.

I don't think you politicians appreciate the open land that we have in this part of the USA. Most of your time is spent in meeting rooms, hotel rooms and restaurants. You have lost the concept of land, and are out of touch with your fellow Americans in both Indiana and Illinois.

Thank you,
Erik Schmidt
16468 Parrish Avenue
Lowell, IN 46356

From:	Marc Spunt <marcspunt2014@att.net>
Sent:	Saturday, August 06, 2016 8:13 AM
To:	ON TO 2050 Outreach
Cc:	Marc Spunt
Subject:	Build Rt. 53

I live off of Buffalo Grove Rd. and Arlington Heights Rd. The traffic is not getting any better. Unless all roads are made wider there is only Rt. 53 extension that can save us. I have family up north and if they could get on to 53 at 120 and not Lake Cook it could save maybe half an hour of travel time. There will always be a group against anything, but one thing is for sure, we need another North/South road and Rt. 53 extension is the way to go.

Thank you,

Marc

From:	Lake County Transportation Alliance <lcta@lakecountypartners.com>
Sent:	Thursday, August 11, 2016 11:05 AM
To:	ON TO 2050 Outreach
Cc:	Michael Stevens; 'Suzanne Zupec (suzanne@campanellaandsons.com)'; 'Steve Park (smpark9636@gmail.com)'
Subject:	LCTA Letter to CMAP
Attachments:	LCTA Letter.pdf

Please see attached.

From:	Brett Comincioli <brett@windycitydiscgolf.com>
Sent:	Thursday, August 11, 2016 11:33 AM
To:	ON TO 2050 Outreach
Subject:	Build 53

Please consider extending 53. Traveling on country roads on a daily basis is very frustrating. A drive that should take 15 to 20 minutes turns into an hour on may occasions. Thank you for your time.

Brett Comincioli
Round Lake Beach 60073

ON TO 2050 Outreach

From:	Yonah Freemark <YFreemark@metroplanning.org>
Sent:	Friday, June 17, 2016 5:46 PM
To:	ON TO 2050 Outreach
Cc:	Peter Skosey; Marisa Novara; Alden Loury; Ryan Griffin-Stegink; Sarah Cardona; Danielle Gallet
Subject:	Comments and feedback on CMAP's ON TO 2050 Emerging Priorities report

To whom it may concern,

Below, you will find comments and questions related to the *Emerging Priorities for ON TO 2050* draft from Metropolitan Planning Council (MPC) staff. We hope this feedback can be helpful as you move forward with the next draft of the document.

Please get in touch with me or other members of MPC's staff if you have specific questions about our feedback. Thank you,

Yonah Freemark
Manager | Metropolitan Planning Council
yfreemark@metroplanning.org | 312-863-6021

Inclusive growth

Evidence for the claim that "the regions and cities that perform best economically are integrated, diverse, and support economic mobility" (pg. 4) is limited at best, but this is the focus of MPC's current Cost of Segregation study. We think it would be appropriate to leave this out for now, emphasizing instead other related (and much firmer) evidence that integrated neighborhoods produce better outcomes for low-income individuals.

Alternatively, CMAP could provide research backup for their statements about equity and ties to economic performance. CMAP is welcome to use the statement below from MPC's study brief, with the sources below: "Metropolitan areas with high segregation and poverty tend to perform worse economically than less-segregated regions."
- Li, Huiping, et al., "Spatial Mismatch and Economic Growth across US Metropolitan Areas." Urban Studies, 50. (2013): 2642-2660. Accessible at: http://usj.sagepub.com/content/50/13/2642;
- Glaeser, Edward L., Matt Resseger, and Kristina Tobio. "Inequality in Cities." Journal of Regional Science 49.4 (2009): 617-646. Accessible at: http://scholar.harvard.edu/files/resseger/files/glaeserressegertobiojrs.pdf

We appreciated the inclusion of the datapoint from the National Equity Atlas about the Chicago region losing $130 billion in GDP due to racial gaps in income. However, there were no direct references to those disparities in the strategies CMAP proposes to employ. For sure, addressing gaps in skills and education along with other ideas offered are likely to address those racial income gaps but some of those gaps may require addressing racial inequity head-on. For instance, data shows that those racial income gaps still exist even when controlling for similar levels of education and job experience.

Housing Choice

We recommend that CMAP add:
- It is not simply that a range of housing types is needed, it's that where they are located throughout the region matters.
- Recommendations that include a regional approach to fair housing and explores creative incentives and enforcement mechanisms for fair and affordable housing in all parts of the region.

Similar to the data point in the Inclusive growth section about racial inequality costing the region a fair share of GDP, we wonder if the region's lost economic power due to high housing and transportation costs can be articulated in a similar fashion. For instance, if families were able to spend a reasonable share of their income on housing and transportation (30 percent for housing, 15 percent for transportation), how much more income would they have to spend? What would be the increase in the region's GDP were housing and transit available at such levels of affordability?

Goods movement

Missing from this relatively short section were mentions of permitting and overnight deliveries. Some evidence suggests that the single biggest thing that could be done to relieve and avoid congestion would be to make deliveries overnight, but that's usually illegal in most municipalities. The trick is to find a way to balance the noise concerns of overnight work and encourage businesses to hire staff to work overnight—cheaper and easier than rebuilding and widening all the roads and grade crossings.

Climate change/resilience

To make a slightly stronger tie between this draft priorities report and key components of that Climate Resilience strategy paper, we suggest the below changes:

Conservation (pg 10)
- GO TO 2040 calls for a target of conserving 400,000 acres of open space by 2040. This should remain a key strategy in ON TO 2050, and included somewhere in this section on Conservation.
- It should be noted that conservation is also a critical means through which we increase resilience to climate change and reduce greenhouse gas emissions. Biodiverse ecosystems reduce urban heat island effect and promote carbon sequestration.
- ON TO 2050 recommendations related to local food production and access should include a climate resilience lens by addressing the importance of climate preparedness strategies and techniques in urban agriculture.

Flooding and climate change (pg 11)
- In the section "What to do about it" there should also be a mention of "improving planning for climate change (including integrating resilience into existing planning processes)" as well as "building capacity for resilience planning (including building climate literacy and exploring a platform for coordinating regional resilience initiatives)." These are the additional themes from the regional climate resilience strategy paper CMAP has developed in partnership with CCT which we believe should not be overlooked in this short write-up of priorities as they are key components to building resilience in any sector.

Water resources

While MPC applauds CMAP in its continued support of the Water 2050 Plan and its original recommendations, recent new modeling reports from the Ill. State Water Survey point toward a more critical situation with regard to supply constraints than originally thought when Water 2050 came out in 2010. This alarming situation has reinvigorated stakeholders in northeastern Illinois and MPC would highly advise CMAP in taking a more proactive role in helping drive regional water supply planning, dialogue and outreach on best management practices for the communities it serves.

Transportation funding

In the list of performance measures at the end of the transportation funding section on pg. 9, CMAP should add mention of equity to the as cited metrics of environment, natural areas, and overall economic success. Equity could be implied in the latter but should be noted explicitly.

We recommend strongly against the argument that "the past ten years may signal a shift in travel behavior" (pg. 7). Unfortunately, recent evidence suggests that while there was a significant decline in vehicle miles traveled between 2008 and 2013 or so, over the past two years, that trend reversed and we are now at all-time highs in terms of traffic. We would place an emphasis on the opportunity to encourage more people to shift to other modes, not the reality yet.

The importance of increasing funding for transportation cannot be emphasized enough, but it is worth emphasizing that public-private partnerships are not "funding," as implied on pg. 8. PPPs should be discussed as a vehicle for financing and execution, not a source of new funding.

Overall, what is missing is any mention of the need to provide adequate transportation service, not just transportation infrastructure. While it is obviously important to emphasize the need to keep our transportation system in a state of good repair, we must also ensure that we have the funds to operate services on it.

This is not a minor concern. The GO TO 2040 financial plan for transportation updated in 2014 estimated that 53 percent of total transportation spending would be dedicated to operations between 2015 and 2040. Yet the use of those operations funds—or the need to expand them to accommodate a growing population—is barely mentioned either in GO TO 2040 or this draft priorities report. The Sustainable transportation funding section (pg. 8) notes the importance of finding new funding for capital projects but says nothing about operations, despite the fact that MPC's research demonstrates that per-capita transit operations funding in the Chicago region is about half that as in peer regions like New York and the Bay Area.

Other MPOs have demonstrated that their regional plans can emphasize the importance of operations. Puget Sound Regional Council's Vision 2040 specifically notes the importance of "Reduc[ing] the need for new capital improvements through investments in operations" Why is this such an important issue, particularly for transit? Because in order to achieve the goal of significantly expanding the share of trips taken on transit, we need more frequent services on our existing bus and rail routes. Yet over the past twenty-five years, even as the region's population has expanded, the level of bus service provided in Chicago has declined by about 20 percent. Our regional plan must recognize the importance of righting this issue and improving service to the people who are using the transit network.

One way to conceptualize this is in terms of access. How can we make our transit system provide as much access to as many amenities as possible for the most number of people? This question should frame the passenger transportation section of the plan.

ON TO 2050 Outreach

From:	Harry Solomon <harry.solomon@ieee.org>
Sent:	Friday, July 01, 2016 1:32 PM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment

I am quite disappointed that the ON TO 2050 Priorities do not explicitly address quality of life as a main category, rather than as an incidental effect under "Inclusive growth" and "Collaboration and capacity". In particular, ON TO 2050 should explicitly include a priority for development and support of arts and culture.

As we move into the post-industrial society (whether we are there yet or not, it must surely be part of our expectations for 2050) we need to be thinking bigger about the nature of social activity in 30 years. In a context where there may simply be less demand for traditional aspects of work, it will be critical to ensure that Chicagoland is a magnet for artistic and cultural activities.

Harry Solomon
Former member, CMAP Citizens' Advisory Committee
harry.solomon@ieee.org

From:	Christine Sobek <csobek@waubonsee.edu>
Sent:	Thursday, July 14, 2016 10:06 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment

I wanted to offer this feedback on the Emerging Priorities for the ON TO 2050 report. I feel that the issue of ensuring that our region has a robust technology infrastructure that will support a truly digital workplace and society has been overlooked. Please access "Playing to Win in America's Digital Crossroads" for some relevant discussion.

CJS/mb

Christine J. Sobek, Ed.D.
President
Waubonsee Community College
Route 47 at Waubonsee Drive
Sugar Grove, IL 60554
630.466.2300
csobek@waubonsee.edu
Twitter @WCCPresident

ON TO 2050 Outreach

From:	Christensen, Bruce D. <BChristensen@lakecountyil.gov>
Sent:	Monday, July 18, 2016 10:48 AM
To:	ON TO 2050 Outreach
Cc:	Karry, Emily; Lucas, Ashley; Trigg, Paula J.; koconnor@libertyvilletownship.us
Subject:	ON TO 2050 Priorities Comment

While the language "the region's most vulnerable residents" appears in the text discussing alternative transportation, there is no mention of non-traditional transit or paratransit to be found. I would suggest that those of us struggling to facilitate non-traditional transit services in the collar counties consider paratransit to be an emerging priority.

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation
600 West Winchester Road
Libertyville, IL 60048
(847) 377-7455
bchristensen@lakecountyil.gov

From:	charles grotzke <garagekey1947@yahoo.com>
Sent:	Saturday, August 06, 2016 12:13 AM
To:	ON TO 2050 Outreach
Subject:	On to 2050 Priorities comment

A strong emphasis should be put on modernizing and expanding public transit. Squandering public money by adding additional lanes to "express"ways and multi-lane arterial roads has done nothing to reduce the horrific traffic jams in the region. Providing an attractive and efficient way to get around via bus and rail will save us all not only time and money but also human lives (deaths due to auto "accidents" are among the top 10 causes of death in the U.S. year after year).

ON TO 2050 Outreach

To whom it may concern:

I am a Village Trustee in the Village of Buffalo Grove, and I serve as our Village Board's liaison for transportation matters. I also serve on the Northwest Municipal Conference Transportation Committee and as a member of the Board of Directors of the Lake County Transportation Alliance. I am very familiar with transportation and traffic issues and concerns in our community and our region. As such, I want to express my personal opinion on the Route 53/120 project and to urge CMAP to continue to support the northward extension of Route 53 as a highest priority transportation project for the region. In that regard, I would note:

- Traffic congestion is a growing threat to our community. Congestion and bottlenecks damage air quality, slow commerce, hinder economic development, increase energy consumption and threaten quality of life.

- Regional congestion already nears intolerable levels and it will continue to worsen until the area is relieved of the impact from the premature and unjustifiable termination of Route 53 at Lake Cook Road. The Route 53 project is thus critical for the region.

- As one media outlet quipped, the notion of extending Route 53 northward into Lake County has been around so long it has almost become a punch line. That may be true, but the project itself has not diminished in importance, and its need has not become any less immediate.

- We've heard a lot about the supposed "lack of consensus" from the opponents of the Route 53 extension. Consensus is defined as *general agreement among the members of a given group or community*. It is not to be confused with unanimity.

- Opponents claim there is no consensus for the Route 53 extension. I would submit that the facts support the opposite conclusion – there is no consensus, and no vast groundswell, for their position **not** to build Route 53.

- Every previous gauge of public sentiment has reflected a substantial consensus of support. Consider these points:

    o On April 7, 2009, Lake County voters conclusively expressed their will at the ballot box, voting by a landslide ratio of 76% "Yes" to 26% "No" to approve a referendum question which asked whether the State should construct the northward extension of Route 53.

    o A recent public opinion survey found 75 percent approved of extending Route 53 and only 17 percent disapproved. Those results were published in the Daily Herald on October 22, 2015. That 75 percent plurality was reached even when respondents were told it would be a Toll Road.

7

- o 40 Mayors representing 88 percent of Lake County's residents signed a letter to the Tollway in support of the project.
- o Virtually every local and regional Chamber of Commerce-representing thousands of main street merchants who in turn employ thousands of local residents supports the project.
- o Virtually every local and regional Labor Union representing thousands of rank and file laborers and others support the project.
- o Manufacturers, distributors and transportation associations representing thousands of businesses and their employees support the project.
- In 2010, CMAP's GO TO 2040 comprehensive plan included the Route 53/120 project on its highest priority list, and one of only five new major capital projects for the region to pursue, citing performance measures that show this facility as "ranking highest among all projects in its effect on regionwide congestion."
- In 2012, the Illinois Route 53/120 Blue Ribbon Advisory Council (BRAC) recommended creation of a 21st Century urban highway. The BRAC included membership drawn from the leaders of municipalities affected by the facility, the Lake County Board, the county's economic development interests, and the environmental community. The BRAC issued a Report in which it recommended creation of a corridor strategy that integrates land use, transportation, economic development, and open space. This modern boulevard would have a smaller footprint to minimize potential negative impacts while protecting the natural environment and preserving the character of Lake County.
- In 2013, as a follow up to the BRAC, the Illinois State Toll Highway Authority partnered with CMAP and Lake County on a two-pronged effort to examine the feasibility of the Route 53/120 project and BRAC Report with respect to financing and land use. To determine the feasibility, the analysis focused on five key study areas: design, environmental, financing, operations, and regulatory.
- On March 12, 2015, the Illinois Route 53/120 Project Finance Committee concluded its work with the adoption of its recommendations: (1) how to fund the extension of Illinois Route 53 north into Lake County; and (2) to support Tollway-led work to keep the project moving forward. The Finance Committee approved a package of funding recommendations that are projected to generate between $745 million to $993 million toward the Illinois Route 53/120 Project. The recommendations also requested that the Illinois Toll Highway Authority move forward with engineering and environmental studies necessary to advance the project.
- The Illinois Route 53/120 Land Use Committee members worked together to develop sound, proactive, and implementable guidance for planning and future development in the Route 53/120 Corridor. This effort concluded with a broad land use strategy for the entire corridor. The detailed information presented in the Corridor Land Use Strategy final documents represented a consensus-based approach to achieve balanced development in central Lake County, protecting the assets and values that are so important to the residents, community leaders, business interests, and others, while optimizing economic development opportunities that

accompany major investments in infrastructure. The Land Use Committee endorsed the land use corridor plan on November 12, 2015.

- On December 17, 2015, the Illinois Toll Highway Authority Board unanimously approved a resolution authorizing funding for an Environmental Impact Statement for the Route 53/120 project. The EIS will garner additional facts necessary for *an informed* decision to be made on how best to address and remediate Lake County's congestion predicament, and clarify the potential for implementation of the BRAC report and the Route 53/120 Committees' recommendations.

- Anyone who drives in the area can attest to the fact we are already in the midst of a transportation crisis. Rapidly growing demands have overwhelmed Lake County's road system. The population of Lake County has grown. Area employment has increased substantially. Road construction has not, however, kept pace. With a few notable exceptions, motorists in Lake County are still driving on essentially the same layout of arterial roads as existed in the 1920's.

- Congested road mileage in Lake County has increased dramatically since 1990. A significant proportion of Lake County's major roadways are already seriously congested. Traffic is only expected to continue to increase. If they haven't done so already, Lake County's roads will soon reach critical congestion levels. County-wide gridlock looms on the horizon.

The greater good of the region, and specifically Lake County's overwhelmed transportation system, argues inescapably for the northward extension of Route 53. CMAP's GO TO 2040 comprehensive plan recognized that the project was among the region's highest priorities. It still is. This long-overdue and desperately needed project needs to continue to move forward. As such, my message is simple – completion of the Route 53/120 project should remain as a "highest priority" for the region's transportation system in the ON TO 2050 plan. Let's finally get the Route 53/120 project done! Thank you.

Jeffrey Berman
420 Newtown Drive
Buffalo Grove, IL 60089

ON TO 2050 Outreach

August 12, 2016

ON TO 2050 PRIORITIES COMMENT TO CHICAGO METROPOLITAN AGENCY FOR PLANNING

USING LOCAL AND REGIONAL 'BUILDING BLOCK' (INTERMEDIATE PLANNING) AREAS
AND CIVIC ENGAGEMENT NETWORKS FOR REGULAR CALENDAR OF PLANNING, OUTREACH
AND ASSESSMENT FORUMS FOR BETTER LIVES IN ALL COMMUNITIES AND FOR
COMPETITIVENESS IN OUR WORLD INFORMATION AGE ECONOMY

It is recommended that CMAP and constituent counties, cities and special district together
recognize and use data-driven intermediate planning areas in current community college and
16 Chicago Neighborhood Now areas of about 150,000 to 200,000 as Transparent Building Block areas for
Digital Economy, Digital Government and Watershed Resiliency cooperation in NE Illinois, and
working closely with similar smart local-regional-state initiatives in widened Burnham Plan of Chicago
area including SE Wisconsin, NW Indiana and SW Mighigan.

Such Building Block areas shall be used to develop low-cost, low bureacracy Annual Calendars of
Infrastructure, Service and Watershed Resiliency community forums, co-sponsored by community anchor
institution networks in local school, library, utility, health and public safety areas, focused on planning and
service quality evaluation for the 7 national needs for broadband in Federal Communication Commission
National Broadband Plan (2010), being:
* Health and life sciences
* Education
* Jobs and Economy
* Energy, Transportation, Environment
* Public Safety
* Government Performance
* Civic Engagement

Such Building Block areas and events shall include regular outreach and coverage by community media, and by
community anchor institutions with interests in increasing government performance, citizen participation and
innovative partnerships in Federally-designated public-nonprofit Community Response areas, down to the
local block level.

For more information, please see below Digital Economy Comments sent in May to US Department of
Commerce.

Layton Olson
Facilitator
Safe and Healthy Communities Project

Internet Public Trust
www.internetpublictrust.org
'An information card in every place and pocket'
773-348-2739

Comments sent in May recommending Digital Economy Building Block (local ZIP, school -library, utility, health, community college, regional watershed) areas of 5000 to 50, 000 and 100,000 to 200,000 for integration of Internet of Things sensor data into ICT community dashboard tools for every day/emergency management and monthly Quality of Life data to Department of Commerce.

State of Illinois also sent comments on Smart State-local framework and technical assistance, including coordinating Digital Government for user centered services of 80 state agencies.

This local people feedback-driven and data-driven approach is designed to provide Better Utilities and Government Services in locally managed well recognized cooperative jurisdiction boundaries, and resultant near real time dashboards of business intelligence in each area, and aggregated into regular (such as weekly, monthly, quarterly) quality of life indicators linked with US Commerce Department and other regular Federal Department indicators distributed to the media.

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---------- Forwarded message ----------
From: **"Layton Olson"** <layton.olson@outlook.com>
Date: Wed, May 18, 2016 at 4:11 PM -0400
Subject: US DEPARTMENT OF COMMERCE: Do benefits Outweigh Costs of Internet of Things?
Do Benefits Outweigh Costs of the Internet of Things?
The Internet of Things (IoT) is all the rage within the information and telecommunications sector and has both applications and implications for every aspect of your life. IoT is described by the National Telecommunications and Information Administration (NTIA) as "the connection of physical objects, infrastructure, and environments to various identifiers, sensors, networks and computing capability." It will enable many existing industries to better track, manage and automate core functions, and as a result, other industries, services and means of doing everyday tasks will be altered in ways predicted and yet unimagined. Will your life be simultaneously improved and diminished? Will convenience override any privacy concerns you might have? NITA has issued a request for public comments on the future benefits and challenges of IoT. SSTI encourages everyone to consider responding to any or all of the 28 questions outlined in the notice, available here. The deadline for filing comments is 5:00 P.M. ET on May 23, 2016.

ACTIVE LINK TO PROPOSAL:

https://www.ntia.doc.gov/files/ntia/publications/fr_rfc_iot_04062016.pdf?utm_source=SSTI+Weekly+Digest&utm_campaign=966f57f4d0-
SSTI_Weekly_Digest_4_21_2016&utm_medium=email&utm_term=0_ecf5992d4c-966f57f4d0-220176597

2.   Examples of Digital Economy Plans and Areas (Innovation and Skill Cluster, Community College Business-Workforce Areas)

Northwest Georgia Digital Economy Plan http://dr1.nwgrc.org/
 PDF]Middle Georgia Digital Economy Plan - Middle Georgia Regional ...
 www.middlegeorgiarc.org/.../MG_DigitalEconomyPlan_FinalDraft1.pdf
 PDF]Digital Economic Planning - the Atlanta Regional Commission

11

3. Draft Comments of Internet Public Trust, and Summary of Resources on Digital Economy Plan Areas   May 18, 2016
Comments on costs/benefits of IoT and broadband cooperation

 Building Blocks of Better Lives: Designing Integrated Internet of Things, ICT and Public Works for Economic and Social Productivity; By All Communities Agenda including
A. Nourishing the nervous system of the environment and the body politic for social vitality through Internet of Things partnerships of People + Place Data Assets,
B. Reducing costs of utilities and local government through Community Response uniform standards, cooperation, transparency and civic engagement, and
C. Securing free flow and privacy of information based on data exchange cooperation and community media among local, regional, watershed and regional planning areas, and sliding scale of funding and technical assistance based on economic and social condition data indicators.
All Communities Agenda for Digital Economy and Digital Government is based on Community-centric concepts for integrating investments in Internet of Things, resiliency, cybersecurity, transparency, privacy and government and utility performance, by using uniform Local and Regional Commerce Platforms, and by significantly lowering costs of Internet superhighway and sustainability platforms in near universal broadband use and asset-building world.
 Comments to U.S. Department of Commerce, NTIA on community-centric model to integrate investments in IoT into ICT, Public Works, Utilities and Local Governments for lifecycle resiliency and cybersecurity, and for smart business and family management and civic engagement in uniform local-regional private-public community anchor institution specification partnerships. It is recommended to anchor such platforms in very local building block networks and aggregated in over 2000 Digital Economy Plan areas (community college, vocational/technical extension/health service areas) of 100,000 to 200,000 residents in rural, suburban and urban areas and in Federally-recognized land use and transportation multi-county regional planning areas.
May 23, 2016
 Submitted by Local Innovation and Skill Cluster Anchor Network Project
Safe and Healthy Communities Project/All Communities Agenda
Internet Public Trust, Layton Olson, Facilitator, layton.olson@outlook.com
www.internetpublictrust.org
Internet Use R & D network in development

The purposes of these comments are:
 (A) to articulate a COMMUNITY-CENTRIC CONCEPT for increasing productivity (lowering costs, increasing impacts for private and public sector parties) of local Internet partnerships through integration of IoT
into comprehensive ICT investments in a range of parcel to regional localities and generating Digital Economy social and economic returns, in response to questions 1, 2 and 7.
 (B) to recommend the adoption of CLASSIFICATION OF INTERNET OF THINGS THROUGH COMMON IOT-ICT-PUBLIC WORKS COOPERATIVE STANDARDS AND PROCEDURES in Digital Economy Building Block areas (see models in Resources below), defined as Local Utility, Learning, Commerce, and Public Service areas aggregated in Innovation and Skill Cluster/Healthcare/Community College/Vocational/Technical and Extension areas of 100,000 to 200,000 in over 2000 rural, suburban and urban areas in 56 states and territories, and as parts of Federally-recognized multi-county regional land use, transportation, public works and watershed planning areas, in response to questions 4, and 7.
 (C) to support COORDINATED FEDERAL AGENCY LEADERSHIP FOR LEVERAGING INVESTMENTS IN IOT-ICT-PUBLIC WORKS PLATFORMS to facilitate public and private IoT investments in infrastructure and natural

resource resiliency, data indicators, cybersecurity, transparency, privacy, procurement and international standards and as part of data driven "return on investment" Digital Economy Commerce Platforms, including by US Department of Commerce NTIA, USDA RUS, FEMA, US Army Corps of Engineers and other Federal (built, natural environment, human service) agencies and initiatives such as NSF US Ignite community-university-developer advanced application partnerships to meet 7 national needs for broadband (FCC 2010). The purpose is to benefit from uniform local-state-Federal, low cost regional and local resiliency and environment community dashboard metrics and communication protocols, and facilitate commerce, culture and sustainability through Local Broadband Building Block model in cooperation with regions and watersheds in the Americas and around the world, in response to questions 7, 16-20, 26.

RESOURCES ON DIGITAL ECONOMY PLANNING AND BETTER INFORMATION FOR
SMART FAMILIES, BUSINESSES AND COMMUNITIES
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Everyone's in Business
Resource Guide for Business, Family and Community Choice in Smart Card Age For Bronzeville International Innovation Summit August 2014
Better Information For Student and Community Choice
What is a Community Service Assembly

 7 National Needs
Comments to US Council
Principles for Lifeline Modernization
Broadband and Regional Planning
Lifeline Internet and Productivity of US Economy

 Community Hall Dashboard
Benton Foundation
Broadband Illinois
All Engines Running Resources
Community Quality of Life for Families

From:	layton.olson@outlook.com
Sent:	Saturday, August 13, 2016 2:15 PM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 PRIORITIES COMMENTS

On to 2050 Comment 2 August 13, 2016, linked with Comment 1 August 12, 2016 by Internet Public Trust

Recommend CMAP, local governments and community anchor institutions work with State of Illinois on Smart State-local cooperation in community college size Building Block areas, Including for coordinated health and public safety services .

As model of coordinated and transparent health services, see below NY State funding opportunities for lifting and tracking total population health in local areas of 50,000 to 250,000 or more.

This model would work well with State of Illinois Smart State-local technical assistance framework developed in Digital Government 80 state agency coordination, and under proposal to 2050 planning to adopt 'intermediate planning areas' as Building Blocks of 'all' communities agenda ' for infrastructure, services and annual calendar of community forums on all 7 national needs in FCC national broadband plan 2010.

Layton Olson
Facilitator
Safe and Healthy Communities Project
Internet Public Trust
www.internetpublictrust.org
'an information card in every place and pocket '

Subject: Building Block: Linking Interventions For Total Population Health (LIFT Population Health) - Healtiiest District project?

Health Research, Inc. (HRI) and the New York State Department of Health (NYSDOH) are seeking applications for an initiative entitled *Linking Interventions For Total Population Health (LIFT Population Health)* to support prevention activities that align with and leverage other health system redesign efforts in a target community under the State Innovation Model (SIM) initiative.

LIFT Population Health awardees will be expected to implement a spectrum of coordinated and linked prevention activities (i.e., traditional clinical preventive interventions, innovative clinical preventive interventions that extend outside the clinical setting, and total population or community-wide interventions) that focus on one of the five issues specified below related to the Prevent Chronic Disease priority area of the New York State Prevention Agenda 2013-18 (Prevention Agenda).

Prevent and Control Obesity and DiabetesPrevent and Reduce Tobacco Use Prevent Cardiovascular Disease and Control High Blood Pressure Reduce and Control Asthma Prevent and Detect Cancer

The applicant should be prepared to serve as the lead organization of a coalition working to collaboratively address the specific health issue selected.

A total of up to five individual awards (up to three awards in areas with populations between 50,000 and 250,000 residents and up to two awards in areas with more than 250,000 residents) will be funded. Below is a link to the announcement for this opportunity. Letter of Interest and Questions are due **August 18, 2016**.

https://www.healthresearch.org/qps-2016-04-l-i-f-t-population-health-linking-interventions-for-total-population-health/

Thank you.

From: Tarkus [mailto:tarkus@ripco.com]
Sent: Friday, August 12, 2016 5:21 PM
To: layton.olson@outlook.com; 'Martin O'Shield' <martin@windycitysdr.com>; Michael Murphy <Michael.Murphy@thompsonhealth.org>
Cc: 'John Owrey' <johnowrey@gmail.com>; Tarkus Murphy <tarkus@ripco.com>
Subject: RE: ON TO 2050 PRIORITIES COMMENT

Copy to myself at University of Rochester medical / Thompson Health. Forgot to add my hospital account to the message, below (no changes).

From: Tarkus [mailto:tarkus@ripco.com]
Sent: Friday, August 12, 2016 5:19 PM
To: 'layton.olson@outlook.com' <layton.olson@outlook.com>; 'Martin O'Shield' <martin@windycitysdr.com>
Cc: 'John Owrey' <johnowrey@gmail.com>; Tarkus Murphy (tarkus@ripco.com) <tarkus@ripco.com>
Subject: RE: ON TO 2050 PRIORITIES COMMENT

Sent Christine's list of 30,0000 medical caregivers for cross link with DSRIP PPS groups, FCC connected interhospital networks, etc.

In many cases, the medical providers (HCPs) ARE NOT part of consortia and are not physically connected to the interhospital networks (but may have their own Internet).

SDR will allow for 4G, Wi-FI and other connections in a community between entities (at a local level) where Internet, alone, does not suffice.

HIE networks ALSO do NOT connect directly to HCPs, instead many groups communicate sensor data / meaningful use data via the Internet (e.g. not sufficient for imaging or videoconferencing).

Medical (IRHN) may be ahead of other anchors.

From: layton.olson@outlook.com [mailto:layton.olson@outlook.com]
Sent: Friday, August 12, 2016 4:45 PM
To: Tarkus Murphy <tarkus@ripco.com>; Martin O'Shield <martin@windycitysdr.com>
Cc: John Owrey <johnowrey@gmail.com>
Subject: Fwd: ON TO 2050 PRIORITIES COMMENT

FYI Intermediate Planning areas as Building Block areas

Get Outlook for Android

---------- Forwarded message ----------
From: "**Layton Olson**" <layton.olson@outlook.com>
Date: Fri, Aug 12, 2016 at 4:00 PM -0400
Subject: ON TO 2050 PRIORITIES COMMENT
To: "onto2050@cmap.illinois.gov" <onto2050@cmap.illinois.gov>

August 12, 2016

ON TO 2050 PRIORITIES COMMENT TO CHICAGO METROPOLITAN AGENCY FOR PLANNING

USING LOCAL AND REGIONAL 'BUILDING BLOCK' (INTERMEDIATE PLANNING) AREAS

AND CIVIC ENGAGEMENT NETWORKS FOR REGULAR CALENDAR OF PLANNING, OUTREACH

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It is recommended that CMAP and constituent counties, cities and special district together

recognize and use data-driven intermediate planning areas in current community college and

16 Chicago Neighborhood Now areas of about 150,000 to 200,000 as Transparent Building Block areas for

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working closely with similar smart local-regional-state initiatives in widened Burnham Plan of Chicago

area including SE Wisconsin, NW Indiana and SW Mighigan.

Such Building Block areas shall be used to develop low-cost, low bureacracy Annual Calendars of Infrastructure, Service and Watershed Resiliency community forums, co-sponsored by community anchor institution networks in local school, library, utility, health and public safety areas, focused on planning and service quality evaluation for the 7 national needs for broadband in Federal Communication Commission National Broadband Plan (2010), being:

* Health and life sciences

* Education

* Jobs and Economy

* Energy, Transportation, Environment

* Public Safety

* Government Performance

* Civic Engagement

Such Building Block areas and events shall include regular outreach and coverage by community media, and by community anchor institutions with interests in increasing government performance, citizen participation and innovative partnerships in Federally-designated public-nonprofit Community Response areas, down to the local block level.

For more information, please see below Digital Economy Comments sent in May to US Department of Commerce.

Layton Olson
Facilitator
Safe and Healthy Communities Project
Internet Public Trust
www.internetpublictrust.org

'An information card in every place and pocket'

773-348-2739

Comments sent in May recommending Digital Economy Building Block (local ZIP, school -library, utility, health, community college, regional watershed) areas of 5000 to 50, 000 and 100,000 to 200,000 for integration of Internet of Things sensor data into ICT community dashboard tools for every day/emergency management and monthly Quality of Life data to Department of Commerce.

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From: "**Layton Olson**" <layton.olson@outlook.com>
Date: Wed, May 18, 2016 at 4:11 PM -0400
Subject: US DEPARTMENT OF COMMERCE: Do benefits Outweigh Costs of Internet of Things?

Do Benefits Outweigh Costs of the Internet of Things?

The Internet of Things (IoT) is all the rage within the information and telecommunications sector and has both applications and implications for every aspect of your life. IoT is described by the National Telecommunications and Information Administration (NTIA) as "the connection of physical objects, infrastructure, and environments to various identifiers, sensors, networks and computing capability." It will enable many existing industries to better track, manage and automate core functions, and as a result, other industries, services and means of doing everyday tasks will be altered in ways predicted and yet unimagined. Will your life be simultaneously improved and diminished? Will convenience override any privacy concerns you might have? NITA has issued a request for public comments on the future benefits and challenges of IoT. SSTI encourages everyone to consider responding to any or all of the 28 questions outlined in the notice, available here. The deadline for filing comments is 5:00 P.M. ET on May 23,

2016.

ACTIVE LINK TO PROPOSAL:

2.   Examples of Digital Economy Plans and Areas (Innovation and Skill Cluster, Community College Business-Workforce Areas)

Northwest Georgia Digital Economy Plan   http://dr1.nwgrc.org/

PDF]Middle Georgia Digital Economy Plan - Middle Georgia Regional ...

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3.   Draft Comments of Internet Public Trust, and Summary of Resources on Digital Economy Plan Areas   May 18, 2016

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 Building Blocks of Better Lives: Designing Integrated Internet of Things, ICT and Public Works for Economic and Social Productivity; By All Communities Agenda including

A. Nourishing the nervous system of the environment and the body politic for social vitality through Internet of Things partnerships of People + Place Data Assets,

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C. Securing free flow and privacy of information based on data exchange cooperation and community media among local, regional, watershed and regional planning areas, and sliding scale of funding and technical assistance based on economic and social condition data indicators.

All Communities Agenda for Digital Economy and Digital Government is based on Community-centric concepts for integrating investments in Internet of Things, resiliency, cybersecurity, transparency, privacy and government and utility performance, by using uniform Local and Regional Commerce Platforms, and by significantly lowering costs of Internet superhighway and sustainability platforms in near universal broadband use and asset-building world.

Comments to U.S. Department of Commerce, NTIA on community-centric model to integrate investments in IoT into ICT, Public Works, Utilities and Local Governments for lifecycle resiliency and cybersecurity, and for smart business and family management and civic engagement in uniform local-regional private-public community anchor institution specification partnerships. It is recommended to anchor such platforms in very local building block networks and aggregated in over 2000 Digital Economy Plan areas (community college, vocational/technical extension/health service areas) of 100,000 to 200,000 residents in rural, suburban and urban areas and in Federally-recognized land use and transportation multi-county regional planning areas.

May 23, 2016

Submitted by Local Innovation and Skill Cluster Anchor Network Project

Safe and Healthy Communities Project/All Communities Agenda

Internet Public Trust, Layton Olson, Facilitator, layton.olson@outlook.com

www.internetpublictrust.org

Internet Use R & D network in development

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Broadband and Regional Planning

Lifeline Internet and Productivity of US Economy

Community Hall Dashboard

Benton Foundation

Broadband Illinois

All Engines Running Resources

Community Quality of Life for Families

ON TO 2050 Outreach

From:	Rommy Lopat <weedpatch@gmail.com>
Sent:	Sunday, August 14, 2016 1:20 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment
Attachments:	ON TO 2050 Emerging Priorities Draft FINAL.pdf; ATT00001.txt

Thank you for the opportunity to comment.

Regarding reducing economic segregation, it seems to me that hospitals and large regional "parks" (ie Lincoln Park, Botanic Garden, brookfield Zoo) are the only places where rich and poor may cross paths. Therefore, making them better hubs of community activity and directing more interaction there may improve integration. Make these places the "campuses" or hubs on which transit and transport radiate like spokes from a wheel to housing. Put (the best) libraries, schools, day care, sports, vets and dog parks (people are often united by animals) on these campuses. Give people more physical /spatial opportunities to meet.

"Make no small plans". I would take a goal such as "all rivers contain fish you can eat" or "no flooding" or "save birds/bats/butterflies" + or "have enough affordable housing for everyone" and explore what our region would physically look like if thise bug probs were solved. Then ask, how can we create that reality?

Right now, your writing is too bland to inspire change. Remember also that readers now want pictures and short text. Think "cookbook": people LOVE to buy them for a reason...

Happy to help further if I can incl editing. Rommy Lopat, Lake Forest, IL

ON TO 2050 Outreach

From:	Irma Morales <marysol66@yahoo.com>
Sent:	Sunday, August 14, 2016 3:31 PM
To:	ON TO 2050 Outreach
Subject:	<Emerging Priorities for ONTO TO 2050

This is Irma Morales, a Bachelor Social Work student at St. Augustine College and Little Village resident for more than two decades. I attended more than two workshops related to emerging priorities in Chicago. I agree that pollution problem is one of the priorities in any state because is essential for us to have a clean and healthy air to breath, as well as the priorities already chosen. However as Little Village resident my daily concern is about having a training place and an alternative school in the Midwest as a way to decrease violence in the streets due to different factors but that involve mainly to the youths. It is very important to have a safe and healthy places for youths and seniors in this part of the city to the well development of this neighborhood. I hope that these problems are taken in consideration like priorities to the good functioning of our community. Thank you for giving me the opportunity to give my feed back.

ON TO 2050 Outreach

Great news for our region! President Obama has announced his Presidential Library will be in Jackson Park, right along the Metra Electric.

Unfortunately, our region's transportation planning system is not set up to take full advantage of this opportunity. To date, our planning is agency-driven instead of regionally-driven. Projects that fit within the silos of each agency (like the CTA, IDOT, CDOT, Pace, Metra or Aviation) move forward while projects that involve multiple agencies with real regional benefits do not.

Connecting the new Obama Library as part of a Museum South campus to the entire region -- especially to the international tourists sure to come to O'Hare Airport -- is a regional project that does not move forward under our agency-driven system.

I write in support of CrossRail Chicago -- a multiple-agency program of projects that would connect the Metra Electric to Metra service to O'Hare Airport and the northwest suburbs, serving as the trunk for eventual Midwest high-speed rail service for bringing in customers and visitors within 500 miles to our region.

The Obama Library is the latest game-changing example of the power and need for CrossRail Chicago as it happens to be located along this crucial asset of an existing grade-separated electric-powered railroad.

Please include CrossRail Chicago in the list of projects to evaluate, especially because it is not an agency project but benefits the entire region.

Justin Hoffman
2524 W Wilson Ave
#1
Chicago, IL 60625

From:	Macaire Grambauer <moviemadmac@gmail.com>
Sent:	Monday, August 15, 2016 10:00 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Macaire Grambauer
1635 N. Whipple
Chicago, IL 60647

From:	Kara Fischer <kara.fischer@icloud.com>
Sent:	Monday, August 15, 2016 10:00 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Kara Fischer
5540 S Hyde Park Blvd
Chicago, IL 60637

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Steve Weagant
6007 n Sheridan rd
Apt 39h
Chicago, IL 60660

ON TO 2050 Outreach

From:	Philipp Palmer <dotsusama@gmail.com>
Sent:	Monday, August 15, 2016 10:02 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Philipp Palmer
3550 n knox ave
Unit 2
Chicago, IL 60641

ON TO 2050 Outreach

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Kyle Whitehead
3015 W. Logan Boulevard Unit 1
Chicago, IL 60647

ON TO 2050 Outreach

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Kara Hughes Salgado
1819 W. Chicago Ave.
Chicago, IL 60622

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Leta Dally
2424 W. Estes Ave.
5D
Chicago, IL 60645

ON TO 2050 Outreach

From: Joe Villanti <jpv023@gmail.com>
Sent: Monday, August 15, 2016 10:04 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Joe Villanti
4231 N. Major
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Chicago, IL 60634

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Paul Johnson
555 W Cornelia Ave Apt 1009
Chicago, IL 60657

ON TO 2050 Outreach

From: Nancy Mork <nmork@erikson.edu>
Sent: Monday, August 15, 2016 10:07 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Nancy Mork
4541 N. Wolcott B
Chicago, IL 60640

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Jack Ferry
5445 N. Sheridan Road
2908
Chicago, IL 60640

ON TO 2050 Outreach

From:	Harriet Kudlacik <hkudlacik@appraisalinstitute.org>
Sent:	Monday, August 15, 2016 10:13 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Harriet Kudlacik
6710 N. Octavia Avenue
2nd FL
Chicago, IL 60631

From:	JOHN MOCK <232jrdm4022@gmail.com>
Sent:	Monday, August 15, 2016 10:14 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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JOHN MOCK
3501 NORTH NORA AVENUE
Chicago, IL 60634

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Maria Del Zoppo
2451 N. Sawyer
2nd Floor
Chicago, IL 60647

ON TO 2050 Outreach

From:	Andrea Lamoreaux <alamoreaux@wfmt.com>
Sent:	Monday, August 15, 2016 10:19 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Andrea Lamoreaux
21 W Goethe 8B
Chicago, IL 60610

From:	Elizabeth Bullock <blbullock@gmail.com>
Sent:	Monday, August 15, 2016 10:22 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Elizabeth Bullock
4500 N. Magnolia Ave., #3
Chicago, IL 60640

From:	Preston Hamilton <preston_hamilton@msn.com>
Sent:	Monday, August 15, 2016 10:34 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Preston Hamilton
5130 W winona st.
undefined
Chicago, IL 60630

ON TO 2050 Outreach

From:	Eric Sullivan <epsullivan28@gmail.com>
Sent:	Monday, August 15, 2016 10:48 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Eric Sullivan
520 S State St
Unit 714
Chicago, IL 60605

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Robert Hart
345 W. Fullerton Parkway
#1704
Chicago, IL 60614

From:	David Pickett <davidmpickett@gmail.com>
Sent:	Monday, August 15, 2016 11:10 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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David Pickett
5349 N Kenmore Ave
Unit 2N
Chicago, IL 60640

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Elizabeth Rahuba
1126 E 47th St., Apt. I-1
Chicago, IL 60653

From:	JOHN LLEWELLYN <john.llewellyn@msichicago.org>
Sent:	Monday, August 15, 2016 11:20 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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JOHN LLEWELLYN
4529 N MOZART
CHICAGO, IL 60625

From:	Lynn Morris <catmorris@live.com>
Sent:	Monday, August 15, 2016 11:21 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Lynn Morris
233 E. Wacker Dr.
#3504
Chicago, IL 60601

ON TO 2050 Outreach

From:	mickeysimple@comcast.net
Sent:	Monday, August 15, 2016 11:32 AM
To:	ON TO 2050 Outreach
Cc:	Woodbury, Rick; john.donovan@dot.gov
Subject:	Public comment re: OnTo2050 Emerging Priorities - Narrow Commuter Vehicles

Thank you for the opportunity to comment on the Emerging Priorities for OnTo2050. I attended several of the workshops.

As a Monday-Friday single occupant driving commuter from Buffalo Grove to Chicago, I observe the enormous waste in commuting in Chicago.

I enthusiastically advocate adding narrow commuting vehicles (NCVs) to CMAP's expressed list of alternative transportation modes. Like bicycles, NCVs' single-width design allows independent commuters to choose a right-sized, road efficient transportation form but with the added attributes of weather control, road protection, and highway transport capability. A build, rent/lease NCV program will mitigate congestion and improve air quality in a highly cost effective way.

For more information about NCVs see the link at www.commutercars.com

Thank you for your consideration.

- Michael Weiser
Buffalo Grove, IL

cc: John Donovan, Metropolitan Planning Specialist, US Department of Transportation Federal Highway Administration, Illinois Division
Rick Woodbury, Tango NCV inventor, Commuter Cars President

From:	julius parod <jparod@knox.edu>
Sent:	Monday, August 15, 2016 11:35 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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julius parod
468 W Melrose
Chicago, IL 60657

From:	Robert Lane <robert.j.lane@parsons.com>
Sent:	Monday, August 15, 2016 11:38 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Robert Lane
10 Riverside Dr. Suite 400
Apt 410
Chicago, IL 60014

From:	Dylan Hayward <Dylan@justbuildit.org>
Sent:	Monday, August 15, 2016 11:40 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Dylan Hayward
1836 N Albany
Apt 1
Chicago, IL 60647

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Adam Plaiss
4831 W. Hutchinson St.
Chicago, IL 60641

ON TO 2050 Outreach

Thanks for the opportunity to provide feedback on the _Emerging Priorities for On To 2050_ report. Below are consensus comments from Metra. Please let me know if you have any questions about these.

David Kralik, AICP | Department Head, Long Range Planning | dkralik@metrarr.com
Metra | 547 W. Jackson Blvd. | Chicago, IL 60661-5717 | (312) 322-8035

Metra comments on _Emerging Priorities for On To 2050_ – 8/15/16

- <u>Transportation Infrastructure, page 11:</u> Among the strategies explored for maintaining and modernizing the region's transportation system, this document should also consider potential changes in transportation governance in order to implement options and strategies that may be currently constrained in the existing structures. As shown in the initial results from the CMAP Transit Ridership Growth Study, policy implication can have biggest impact on increasing ridership, but some policy changes are hamstrung by the limitations of the existing structures.
- <u>Alternative Transportation, page 14:</u> A term other than "alternative" should be used to refer to these modes to make them legitimate investment options for the region. The term "alternative", although it may be familiar to the public, makes these modes sound second-rate to private vehicles and therefore less of a priority. Perhaps consider titling this section "Transportation Beyond the Automobile." In addition, this Emerging Priority should also address ride-share and its future within the transportation system, including TNCs and autonomous vehicles. Especially in the case of autonomous vehicles, CMAP should provide public policy direction and guidance in order to ensure that these vehicles are part of a transportation system that is good for the public and the environment ahead of their onset.
- <u>Reinvestment and Infill, page 19:</u> Investment in infill, especially in areas well served by transit should not be limited to traditional mixed use transit oriented development. In addition to increasing residential density near transit, finding ways to encourage dense employment near transit nodes can make the most efficient use of transportation resources.

ON TO 2050 Outreach

From:	Kyle Whitehead <Kyle@activetrans.org>
Sent:	Monday, August 15, 2016 12:24 PM
To:	ON TO 2050 Outreach
Cc:	John ONeal; Martin Menninger; Jane Grover
Subject:	ON TO 2050 Priorities Comment
Attachments:	CMAP ON TO 2050 Comment_ActiveTrans.pdf

Please find feedback from Active Transportation Alliance Executive Director Ron Burke attached, based upon discussions with our staff, board, members and supporters. Let me know if you have any questions.

Kyle

Kyle Whitehead
Government Relations Director
Active Transportation Alliance
9 W. Hubbard St., Suite 402
Chicago, IL 60654-6545
Direct line: 312-216-0473
Fax: 312-427-4907

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Support our advocacy work by registering today for the Kickstand Classic Bike Challenge! Make history on a bike on Sunday, September 25. Register at KickstandClassic.org.

ON TO 2050 Outreach

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Greg Smith
1102 E 46th St
#301
Chicago, IL 60653

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Patrick Kerins
1118 W Wrightwood Ave
Apt 1
Chicago, IL 60614

ON TO 2050 Outreach

From: Sebastian Burca <sebicu@hotmail.com>
Sent: Monday, August 15, 2016 12:54 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Sebastian Burca
1948 W. Lawrence Ave.
Apt. 3E
Chicago, IL 60640

From:	Christina Kupkowski <ckupkowski@willcountyillinois.com>
Sent:	Monday, August 15, 2016 2:16 PM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment

I have two main concerns when reading through the Priorities document.

1. All of the Figures, except for the 1st one, are not reference in the narrative nor do they reference back to what they are showing. One of these items are necessary for the Figures to be meaningful to the reader otherwise they are just colorful pictures taking up space that really don't add anything.

2. If this report is truly for "public" consumption, there are many times within the document where you lose focus on who your audience is and start utilizing terminology that some of us in the industry may have a hard time understanding. I not saying that the report needs to be less technical, but we have to remember that not everyone who will be reading this report will have a college education, so terminology used needs to be accessible to the public.

Thank you for the opportunity to review this document.

Sincerely,
Christina Kupkowski, PE
Phase I Project Manager
Will County Division of Transportation
16841 W. Laraway Road
Joliet, IL 60433

Main Phone: (815) 727-8476
Direct: (815) 774-6329
Cell: (815) 641-7722
Email: ckupkowski@willcountyillinois.com

ON TO 2050 Outreach

From:	Christopher Devine <cdevine66@gmail.com>
Sent:	Monday, August 15, 2016 2:24 PM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Christopher Devine
5154 North Neenah
Chicago, IL 60656

ON TO 2050 Outreach

From:	Brent Barker <me@brentwbarker.net>
Sent:	Monday, August 15, 2016 2:31 PM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Brent Barker
2744 W Cortland St #2
Chicago, IL 60647

From:	Diane Ower <dlkower@comcast.net>
Sent:	Monday, August 15, 2016 3:45 PM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

Good afternoon:

I was determined enough to attend 2 of the CMAP informational meetings this summer- Prairie Crossing, Grayslake and Waukegan, IL. At both meetings I wished there were more enticements or advanced public education from your group to connect with more of the public to help them become more aware of the issues and the value of gathering their input.While I appreciated the stories about the precocious 5th graders input, the stories took away our time to get to our issues. That said, thank you for holding these meetings.

I live in Zion, where the trains do not operate with a full schedule as they run only to Waukegan, cutting out Zion, Winthrop Harbor and Kenosha. This is 2016 and there needs to be more emphasis on helping the workforce and citizens the opportunity to participate fully by having trains and buses with realistic usage times. Far too often, workers are stranded because the public transit shuts down.

Most of the tax payers DO NOT want the Rt 53 Extension due to the sheer expenses of trying to engineer a road over unstable wetlands. What is the point of pouring billions down that hole [for developers] instead of tweaking what we already have existing that can be engineered with an eye to NON-motorized separated usage and eliminating choke points? The Rt. 53 extension would destroy and divide communities, and superimposing it on the Go To 2050 RTP has created massive controversy and planning gridlock.

Lake County needs to keep its greenways, its flora and fauna and gem of livability it has. We have had a record number of high ozone and high particulate days in Lake County: please accept the task to positively fix this problem with your planning of future transportation here.

Money and budgets are impacting our future, but the idea of congestion pricing would become an addiction to greed an invitation to slow pricing adjustment and a horrible idea that would hurt the very people trying to get to their jobs. I worry about the ancillary roads becoming detour routes for big rigs and traffic that can't afford taking expensive tollways that may use capricious pricing.

I do hope you consider reaching out in creative info publicity spots in a variety of ways to engender more input from a broader range of our communities that would value the opportunity to bring their own experiences and ideas to improve our future transportation and life quality. I heard the deft handling of the pre-released report before holding the Waukegan meeting, [so upsetting to this community] and I feel that you gave us short shrift.

Respectfully,
Diane Ower

From:	Evan Craig <aukauk@comcast.net>
Sent:	Monday, August 15, 2016 4:10 PM
To:	ON TO 2050 Outreach
Subject:	Emerging Priorities for ON TO 2050

ON TO 2050 Priorities Comment.
To: onto2050@cmap.illinois.gov
Emerging Priorities for ON TO 2050

The Clean Power Lake County Coalition offers these comments regarding the subject report.

In collaboration with the League of Women Voters, we sponsored an event in the evening of July 29, 2016 in Waukegan. The subject report was released on that morning, claiming to summarize the input from that meeting and others. Besides the obvious inability of a report to summarize an event that had not yet occurred, the release of the report was known to the actual as well as potential attendees at this input session, and had a negative effect on the integrity of the process. Specifically, this reinforced concerns that the outcome has already been decided, or that it will be decided by CMAP irrespective of the input received. The ability to submit these comments after the fact does not correct this flaw. How does CMAP intend to rectify this for this community?

As organizers of the event, we were disappointed that the spanish translator was asked not to translate all content for the substantial number of hispanic participants. This further throws into question whether the views of minority communities is sought or heard by this process. How does CMAP intend to rectify this for this community?

Here are some of the concerns that members of Clean Power Lake County would like to see addressed by this process:

Transportation Metrics
The allocation of transportation resources should be weighted to provide the most economic gain while requiring the least amount of travel. The practice of using Level of Service to try to reduce congestion by building more capacity has not been effective, and has promoted new roadways rather than urban transit. Communities like Waukegan, and counties that need a revitalized urban core, like Lake County, need this shift in priority. In particular, we seek improvements to mass transit and connections within Lake County to Waukegan and the Lakeshore communities to spur renewal, and oppose the extension of Rt. 53/120 to the border of Waukegan, where it will cause more congestion, and require vehicles and tolls that will disadvantage low-income communities.

Green Infrastructure
- Natural resources in the region should be preserved, particularly Lake Michigan, and acreage of conservation open-space should be increased.
- Access to park space, particularly in urban communities, should be improved, not filled in.
- Planning should reduce emissions responsible for climate change, through mitigation and planning. Resilience should be integrated through watershed planning and enhanced stormwater management efforts (regionally and locally).
- Energy efficiency programs and policies as well as expand distributed generation projects like community solar should be strengthened.
- Access to local food, particularly in economically disadvantaged communities should be increased, and existing and new urban agriculture initiatives that are locally driven and paired with educational programs should be supported.

- Recycling programs should be improved.

Economic Development

- Environmental and equity lenses should be applied to economic development efforts
- Economic revitalization should be both sustainable and benefit local residents of the area without leading to gentrification and displacement (important in many place especially in Waukegan lakefront efforts).
- Economic development and green infrastructure projects should be paired with high quality jobs opportunities and local job training programs to ensure local hiring;
- Housing affordability should be leveraged to reduce congestion and increase livability and economic competitiveness.

Transit
- Waukegan needs more transit locally, and enhanced transit connection to Lake County's communities. Efficient bus routes to employment centers for at least 2 shifts is needed. Buses must be low or zero-emitting to preserve the air quality of denser communities.
- Access for cyclists should be expanded between communities around Lake County and Waukegan.

Thank you for receiving these comments.
Clean Power Lake County

Evan Craig
Chair, Sierra Club Woods & Wetlands Group
M:231-714-2795
Quis custodiet ipsos custodes

ON TO 2050 Outreach

From: Bonnie Fritz <wolfmom55@hotmail.com>
Sent: Monday, August 15, 2016 4:12 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Bonnie Fritz
3418 N Central Park Ave
3418 North Central Park Avenue
Chicago, IL 60618

From:	Ray Okoniewski <rayokoniewski@fastmail.fm>
Sent:	Monday, August 15, 2016 4:29 PM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Ray Okoniewski
3021 S Emerald Ave.
Chicago, IL 60608

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Nan Warshaw
4515 N. Saint Louis Ave.
Chicago, IL 60625

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Theodore Jackanicz
3802 N. Kenneth Ave.
Chicago, IL 60641

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Wm O'Donnell
5525 N Winthrop 302
302
Chicago, IL 60640

ON TO 2050 Outreach

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Donna Hippensteel
901 S Plymouth Ct
Chicago, IL 60605

ON TO 2050 Outreach

From: Bill King <audiking@gmail.com>
Sent: Monday, August 15, 2016 6:19 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Bill King
1420 Balmoral
Chicago, IL 60640

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Mark Brooker
1149 E. 56th Street, #3
Chicago, IL 60637

From:	Shane Nodurft <s_nodurft@hotmail.com>
Sent:	Monday, August 15, 2016 8:32 PM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Shane Nodurft
4025 North Pulaski Road
Apartment 108
Chicago, IL 60641

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Jo Ann Potashnick
528A W. Barry Ave
Chicago, IL 60657

From:	Brock Auerbach-Lynn <brockmister06@hotmail.com>
Sent:	Tuesday, August 16, 2016 12:11 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Brock Auerbach-Lynn
435 w oakdale #3B
Chicago, IL 60657

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Yoav Kashiv
862 N Hermitage Ave
Apt 2F
Chicago, IL 60622

ON TO 2050 Outreach

From:	Steven Montgomery <senmontgomery@gmail.com>
Sent:	Tuesday, August 16, 2016 7:35 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Steven Montgomery
1227 W. Cotage Pl.
Chicago, IL 60607

From:	Meredith West <mawest06@gmail.com>
Sent:	Tuesday, August 16, 2016 8:19 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Meredith West
911 N Wood St
Chicago, IL 60622

From:	Tim Holt <holttima@gmail.com>
Sent:	Tuesday, August 16, 2016 8:25 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Tim Holt
747 W. Brompton Ave
Chicago, IL 60657

From:	BOB HAGELE <bobhagele@gmail.com>
Sent:	Tuesday, August 16, 2016 9:03 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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BOB HAGELE
222 N COLUMBUS DR #2603
CHICAGO, IL 60601

From:	Mark McClelland <markdmcclelland@gmail.com>
Sent:	Tuesday, August 16, 2016 9:55 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Mark McClelland
3041 W Logan Blvd #1E
Chicago, IL 60647

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Lilia Rissman
1340 S Michigan
Chicago, IL 60605

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Debra Gleason
5700 W. Grace St
Chicago, IL 60634

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Laura Migas
5805 N. Rockwell St Apt 2N
Chicago, IL 60659

From:	James Audrain <jpaudrain@gmail.com>
Sent:	Tuesday, August 16, 2016 2:10 PM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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James Audrain
1708 N Whipple Street
Chicago, IL 60647

From:	Ben C <ben.cirrus@gmail.com>
Sent:	Wednesday, August 17, 2016 7:26 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Ben C
1935 N Sawyer
Chicago, IL 60647

ON TO 2050 Outreach

From:	Ben C <ben.cirrus@gmail.com>
Sent:	Wednesday, August 17, 2016 7:28 AM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Ben C
1935 N Sawyer
Chicago, IL 60647

ON TO 2050 Outreach

From:	Alejandro Sanchez <setotaisho@gmail.com>
Sent:	Wednesday, August 17, 2016 2:03 PM
To:	ON TO 2050 Outreach
Subject:	ON TO 2050 Priorities Comment.

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Alejandro Sanchez
901 W Argyle St
Chicago, IL 60640

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John Kendryna
4924 N Glenwood
Apt 2
Chicago, IL 60640

Part 4: Organizations Contacted

The following is a list of all organizations contacted during the initial engagement period. Organizations in **bold** held an ON TO 2050 outreach workshop or event.

Organization	County
Access Living	Cook
Active Transportation Alliance	**Region**
Adler University, Institute for Social Exclusion	Cook
Alliance of the SouthEast	Cook
Andersonville Chamber of Commerce	Cook
ArcheWorks	Cook
Austin Coming Together	**Cook**
Austin Neighborhood stakeholders	**Cook**
Back of the Yards Neighborhood Council	Cook
Berwyn Development Corporation	Cook
Bethel New Life	Cook
Blue Ocean Logic	Cook
Blue Stem Earth Festival, Will County	Will
Board of Commissioners of Cook County	Cook
Brighton Park Neighborhood Council	Cook
Brothers Standing Together	Cook
Calumet Area Industrial Commission	**Cook**
Camiros, Ltd.	**Region**
Cannon Design	**Cook**
Catholic Charities, Refugee Resettlement Services	Region
Center for Community Health Equity, Rush	**Region**
Center for Neighborhood Technology	**Region**
Chatham/Avalon Park Community Council	**Cook**
Chicago Architecture Foundation	Cook
Chicago Area Fair Housing Alliance	**Region**
Chicago Council on Global Affairs	**Region**
Chicago Food Policy Action Council	Cook
Chicago Jobs Council	**Region**
Chicago Neighborhood Initiatives	Cook
Chicago Neighborhoods Now, Chicago Department of Planning and Development	Cook
Chicago Plus/Chicago North Shore Convention and Visitors Bureau	**Cook**
Chicago Region Trees Initiative	**Region**
Chicago Sky Community Relations	Cook
Chicago Urban League	Cook
Chicago West Community Development Corporation	**Cook**
Chicago Wilderness	Region
Chicagoland Chamber of Commerce	**Region**

Organization	County
City of Blue Island	**Cook**
City of Chicago	Cook
City of Chicago, Department of Planning & Development	Cook
City of Chicago, Office of the Mayor	Cook
City of Evanston	**Cook**
City of Geneva	Kane
City of Highland Park	Lake
City of Joliet	Will
City of Naperville, Community	**DuPage**
City of Naperville, Staff	**DuPage**
City Treasurer - Chicago	Cook
Civic Consulting Alliance	**Region**
CJ and Associates	Cook
Claretian Associates	Cook
College of Lake County	**Lake**
Community Investment Corporation	Region
Community Partners for Affordable Housing	**Lake**
Congress for New Urbanism	Region
CONSEG (Consortium of North Shore Environmental Groups)	**Cook**
Consortium to Lower Obesity in Chicago Children	Cook
Cook County (directors)	**Cook**
Cook County (staff)	**Cook**
Cook County Department of Transportation & Highways	**Cook**
Crown Philanthropies	Region
Delta Institute	Region
Denise Arnold LLC	Cook
DuPage Mayors and Managers, Transportation/Technical Committee	**DuPage**
E.T.H.O.S. (affiliated South Shore groups)	Cook
Edgewater Historical Society	Cook
Edgewater Sustainability Project	Cook
Elevate Energy	Region
Elgin residents	**Kane/Kendall**
Enlace Chicago	Cook
Enterprise Community Partners	Region
Equestrian Coalition of McHenry County	**McHenry**
Equip for Equality	Region
ETHOS Southside	**Cook**
eTOD/Enterprise Community Partners	**Cook**
Evanston Community Foundation	**Cook**
Faith in Place / Riverdale Organizing for Change (ROC)	Cook
Family Focus	Cook

Organization	County
Far South Community Development Corporation	Cook
Farm Illinois	Region
Fermi National Accelerator Laboratory	Kane
Foley & Lardner	**Cook**
Forest Preserve District of Cook County	**Cook**
Forest Preserve of Will County	Will
Friends of the Parks	**Cook**
Future Leaders in Planning students	**Region**
Garfield Park Community Council	**Cook**
Garfield Park Conservatory Alliance	Cook
Girl Scouts of Greater Chicago and Northwest Indiana	**Region**
Glenbard South High School	**DuPage**
Go Green Wilmette	**Cook**
Greater Auburn Gresham Development Corporation	Cook
Greater Englewood Community Development Corporation	Cook
Greater McHenry County Leadership	**McHenry**
Greater Southwest Development Corporation	Cook
Hamdard Healthcare	DuPage
Hands to Help Ministries	Cook
Harvard Business School Club of Chicago	**Cook**
Health and Disability Advocates	Cook
Heartland Alliance	**Region**
Highland Park Chamber of Commerce	Lake
Horner Park Neighbors	Cook
Horsemen's Council of Illinois	**McHenry**
Housing Acuerdo, Latino Policy Forum	**Region**
Illinois Association of Park Districts	Region
Illinois Association of Realtors	Region
Illinois Coalition for Immigrant and Refugee Rights	Region
Illinois Facilities Fund	**Region**
Illinois Hispanic Chamber of Commerce	Region
Illinois Horsemens Association	**McHenry**
Illinois Housing Council	**Cook**
Imagine Englewood	Cook
Instituto del Progreso Latino	Region
Jefferson Park Forward	**Cook**
Kane County Division of Transportation	Kane
Kane County Planning Cooperative	Kane
Kane/Kendall Council of Mayors	**Kane/Kendall**
Kane/Kendall Council of Mayors Transportation Policy Committee	**Kane/Kendall**
Kendall County Mayors & Managers	**Kendall**
Kinzie Real Estate Group	Cook

Organization	County
Korean Cultural Center of Chicago	Cook
LAI - Lambda Alpha International (Land Economics Society - Chicago Chapter)	**Cook**
Lake County Chamber Hispanic Committee	Lake
Lake County Housing Action Coalition	**Lake**
Lake County Municipal League	**Lake**
Lake County Stormwater Management Commission	**Lake**
Lake County Tech Hub & Business Incubator	Lake
Lake Kinzie Industrial Council	Cook
Lambda Legal	Region
Landmarks Illinois	Region
Latin United Community Housing Association	Cook
Latino Policy Forum	Region
League of Women Voters of Central Kane County	Kane
League of Women Voters of Evanston	**Cook**
League of Women Voters of Homewood Flossmoor	Cook
League of Women Voters of Lake County	**Lake**
League of Women Voters of Lake County (Grayslake)	**Lake**
League of Women Voters of Lake County (Waukegan, Spanish)	**Lake**
Liberty Prairie Foundation	Lake
LISC	**Cook**
LISC Chicago, Planning Cohort	Cook
Little Village Environmental Justice Organization	**Cook**
Lloyd A. Fry Foundation	Region
Logan Square Neighborhood Association	Cook
Loyola University Center for Urban Research and Learning	Region
Magnetar Academy	Region
Mano a Mano Family Resource Center	Lake
McCormick Foundation	**Region**
McHenry County Board, District 2	**McHenry**
McHenry County Community Foundation	**McHenry**
McHenry County Council of Mayors	**McHenry**
McHenry County Economic Development Corp.	**McHenry**
McKinley Elementary School, Bellwood	**Cook**
Metropolitan Planning Council	**Region**
Metropolitan Water Reclamation District	**Cook**
Mikva Challenge	Cook
Morton Arboretum	DuPage
My Block My Hood My City	Cook
NAACP: South Chicago	Cook
Near North Unity Program	Cook
Near West Side Community Development Corporation	Cook
Neighborhood Housing Services of Chicago	**Cook**

Organization	County
Neighbors of West Loop	**Cook**
New Star Services (formerly SouthSTAR)	Cook
No Illiana 4 Us	**Will**
North Central Council of Mayors	**Cook**
North Lawndale Community Coordinating Council (NLCCC)	**Cook**
North River Commission	Cook
Northern Illinois Food Bank	Lake
Northfield Village Board/League of Women Voters	**Lake**
Northwest Municipal Conference	**Cook**
Northwest Side Housing Center	Cook
Northwest Special Recreation Association	Cook
Office of Senator Mark Kirk	Region
Old Town Merchants and Residents Association	Cook
ONE Northside	Cook
Peggy Notebaert Nature Museum, Conservation Corps	**Cook**
Pilsen Neighbors Community Council	Cook
Polk Brothers Foundation	Region
Portage Park Chamber of Commerce	Cook
Progress Center for Independent Living	Region
Public Allies Chicago	Cook
Quad Communities Development Corporation	Cook
Red Line Extension Coalition	Cook
Resident Association of Greater Englewood (R.A.G.E.)	**Cook**
Resurrection Project	Region
Rogers Park Business Alliance	Cook
Roseland Heights Community Association	**Cook**
Seven Generations Ahead	**Cook**
Seventhwave	Cook
Siemens	Region
Sierra Club	Region
Six Corners Association	Cook
Skidmore, Owings & Merrill LLP	Region
Skokie Public Library	Cook
Slow Roll Chicago	Cook
Solomon Cordwell Buenz	Region
Son Chiquitos	**Cook**
South Austin Neighborhood Association	**Cook**
South Metropolitan Higher Education Consortium (SMHEC)	**Cook/Will**
South Suburban Housing Collaborative	**Cook**
Southland Human Services Leadership Council	Cook
Southwest Conference of Mayors	**Cook**
State of Black Chicago, Public Policy Institute	Cook

Organization	County
Sunshine Gospel Ministries, Sunshine Enterprises	Cook
Teamwork Englewood	Cook
Terry Guen Design Associates	Region
The Chicago Lighthouse for People who are Blind or Visually Impaired	Cook
The Civic Federation	Region
The Field Foundation of Illinois	Region
The John D. and Catherine T. MacArthur Foundation	Region
The Joyce Foundation	Region
The Lake County Community Foundation	Lake
The Miracle Center	Cook
The Resurrection Project	Cook
The Richard H. Driehaus Foundation	Region
The Warehouse Project and Gallery	**Cook**
Transport Chicago	**Region**
TreeKeepers, Openlands	Region
U of C, Urban Labs	Cook
U.S. Green Building Council, Illinois Chapter	Cook
UI Labs	Cook
Unitarian Church of Evanston	Cook
United Way of Metropolitan Chicago	Region
University of Chicago - Booth School of Business	Cook
University of Illinois Chicago	**Region**
Uptown Chamber of Commerce	Cook
Uptown United	Cook
Urban Land Institute	**Cook**
Valley Industrial Association	Kane
Village of Algonquin	**McHenry**
Village of Bartlett	**DuPage**
Village of Bensenville	DuPage
Village of Buffalo Grove Planning and Zoning Committee	**Lake/Cook**
Village of Franklin Park	**Cook**
Village of Mokena	Will
Village of New Lenox	Will
Village of Oak Park	Cook
Village of Oswego	Kendall
Village of Palatine	Cook
Village of Park Forest	**Cook/Will**
Village of Richton Park	**Cook**
Village of Romeoville	Will
Village of Schaumburg	**Cook**
Village of Skokie	Cook
Visit McHenry County	**McHenry**

Organization	County
Warren-Newport Public Library District	Lake
West Central Municipal Conference	**Cook**
West Humboldt Park Family and Community Development Corporation	Cook
West Pullman Chamber of Commerce	**Cook**
West Town Chamber of Commerce	**Cook**
Westside Health Authority	**Cook**
Wheaton Chamber of Commerce	**DuPage**
Wicker Park/Bucktown SSA #33	Cook
Will County Community Foundation	Will
Will County Governmental League	Will
Will County Land Use Department	**Will**
Will County Plan Commission	**Will**
Woodstock Institute	Region
Wrightwood Neighbors Association	Cook
Young Nonprofit Professionals Network Chicago	Cook
Young Professionals in Transportation	**Cook**

CMAP

The Chicago Metropolitan Agency for Planning (CMAP) is our region's official comprehensive planning organization. The agency and its partners are developing ON TO 2050, a new comprehensive regional plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See **www.cmap.illinois.gov** for more information.

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