

## 6.2 Participant Worksheets

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Active Trans								The interactive chart...very informative!	Some efforts to reduce footprint cause more regulation.	Spread the word	Keep Working!	Make smarter decisions concerning development.
Active Trans						Complete streets	Encourage best-in-class policies and practices. If looking elsewhere for examples/models seek regional experiences, since our weather system is different than California, for example.	The group conversation, especially being asked how we can actually implement these visions.	Our housing density choices seem to have the biggest impact on the indicators.		CMAP has a sense of what they can accomplish on its own (based on public input) and what involves political will. It'd be great to hear from you (CMAP) about how we can push for our visions once the 2040 process is over.	Focus on moderate density and invest in public transit and let your citizens know that economic development, better health and greener spaces can naturally flow from that.
Active Trans		Increase density pods around a green space	Encourage development along public transit lines	Reduce road construction, it only encourages sprawl	Increase transit system, it is the most effective way to move the greatest number of people.	Transit, buses, bikes, walk	Wind, solar	The spider scenario summary diagram	Water is a limitation in our region on the shores of GitcheeGumee	I can provide access to high school students across the metro region through Rotary Youth Leadership Activity. glordan@fenwickfrriars.com	Please contact local service clubs (e.g.- Rotary, Kiwanis, Lions) and provide meeting programs. Jerry Lordan Oak Park Rotary (708) 386-0127 x114	Develop jobs where people live and trains run. Do not encourage auto traffic; create quality public spaces
Active Trans		Increase density per net developable acres and combine with education to fight nimbysism	Around TOP centers and redevelopment of main streets in 1st, 2nd and 3rd tier cities	Very few dollars should go to highways and move money into roads for all types, even arterials	Moderate to significant because Chicago's system is based on need and not income, like transit is in other cities	Prioritize bikes and pedestrians first, then rails and cars	Water use/supply reducing most important, then move LEED-ND, for homes next most important	Clear objectives of meeting and good speakers, "Erin"	Inclusive participation by staff (CMAP)	Tom Moes email moeston@gmail.com	Your online strategy reports omit preservation of historic school buildings; they don't address new urbanism and I think there is nothing about best practices - about success and failures (e.g. low-impact development for Homes program.)	Start walking and biking more to work
Active Trans		Highest density along transit lines to encourage efficient energy use and pollution reduction	Along transit lines and make people walk to a remote parking facility one or two blocks away	No more capacity; maintenance and ecological repairs only	It won't matter unless zoning, taxation and energy costs incentivize transit use	Reduce zoning requirements to cut on-site parking by 1/2. Install meters on all streets, run them 24 hours a day. Create bike garages with showers and exclusive bike paths. Mandate highest density at multi-mode transit locations. Strongly encourage mixed zoning. Charge twice what parking costs a community	Decentralization of services: local power generation, water runoff storage, composting and auto-sharing. Tax energy wastefulness.	The clicker	Density moves everything else			Why would anyone want to move here, no platitudes, show me some numbers

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Argonne		Excessively. That will allow for common areas for services that can be accessed by more pedestrian means.	Along transportation corridors so we can decrease transportation time, cost & environmental impact.	Enough to maintain where sufficient but also enough to get underserved areas up to a standard for the area.	As much as we can because it will not be enough.	Expand public transportation.	Save as much as we can.	Interaction of participants	People are looking towards the future.	With ideas.		Minimize urban sprawl. Create 400' wide transportation corridors to move trains, cars, pipelines, overhead electric utilities, wastewater & freshwater. Then build dense population bases on both sides decreasing density as you move away from the corridor.
Argonne		Provide safe, healthy, affordable housing	Provide flexibility for people to have access to work, school, shopping, using public transportation.		Maximize investment to allow people to have access to other areas without driving.			The real time view of effects of the polling results on the 2040 plan.				Use the CMAP information / data plans to make planning decisions.
Argonne		Limit sprawl			21st century technology	Replacement vs. improvement	Conservation first					
Argonne		Concentrate on current / previously developed area. Check sprawl; limit (discourage) new development of previously undeveloped land.	Chicago neighborhoods (i.e. former manufacturing) now depleted (non-hip) areas. Inner suburbs - Old guard neighboring the city.	Tech - not new roads.	Intelligent Transportation System (ITS) to max efficiency of existing networks. CTA / Metra / Inter-urban / regional (inter-city) rail development	Alternative fuels / energy. Encourage driving alternatives. Driver aids for those who must drive.	Responsible water use. Re-use / recycle. Renewables.				Bar charts seemed a bit implausible. Too linear in their projections.	Concentrate on the communities & land resources we have. Don't build brand new ones.
Arlington Heights		High -> 25+ units/acre Mid -> 15-24 units/acre Low -> 10-14 units/acre Less than 10 units/acre is a less efficient use of land, infrastructure, roads	Where existing infrastructure is located; high impact fees for development in less/no infrastructure	Maintain existing roads; minimal and targeted new connections for regional networks (i.e. N I-53 extension)	Regionally interconnected intermodal system; unified system will make a stronger region		Restrictions on non cleaning drinking use of water for human (i.e. no lawn watering, home car washing, etc)	interaction				
Arlington Heights		Medium- high; corridor - POD development	Along in fill, arterial corridors, TOD is not only at rail stations DRT development i.e. Milwaukee Ave., Niles; consider impact of senior housing and transit access	Support transit investment, bus ways, dedicated lanes, park and rides, dedicated access ramps, HoV lanes, bus operating on shoulders, pedestrian access, safety islands at ped crossings; reduce curb cuts access between developments	Develop West Loop high speed rail station, O'Hare, HSR station; HSR rail line Union Station-O'Hare; regional commuter lanes to Rockford, Kankakee, DeKalb, Ottawa; support Midwest HSR initiative; expand Pace network	Support TMRO strategies maximize current facilities i.e. HOT lanes, BRT services, bus on shoulder lanes	Recycling; reductions for parking requirements based on transit usage; tree lined streets	Voting tool for different options	Density has big impact	in work - promoting to others	when discussing TOD, it does also include bus transit not just rail BRD corridors support TOD development	Follow recommendations in plan' coordinate transit and land use, when approving development what have huge set backs no sidewalks huge parking density requirements higher density/multi use density. It's not just what is talked about at Sears Tower but what the actions are back in your village hall.
Arlington Heights		If we are going to add 2.8 million more people by 2040, density will need to increase.	Development should be encouraged along transit lines - in general rail lines.	We'll need to continue some maintenance funding, as well as minor expansion of road arterials where necessary.	In addition to maintenance funding, we need to improve transit to serve more areas, so it will become more of a mode choice.	Encourage more trips to use a non-SOV (single-occupancy vehicle) commutes should be the policy.	Wherever feasible, green development and resource conservation should be encouraged.	Drew did a great jobs as a facilitator. He kept the process moving.	There are many factors involved in setting a policy 31 years into the future.	You have my email. Keep me posted.		Encourage smart development (fewer strip malls with empty stores) as well as commute options that connect my community with destinations. Shopping, employment, & transport connections?

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Aurora		6-10 dU reduces city limits expansion saving land, reducing drive times but does future generations desire it. No yard, tight pack.	Reclaim absolute properties, acquire adjacent parcels, condemnations on limited basis and diversify housing types including rental	We will need significant roads until 2040.	Start acquiring Row, use existing road systems for alternative transport systems	Hydrogen vehicles. don't believe we will wean ourselves from personal vehicles by 2040	Clean water act, reclamation of wetlands					
Aurora		Not too dense (illegible) Quality of life	Yes for better future	A lot. The way we save energy on time.	I don't know but any amount to be possible for change. In positive way.	Road network	Save energy and water, green house.	All was excellent. Presentation.	We need to plan for the future			The transportation system needs to improve
Aurora											This could have been used as a brainstorm forum to enhance the overall region. Existing funding for existing infrastructure will be inadequate and needs to be resolved. I made several proposals at the North Aurora meeting. Right now, there wasn't any discussions about using additional resources as well as additional traffic patterns, more transit users etc. We have to realize that the existing infrastructure won't be able to handle the additional demands that will be placed on our systems.	
Aurora	At present looks bleak. If government can become no political and honesty takes place Go To 2040 invent plans will be great for the future generations.	Moderate growth with a firm plan in place for better land use.	Where the development is needed. Why use land when there is no need for development	We need to maintain what we have but moving to more rail transportation	As much as is need to meet the needs now and into the future of 2040	A strong (illegible) moving toward rail transportation	We need to support policies that promote clean air. Recycling to better maintain our land use and water streams	My favorite part was doing my thoughts about my home growing up as a child. A great time for me.	How important it is to make sure we continue to do things to help our planet.	By passing on the info how important that we all work together to help the planet	We need to reach more of the Aurora Community how. Agency's - ask for a representation from agency	
Aurora	Like it has potential	Very - more efficient	Redevelopment areas	Mid-level investment	High-level investment	Mass transit	Conservation	Voting	People in the room want smarter growth		Are there any combination of answers that expand all the 'spider' legs?	
Aurora	Crowded	Encourage moderate dense development in urban areas	Urban areas	I think more roads create density and traffic	I feel this is very important - Portland OR		We should always take care of the environment first!	Seeing the impact of different choices on the model				Don't forget the importance of alternate transportation
Aurora								Ty was great! Funny - kept my attention. A lot of statistics - sometimes hard to get through.	How interconnected all the choices are - each item affects every other item. The relations were not intuitive. The 'model' was a great way to show	Encourage other local residents to participate in similar events		

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Aurora		Ensure there is enough room for families not in favor of having too many houses together.	Where transit/transportation is more available	Not sure on the amount of money but enough to maintenance the current roads and new in the making		Energy saver policies	More green policies	Interaction, diagrams	Choices can determine how the future will look		I really enjoyed the presentation ... never really thought about the future	
Aurora	Great water ways. Great schools. No crime. More biking, hiking and water sports and recreation. Eco sports. Eco attitude on recycling. Wildfire. Jobs, housing. Open space.	Somewhat. So individuals can use car free transportation needs. Like biking, walking and hiking	Downtown. Under utilized. Great Lake front properties. Transportation hub.	Great deal, old roadways need more widening and major highway connects between I-80 and I-88. Population growth needs.	Great deal. As much as we can get at the federal level do to growth of population and the over reliance of foreign oil.	High speed rail. More eco-transportation, biking trails, hiking trails.	Water resources. More eco-water sports. (illegible) Air quality. Water quality programs. Recycling programs that are constituent friendly.	Interaction	Cost issue we might run into	Make sure I stay on top of legislation and policy in area	How do we implement or manage a regional attitude to make sure 2040 looks and is perfect for all surrounding municipalities.	Go to <a href="http://www.goto2040.org">www.goto2040.org</a> and take the 'Invent 2040'.
Aurora		More dense to preserve green space.	Concentration (?) already developed areas	Not so much. Just makes people drive more	Lots. Get the cars off the roads			Creating the model	Impact of certain decisions on other aspects	We are planning an Earth Day celebration for next year		Please help us preserve the (illegible) for our children's children
Barrington		Human Scale	Existing; re-investment	Better formula or understanding of capacity increase by dollars invested.	same	Fixed rail	water primary	interactive	population forecast	link to local page		
Barrington		Based on local support	In centers that are already developed	Finish Major connectors		High Speed Rail	Positive incentive based policies like LEED	Scary how the decisions affected other areas.	How housing options influence inputs more then other choices.		A larger discussion about regional thoroughfares the continuation of 53 widening 80/94	
Barrington			Redevelop older communities and cities		Significant amounts							
Barrington								Moderation was great and quite effective	Transit and land use trends are more pronounced than expected.		Key questions which may be out of scope, that need to be added to give more texture: 1. Who pays for changes? 2. Does this require, and if so how much, income + wealth redistribution within the region. 3. Much of the land use, transit and other issues/ challenges is based on business climate issues that often drive these trends. 4. Regional solutions cannot appear to pit region on a class warfare or political basis- suburbs feel often that we are the checkbook and yet our input does not have impact in the "real politic" sense.	
Barrington		Dense as possible	Development in areas and towns to give people who wish to live "rural life" that option.					The discussion of AN ideal community provides a good frame to answer the survey questions				Focus on alternate modes of transportation and creating viable downtown living (even in smaller communities)
Barrington				Except for bikes!		High speed rail!	Re-use first re-cycle!	The interactive graph / chart	Density Determines Everything	High Five	How do the results we picked influence costs/ taxes	Focus on Alternative transportation so by 2040 we do not have a crisis that

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Barrington								Open discussion on how we improve parts of the wheel	The way the development and transit options can improve the environment	educate the environmental folks to work with government programs	In the power point have more slides of good things to save	Housing for older then 65 people that can walk to activities and health care facilities.
Barrington		Mixed single family/ multi family development		Lots- the roads are falling apart, are too narrow. Looking at alternative methods that last longer.	We should invest in faster mass transit. Make a system that gets you from point A to point B faster.	Provide convenient mass transit solutions to encourage people to use.	Encourage native planting, water conservation, recycling.	Seeing how the selections made gave a picture of what the future would look like.	How people see the same data and interpret it differently..... Especially how it effects them personally.		nice job	Land use to keep open space is important. The roadway system needs improvement. Give people other transportation options so they can change driving habits.
Barrington		Duese		only to improve flow	more buses!!!				The importance of land use to the outcomes			
Barrington		Moderate to conserve investment and tax dollars	In the abandoned patches of land in the city of Chicago outside the loop	Not much, since I expect to see smaller cars and fewer trucks	Much money to save road construction costs.		Reduce congestion and emissions.	Learning that there was a regional planning organization collecting input from our communities	That growth can be managed at an optional level			Provide as much input as we can to regional planners.
Barrington		Moderate increase in density	Areas that are already used	Quite a bit since we are already living with urban sprawl.		Improve roads until density increase makes mass transit affordable/ available.		Voting for models and immediate feedback	too many people too little \$ for improving infrastructure			Local control of land use
Barrington		Local control. What's good for one is not necessarily good for another.	Re-use, CBD's, economic challenged areas.	What we can afford.			Regional- H20 flows do not recognize political boundaries.	Shows how all aspects of quality of life are inter-related.		Could have moved along a little faster with the voting.	I think if costs were brought into equation people may "vote" differently.	Be realistic with what you can accomplish & don't become an over- staffed, inefficient, government agency!
Barrington		We need to fill all the empty spaces before we build more. Build up not out!	Not likely but in my book, no where, we should go backwards, not forward, it worked better before all the technology.	Moderate Amounts	A decent amount. We need less people driving, more taking the train, bus, etc.		Clean air, clean water, energy efficient.	Interaction	I think mostly others opinions & thoughts because I already know what I think		What are we doing now to accommodate the changes for the future?	We need to stop putting the environment on the back burner. Infrastructure is important but we need to focus on all of the issues.
Barrington		Dense where it's already dense to preserve maximum amounts of open space & agriculture	In areas already developed	Maintenance level	Transit should be heavily emphasized	Encourage use of transit	Much attention should be given to the necessity to control invasives. They are threatening much of our open space.	The interactive nature of the workshop	There's a lot of thought going into preparing for the future	I volunteer at time to conservation organizations. I can help spread information	The sound quality was not great. Sometimes it was hard to understand what was being said.	Planning for maximum possible protection of natural resources and policies that support and encourage use of natives.
Bartlett								The opportunity to explain my choices	That every choice is connected. Every choice you make has repercussions.			Mass transit - importance of rail
Bartlett		Future development should provide for a mix of densities from Single Family Homes to low-rise condominiums	Local community centers. The purpose of this is to provide the community with a visible city center to promote a "sense of place".		More than current transit investment.	Policies that support multi-modal options for transportation.	Policies that support LEED building standards.	Discussions amongst table members. This provides people with an opportunity to get more in-depth with their ideas.				Form-based codes
Bartlett		Moderate density with choices would be best, but development needs to be sensitive to community needs.	Near transportation hubs, having the housing surround multi-modal transportation areas should reduce auto usage.	A little more than now, it seems that transportation is not maintaining current needs.	More, but in a practical sense. Transportation hubs need to follow people where it can get the most use.	Emphasis on alternative transportation options and implementing transportation integration measures should be	Water reduction, waste reduction, alternative options.	I believe that the interactive voting was best, although more options should be available to choose from.	Learning that 2.8 million people will be moving into the area over the next 30 years.			

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Bartlett		Concentrate in current urban centers.	Should be more dense with more options - I'd like to be able to age in place.	More b/c we want our economy to grow and distribution is important.	Much more - we need to encourage more people to use transit and make it more available in the suburbs		Reduce water consumption and reduce impact on watersheds.	Seeing the difference between current trends and the choices that we make	The biggest impact that we had was choosing more density and focusing on metro and community centers			
Bartlett		More midrise mixed use	Around transportation nodes	Keep the same, if you increase the lanes it doesn't provide traffic relief - more cars end up using that route	As much as we can to maximize its potential only if development is near transit		Sustainability	Voting - live results				
Bartlett		I don't think we can sustain much more growth	Re-use and redo current development		How about trails to rails		We passed a sustainable population worldwide around 1850...	The clickers to vote with	People are paying attention		What about population control?	What about 2140? 2240? What will this time look like?
Bartlett		Slim to moderate - Bartlett has a good choice at this time. Enjoy a maximum of green space.		An amount that would give the best roadwork to all communities								
Bartlett								I enjoyed voting and seeing the results immediately and with some small change could manipulate the charts and diagrams.	If we don't think about changing the future now the end result may not what we want to see and current trends may prevail.		Great job. Very interesting.	
Bartlett		Need to increase density, reduce infrastructure costs and provide more affordable housing.	Growth corridors, close to transportation networks, etc. Also where people want to and can afford to live.			Reduce congestion. Better connection of suburban areas, including public transportation.		Impact of the various scenarios on the 2040 outcome.				We need to increase economic development and activity, as well as provide more affordable housing. Over regulation that increases costs and discourages economic development is not beneficial in the long run.
Berkeley			Not just in the mid city, people should be able to stay in the suburbs but not just in their single family house	Our roads and grudges are in terrible disrepair right now. See the viaducts/bridges on the Outer drive	Lots!	Go back to having transfers. One of the few good things the most recent late gov did was free trans for us old folks. Made all the buses crowded but is great. I feel badly for work up people who have to pay 2-3 full fare to get to work.	Use of solar wind as sources of energy. Separate city streets for bikes/cars. The bike lanes on busy streets are lethal - so dangerous!! License bike riders like you do cars! Too many are rude and stupid!				How does getting or not getting the Olympics fit into all this?	
Berkeley								Analyses, implications of decisions		What impact of the Olympics in Chicago would have decisions of business mix in community green vs. industrial	You do not talk about public health concerns i.e. hospitals, clinics, ER, contagious diseases, public aid and Medicare, "catastrophe disease", monitoring cancer, COPD	1) Transportation - buses and trains (public) 2) Water - usage - build up Lake Michigan accommodate growing needs 3) Senior Planning/"challenged" person resources

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Berkeley	Clean air, open space, community living with design that allows for creative options for all those who might be living together.				Mass transit will be imperative to the efficiency of future travel. Not only will the train/bus lines need expansion, but they will also need to be more efficient in both time and energy consumption.	Support mass transit, bike commuting, walking, car sharing, etc. Single person cars need to be reduced.	Clean air, water, land. We need caps on our pollution and strict consequences for those who endanger and damage the overall environment. We also need to focus on alternative energies and practices that are greener in nature and sustainable. Reduction on foreign energy dependence.	Answering the hypothetical's and seeing how that could play out in the future; comparing the options and seeing the consequences.				
Berkeley	Interesting and hopeful. I see changes in	Medium or compact development. More efficient land use, transportation, water, commute and housing diversity.	Where we have the infrastructure already in place. We don't want to use more land	Moderate investment. I believe that we rely too much on cars. I don't believe we need to encourage lane use. But we need to make it more efficient.	A Lot! We can't afford to move in the same ways we are. Climate change, energy use and other issues.	Alternative. Support trains, bike, walk. More. We now dedicate a lot of money and effort to (illegible).	Reduce, significantly promote reduction. Discourage noise (water, land, etc)	The brainstorm with my group. Seeing the graph change.	That density is a huge deal. That we need to shift our perception towards density.	Change and help others see density and space use differently. can contribute to educating the public.	Visualization is key. These scenarios could be imagined in different ways. I should be possible to visualize this.	Promote efficiency and transportation. Integrate (illegible) and contribute to improve quality. Better quality of denser developments. No more malls, suburban sprawl, colonization of natural spaces. Not one inch of nature less. We have to pull back!
Berkeley	Grim. Crowded. Can make good changes but need strong leadership to implement. If taxes go up, I expect the 'dorito' to reflect those good changes.	Should allow for some space - create more common space relative growth.	Cities - need to preserve remaining clean resources	Fair amount. As resources dwindle, will need to truck more. (Unless American way of life drastically changes).	Lots!! Let the people do their jobs - live their lives - not commute through the days.	More trains, more bikes and walking!	Water, energy, soil, air. But must also revisit property rights, and maintain peoples' personal rights.	Drew was funny - nice presentation - great supplies - enjoyed scenario best.	People are more liberal - > interesting. Wonder how reality of politics would factor in.	Voice a disparate opinion :) - use less energy - bike	Thanks for listening.	Who will determine how we use future natural resources? Who controls water, energy, etc?
Bronzeville		What about having family meets for the sake of children?										
Bronzeville	Like it needs work.	Moderately compact	Communities and cities, to preserve some of the open areas	Enough to increase capacity a little. We should move people toward public transit.	A lot. More people should use public transit instead of drive.	Improve public transit.	Clean air and resources.	Most of it	That the population will increase by 2.8 million in the not so distant future	Encourage the use of transit. Encourage energy conservation.		Improve transit.
Carol Stream	Good... if we make some changes now.				Invest in transit please.	More mass transit More bike lanes and paths.	Preserve natural spaces. Increase infrastructure (permeable pavement, green roofs, etc.)					My husband and I strongly support increased bike lanes on existing roads, bike paths, and public mass transit (i.e. we greatly need the 'L' expanded into the suburbs)
Carol Stream	Bleak	Low density - only	Unfocused, Adam Smith's unconscious hand	Minimum investment, encourage rail	Encourage (alternative transportation)	Alternative	Keep the government out. Leave to the private sector for greenhouse. Slightly encourage all else.					Let it go, let it develop on its own, with the exception of infrastructure, let it take its own path. Think Adam Smith's invisible hands.
							Reduction of greenhouse gas					

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Berkeley		Denser in most populated areas. Make an urban amenity of Chicago River like the lakefront to provide a greater sense of space to people living closer together. Also, most courtyards, closed streets, and wide sidewalks with density will work, not like State Street in the 80s.	Not in unpopulated areas.	Repair and maintain existing roads. Pretty much no new roads.	More than now. Reduces CO2, uncrowds roads, reduces marked class differences between citizens.	Promote walking, biking, car sharing, public transit.	Validate lower consumption lifestyles that have been culturally marginalized for the last 30 years as 'country' or 'getto' e.g. cloth lines, cooking outdoors, socializing outside.					
Berkeley		People will live where they choose to live... urban or rural for their own reasons. Dense may work practically but how content will people be in that in that environment.										
Berkeley								The displaying of the results of the polling.				
Berkeley								Great to see immediate results of this exercise.	Reiterated the 'density' factor in affecting the overall future possibilities in planning.	I'm a professor at Benedictine University and will certainly incorporate this info into the Enviro Science course.	Certainly working on improving the education systems (public school) in Chicago in order to keep families living in the city.	
Berkeley		Very dense in comparison to today.	Existing settlements, metro. Infrastructure investments can benefit far more people for far less cost.		Better bike lanes	No taxes on CTA/RTA. Unified RTA, Metra, CTA, Zipcar, I-GO.	Better recycling					Energy has to come first.
Berkeley		Dense, but don't over(illegible) infrastructure. High-density good when combined w/improvements to mass transit, schools, sewers, etc.	In less-sensitive environments, IE, not in flood plains. Lower/mid density Chicago neighbor.	Enough to enable traffic to pass through region; to move food, necessary resources etc. Discouraging long commutes for work.	As much as we can. Circulation is critical, people need to be able to move freely, w/o polluting, to work and recreate/shop.	More integrated public transportation. More 'Circle' lines connecting existing lines, offering access in underserved areas. More rail lines on existing routes - why not a 4 or 6 track rail line? Express bus lanes.	More renewable energy, especially solar and geothermal. Illinois 25 by 2025 but should be higher.	Interaction. Great graphs.				More solar - on every house!

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Carol Stream								Excellent program	The interaction between the various approaches	Windsor park is working to improve the environment - better water, recycling programs, reduce our carbon footprint		
Carol Stream		Medium size developments	Along major ROW and transit facilities	Improve major ROW for traffic areas	High speed	More neighborhood access to bus			Ways to enforce new ideas on communities			
Gcero		Housing diversity - drives incentives. Don't regulate, provide incentives grants for communities w/old plans				Lighting, energy efficient, natural lighting, green roofs and solar	Consistent policies; consortium of regional partners, educate, streamlining, two way street of responsibility, education				Sharing best practices and models, look at equitable share of funds	
Crystal Lake				Better roads lead to more sprawl		Major. Improvement on public transport and on commercial systems						
Crystal Lake			Existing urbanized nodes	Minimal - inefficient mode of transportation	\$\$\$ Most affordable, environmentally friendly options in transit	Transit, high mileage, electric cars	1) Ground water protection, 2) Financial incentives for natural resource protection	Scenario summaries				Help create a mix of proximate land uses so people can live, work, shop, and play in a bikeable area
Crystal Lake		Moderate	Metro centers	Significant	Significant	Public Trans	Max amount	Input opinion, breakout groups	More about how planning works	Spread the load	Would like more in-depth discussion and guarantee feedback to local officials	New energy, innovation, technology
Crystal Lake		Compact, contiguous, and dense to prevent sprawl	Infill in municipalities, redevelop brownfields	Expand existing and improve roads	Transit to compact, contiguous developments	Multiple choices - car, bike, train, bus, waterways, etc.	Mega sites for biodiversity, preservation. Keep native soils intact. Maintain stream activity during development					There is too much influence in McHenry County from Land Speculators
Crystal Lake		Moderate Density: SFR Homes, TOD/Mixed Use neighborhoods, Ag. Land. Not everyone wants city living, must have choices, but land is limited, so need to have some density	Infill, away from environmental areas, away from high quality farmland. Need to encourage growth with reduced costs for infrastructure and municipal services.	Minimal to maintain function. We need interstate and highways but if we have a mix of uses and other transit options - bike, walk, light rail, train - local roads don't need to be 6 lanes	More than current. Need options - realistic options that work and get to grocery, recreation, not just Chicago jobs	Alternatives: road, transit, bike, walking	Preserve environmental corridors		There are so many options			Options: land use, transportation, housing, jobs, services
Crystal Lake		Population control and less development	We need population control, not more development	Lots	Lots	More mass transit	All					
Crystal Lake								Seeing the results of our votes and seeing how they are interconnected	That there is a strong desire to encourage sustainable living in our group			
Crystal Lake								The scenario	That to get what we want will probably be costly in the short run, but in the long run will help the			We need to look at the long view in terms of the environment

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Crystal Lake				Major bike and walk paths and public transportation improvements			Making choices	Planning will impact the environment				Reducing the carbon footprint is the most important goal for 2040
Crystal Lake								Participating and the other people that were here	That all input is valuable			Protect open space
Crystal Lake								The keypads and Hubert's jokes	The community has a lot of good people	I do everyday at my job	You should absolutely have had natural resource protection under resource policy	Protect the environment
Crystal Lake		More dense than in the past	Around the hub		A lot	Public transit	Water conservation and air pollution	Discussion and voting results showing consensus	Consensus that land preservation is most important			My county board (over 50%) wants spot zoning for commercial and for housing which is not what our community wants
Crystal Lake		Dense (very dense) to reduce land consumption	Where there is existing infrastructure in urban centers	Only minimally to improve capacity	Very much - good transit reduces energy use and greenhouse footprint	Use transit, bike trails, and walking trails	Protect and manage more land for the ecological functions that they provide. Protect wetlands, high-quality natural areas, and incorporate best management practices	Hubert and his smile. Good overview.	Encouraging responses from the audience.	I help promote protection of open and natural areas. And, most days, ride my bike to work and on errands.	Need to focus on open space values (not just in context of land consumption)	Listen to the people - as evidenced by the results of this planning meeting in Crystal Lake - and not just the vested interests a=of a few people.
Crystal Lake		Very dense and compact growth to save natural areas and farmland	Near city and transport	Just maintenance	Improve rail extensions, frequency, and other transit	Transit 4:1	Water supply and quality. Agriculture preservation. Open Space acquisition				Can you go live and show how website works	Protect the land and alter to create a sustainable future
Crystal Lake		Depends on location - I see a continuum from very dense to large lot zoning	Where there is existing infrastructure in urban centers	Maintain current conditions. I don't like roads.	Tons. As long as the density supports it, its more affordable, equitable, and ecologically sustainable.	Congestion charges.	All to the max					
Crystal Lake								Interactive video	Most people who attend these meeting have been pushing these ideas for years			How do you stop local governments from approving Greenfield developments
Crystal Lake		We need to be more dense. We need to reduce our energy consumption.	Closer to where people work, reduce energy consumption.	Improve condition.	More public reduce energy consumption.	Anything that increases efficiency.	The cleanest possible.	Group discussion	Other people have the same concerns			Make your town pedestrian friendly.
Crystal Lake					Public access to major attractions via bus, train, etc.							
East Hazel Crest	Bleak for the South Suburbs. The RTA continues to maintain the status quo, and not mandated to provide any equity in transit services.					Equitable services for the region. Balanced investments.			3-tiered 2040 plan - and only Compare 2040 is online. Should be available elsewhere.		A lot of information for many folks. You need an educational component to these workshops.	How does CMAP plan on addressing the equity issue - as stated in the Vision brochure - What policies are they prepared to undertake?
East Hazel Crest								Seeing how the wheel changes		Plant trees, manage green space	Kids need space - not on the streets	Get kids & adults into the green spaces - parks, trails, forest preserves. Do not forget green spaces.
East Hazel Crest								Participating in the electronic survey process and seeing the results immediately.	CMAP needs to broaden areas of interests, like employment, jobs		I think the omission of employment as a survey area is serious oversight and leaves out a high	

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East Hazel Crest	We should ask these questions in light of global warming. So we have to.	Maximum.	Metropolitan centers.	No new roads	Huge amount	Maximum amount	Maximum		Interesting. But quality of jobs must be more than behind the scenes. This is the <u>issue</u> .		I think a separate question has to be what types if investments support high wage <u>jobs</u> !!	
East Hazel Crest		Understand the reason for density - concerned with increased crime & traffic					Clean air, clean water, open space growth, tree planting, passive recreation					
East Hazel Crest	CHTS - N	Moderately compact growth - 56%	Community & metro centers - 84%	Moderate increase - 53%	Significant increase - 84%	Support alternatives - 53%	Maximize programs - 56%	Dialogue	That simplistic systems are not useful for analyzing change		The reality is that we can't continue to consume land - We need to reuse and redevelop existing business centers & housing	It depends on the level -- @ the city - get your heads out of your ----- and become aggressive. @ the county/state/fed - stop allocating money based on personal agendas -- stop rewarding <u>inefficiency</u> .
Elgin	Very concerned that health efforts be considered	Equity of neighborhoods		Economy. Public health.								
Elgin		I would like to see more redevelopment in economically disadvantaged areas, as long as any public funds stay in that area (i.e. TIF)	I would like to limit development in agricultural areas to encourage local food growth.	We need to invest a ton of money just to <u>maintain</u> our current roadway system, per AASHTO report. I don't think people are going to stop driving any time soon.	I would like us to invest more money in transit, as long as we have a comprehensive plan to maintain what we have, let alone what we build in the future.	Fuel tax is not going to support maintenance of our transportation system - need to look toward charging money per mile.		Voting machine.	Lots of my neighbors are concerned about the same things, especially transportation & urban sprawl.			
Elgin			Locally - strip malls, fewer big box stores	Force lane usage as is done in Germany and declare some areas off limits to autos or autos with only one passenger.	A lot more than we do now. If we expect people to use public transportation, it must be close - no more than a two-block walk to catch a bus.	Encourage multi-passenger use of autos.	All that will provide good water delivered to my home. Without water, my home will be uninhabitable.				You need to provide facilities so the hearing handicapped will know what is going on!!!	
Elgin		Urban density supports local business.	Economic hubs - Pre-established 1900 downtown areas; Growth pattern was based on a local sustainable economy.	Traffic calming. Pedestrian friendly & bike.	E-transit for work. Industrial corridors w/local workforce housing for less reliance on transit	I-Go car sharing for at-home business use	Less packaging; Recycling					
Elgin		No high-rises - too dense. Single-family; small apartment building.		Well-built roads that don't need repair in 4-5 years.	More		All					
Elgin	Exciting	Moderate to high density in metro centers.	In areas with built infrastructure only.	Maintenance only, no expansion. All new Greenfield development must pay for regional upgrades to arterials, bridges, etc. up front.	80% of transportation money should go to transit, bike/walk lanes.	Discourages car travel by forcing motorists to pay the real costs of roads, pollution, etc.	Maximum environmental protection, based on solid science with <u>complete</u> cost benefit analysis. Complete means all costs, not just dollars.					

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Elgin			Current urban areas - revitalization is best opportunity		Connect the "suburbs" with Chicago metro - 5 fingers		Passenger rail combined with interstate express bus on Randall Road	Willingness to listen	Consensus may work and is alive		Job support / development in existing metro hubs - revitalization	Walkable neighborhoods / jobs / recreation all are connected. Buy local, buy / build American - get back to feeling good about our products
Elmwood Park		People are living to the age on average of 77 years. All projects must keep that in mind!			Technology must create a new way!				Water education is the 1st challenge to make Chicago pay its fair share		Understand that new technologies are the biggest factor in the growth and usage	
Elmwood Park		Notified neighbor of excessive water use, check items for leaks -> hooray for metered water use									Water re-use programs, grey water; don't want to repeat mistakes of the past - think about downstream effects; water is too valuable for what we charge; flat rate for water in the city - people take advantage of it; suburban communities hate already stepped up to the plate; total lake access gives us financial incentive to change habits; notified neighbor of excessive water use, check items for leaks -> hooray for metered water use; postcard from CMAP -> other	
Elmwood Park							Rain water return without regard to what's downstream; ours taste better than a lot of other places. Metering water; looking for suburbs to save water; incentives are needed; can notify people of leaks					
Evanston		Density should increase sustainability in order to reduce transportation (illegible); leave more open areas and improve air quality through less emissions	Closer to major transportation hubs	Enough to permit those workers who do not have efficient access to public transportation to access their employment and recreational areas	As much as reasonably possible. We need more but we also need a much more efficient plan	Car pooling; monorail type system; high speed train for longer distances; small electric bus system bringing people to transit hubs	Limit emission through electric autos; maintain open areas; reward efficient building	Observing the impact on the 'dorito' of our decision	There are competing priorities that will need to be addressed together in order to reach a coherent solution	Continue to work on the plan commission		
Evanston		Moderate density	Community centers and metro centers	Strategic increased investment to improve congestion for freight/delivery	Heavy investment to create alternates	More alternatives - high level	Moderate	Interactions between the factors/inputs	Tradeoffs can be demonstrated between the planning factors - know they exist, but difficult to explain	I work as a transit planner		Invest in infrastructure to support sustainable growth
Evanston											I am concerned about the (fast) speed at which the meeting moved and the weight being given to the responses made in this	We need to have more revenue in Illinois

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Evanston			In fill in existing towns and cities	For what purpose - repair existing; Geometric triangles to reduce conflicts and increase capacity of the existing; look at bridges and keep safe or re route and abandon	To attain improved - reliability, safety, capacity; To expand knowledge of experience using all modes; Make buses more usable by managing schedule							
Evanston			Metro and community centers	Reduce - only maintain what we have; encouraging public transportation	Increase spend (reduce road spend)	Increase spend (take for road spend)		Interaction; instant tally	Density has enormous impact			Public transportation ENHANCE
Evanston			Affordable housing so that workers can afford to live near where they work and therefore reduce communities		Significant! Support mass transit - high speed rail	East/west mass transit not simply in and out of loop	Significant reduction in carbon footprint					
Evanston		Should depend on location; but should be at density sufficient to support transit and commercial nodes within walking distance of neighborhoods	Where infrastructure exists and or completes a connecting network (conserve scarce resources)	Should focus on improvements that move freight more efficiently and separate trucks from cars	Need to invest lots in maintenance so that it's an attractive transportation choice	Improving transportation choices for disadvantaged populations	Reducing flooding, using sustainable systems	Keypad polling				Not all of the density that's desirable in the region doesn't have to come to Evanston -> density should be dispersed among different places
Evanston		Density should be compact but accessible to open space	We should focus development into regional nodes	We should maintain but not further expand roads	We should invest in existing transit and further expand lines and services to create attractive, reliable and robust systems							
Evanston		Reasonably dense to lessen congestion etc.	Already developed areas		Lots!	Much more, more efficient, more accessible and more affordable public transit	Voting					Transit, transit, transit
Evanston						Chicago Wilderness, Green infrastructure vision		The idea that you are going around the region engaging people in understanding the consequences of planning choices; the moderator was excellent				Unsnarl the home (illegible) to give planning some teeth
Evanston		Very dense, metro centers	Existing nodes expanded (or 2 new communities a la Reston VA)	Minimum - maintain existing	Very much - as much as possible	Out of cars	Sustainability					
Evanston		Should encourage more 3-50 unit apartments throughout the city and more townhouses and smaller lots in the suburbs. All should come with mandatory sidewalks, regardless of	We should encourage a lot of urban infill, especially in southern and western Chicago, southern and near - west suburbs. There is a lot of open land Northwest Indiana should be included as well (Hammond, Gary etc)	We should probably maintain highway networks as they are now. We should encourage walking/mass transit	Simply enough so people can choose whether to use a car or mass transit, especially for entertainment venues should be closer to mass transit.							

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Evanston		Building 5 stories or less. Quality of life is better than high rise and builds more community than single family	In existing communities and cities. Re-invest in inner cities of low income especially	Maintain quality only. Discourage community by auto	Hugely - regional public transportation is essential to growth management	Use transportation stations to build the economy in surrounding areas	Protect air and water; reduce petroleum consumption. Avoid nuclear power - invest in alternative energies especially hydroelectric and solar energies	The dorito chip analysis	The CMAP planners are not thinking outside the box as much as I would hope		1) Just because modeling is difficult doesn't mean you don't challenge yourself to develop new ways of predicting. Caution 2) Remember how you ask a question will dictate the response.	Please invest in, build infrastructure, train people and hire people from our poorest communities in the region. That approach will have the greatest impact on improving our quality of life and ensuring our future will be positive.
Evanston		High density around transportation nodes but even increased density in single family development areas (smaller lots) relative to current densities increases across the board	Infill development, transportation nodes. Sustainability community centers and metropolitan centers	Less investment - priority should be mass transit, high speed regional rail, bikes, and walking	Maximize investment - more sustainable	Mass transit; high speed regional rail; bikes; walking neighborhoods incl. neighborhood commercial/retail	Sustainability; carbon neutral development				More like Europe relative to all categories	
Evanston			Go back to the 'parking lot' and add into your plans the importance of develop., addressing the importance of breaking down metro Chicago's segregation - economic, racial, economic	Research new materials that will last to fill potholes and resurface. Broken roads			Consistent across communities re waste treatment, recycling and education for all age people					
Evanston			I'm curious about model input, which did seem to trends towards more of the same across the board.									
Evanston			Areas where development is currently occurring but not overwhelming the space.	Investments in roads should be made to increase accessibility to vehicles like bicycles and more efficient use for mass transportation vehicles.	Investments should occur for improving/adding accessibility of transit systems as well as investing in reduced energy or more		Maximize open green spaces such as parks/forest preserves; Improved accessibility to alternative energy options in the region	Interaction and open communication	Learned more about overall planning opportunities in the region			

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Evanston						Expanded infrastructure for safe cycling and policies encouraging cycling for transit would decongest roads, decrease energy use and CO2/NoxSox emissions and improve the health and safety of residents. Cycling and transit should be viewed as complimentary transportation modes						
Evanston		Substantial increases in density in metropolitan clusters is desirable. Walking areas where destinations are near origins	Existing centers. Reduce costs; increase sustainability; conserve land	Limit any additional investment	Substantial increase in investment needed to develop alternatives to automobile in desirable	Development of alternative transportation to automobiles	Increase environmental protection and reduce unsustainable development		Tradeoffs predicted			Help educate them to tradeoff and desirability of more dense clusters of development also to possibility of protections privacy for families and increased walkable sustainable development.
Evanston		It is considered on a case by case basis in Evanston		Keep roads in good repair - consider not expanding roadways. This will impact pop density	Upgrade existing public transportation	Policies that reduce reliance on personal auto transport	Can't shoot from the hip here - each policy should be carefully evaluated	Very informative and well run	Impact of density on cost management			As chair of plan commission we will undertake over the next 1 year and looking at this question
Evanston		Moderate density at most that preserves open space for community use & that serves communities' goals for total population.	Existing communities based on type of development needed. Open-greenfield sites - should be reserved for 2060.	Single-family cars = single-family homes = \$\$\$\$. Invest in maintaining existing centers & links.	Transit = health (walking), \$\$\$ + carbon savings + increases useful employment. We should invest more!	Support those policies that follow CMAP guidelines resulting from CMAP planning for regional development.	Regional education carrying capacity - relate to water use, air quality, environmental diversity & human health promoting activities.	Learning about CMAP and its role in Chicago area planning and the tools & methods it uses for its work.	Regional planning for an area with 9+ million people in 200+ communities is a complex task.	?What is there to do?	I recommend that CMAP collect education & income info as part of its workshop + online statistics about participants.	Our community has benefited from the past 5 years of planning and development. During that time its character has become more urban + dense. I think it's dense enough. I want to help guide future planning & development efforts to strengthen those unique good features that we have & develop others, like more local businesses. How can I help?
Field Museum	Great if some key changes are made.	Dense development around transit stations. No greenfield. Mixture of uses.	Around transit stations.	As little as possible. As oil becomes more scarce, we need to change to survive	As much as possible, the era of everyone driving is coming to a close - we cannot afford it	Much more transit, more choices, no more drive only. Region connected to others via high-speed trains	Protect as much as possible our resources, using the wisely	Being able to have a voice	There is a strong support for transit and transit funding	Continue lobbying for smart growth	Keep up the good work. Not we need to convince Springfield that what we have done I the past does not work.	More transit, more rail, more walking
Field Museum	Bright	Dense	Metropolitan	Little	More	Alternatives	Sustainability	Love the clicker, Hubert, interactive scenarios	That planning can be fun	Yes. Can I volunteer?		
Field Museum	Difficult	Very: Too much land is used for autos (roads, parking lots) and increased density will improve quality of life	Throughout city. In downtown areas in suburbs	Little (only to maintain)	A Lot!!	Privatization (to increase efficiency, accountability)	Privatization	Collaboration	Many people are interested in increased density			

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Field Museum				Express lanes. Better traffic patterns.	Express trains. Rapid systems like London or Tokyo			Meeting like-minded people	So fortunate to live in Evanston			Funds to be spent wisely and effectively
Field Museum								Development and sharing of ideas with diverse group of people				Importance of education, preparing students for college. Making all college resources easily accessible.
Field Museum			Development should take place in areas depleted of connectors to opportunities					Rethinking how you envision your neighborhood	All regions find transportation and safe play areas as important priorities			
Field Museum	Positive, if we can make changes in terms of schools, public transportation, and development policies	Less dense than the lakefront around Lincoln Park - more dense than in most suburbs	Chicago! There already is infrastructure there and we should take advantage of it.	We can't get rid off roads, but we should be smarter about where there are built	More than we do now to maintain and expand the current system	See above for road network and transit system	Encourage water conservation, green space, improved air quality	Hearing other people's options and looking at the program	Many people have the same concerns that I do			Please try to think broadly about our future
Field Museum		Preserve: Green Space, forest preserves. Concentrate construction in walkable neighborhoods		Build sidewalks instead of roads.	More efficient equipment to accommodate a variety of needs, customers, routes	Rapid train links to replace short distance trips. Very convenient local transit options.	Focus on alternative energy sources for all needs - heating, cooling, appliances, efficient transportation	"Brainstorming" with table companions	Changes are enormous. Opportunities are unlimited.			Energy reduction is unlikely so alternatives are ESSENTIAL. Water use will increase but we can conserve and develop "recycling" and "reuse" strategies
Field Museum		Don't make Chicago into Tokyo - privacy is a resource too. Single family homes can have native plants, lawns, tree programs and more right-of-ways for increased transit options.	Where it already exists - look towards the growth of Evanston as a model.	Recalibrate transit corridors (less bus stops, more rapid "express" stations). Minimum cost to maintain roadways, apply costs to re-tune roads.	As much as possible - transit benefits should be free, not pretax - will pay for itself in long run.	Tax rebates for not owning a car. One empty train car per set (no seats) dedicated for bikes. Transit hubs (like airports).	Free grey water containers. Free composting pick-up and training. Cash voucher redemption for bottles/cans. Encourage rooftop greening options, school gardens, etc.	Voting technology and quick feedback.				
Fox Lake		2.8+m growth from 8m						The wheel	Impact of different resource decisions on goals			Nice work; How do different areas (towns, villages, etc) goals compare?; How do all stakeholder's input get consolidated and how much weight?; Use only as much as needed
Fox Lake				These 3 need to focus on North/South mobility, not just people from Chicago	These 3 need to focus on North/South mobility, not just people from Chicago	These 3 need to focus on North/South mobility, not just people from Chicago	Power - what will be the types of power generation we want to encourage/discourage in the future	Interesting to see how this group voted their preferences				
Fox Lake					Cross map east-west			The live presentation of data on the future	That the future planning is based on assumptions that are very dependent on the decisions made in the immediate future by the government	Provide ideas for alternative plans and CO2 (illegible)	A lot depends on government regulations (negative) or incentive (positive) in shaping the future	Preservations of resources at open land and clean environment set up so roads are designed for transportation and not revenue enhancement

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Fox Lake	We plan to move out of Lake County. Taxes (property) are too high for retirees/	Keep it country, we need fresh air.	Use frontage roads for new subdivisions and strip malls, to avoid traffic entering highways every few hundred feet.	A lot. Roads are in terrible shape and too crowded. Too much development for 2 lane highways.	Buses don't work because some neighborhoods go a mile or more from the highway. You must drive to the train station and then there's no transportation if you get off at another Lake County station.		Do something about our lakes getting so polluted and filling with silt. By 2040 the chain won't be good for boating, swimming, fishing, etc.					Bring jobs and a hospital to the northwestern area of Lake County. Save the chain! The lakes need serious dredging, many areas are 2 or 3 feet deep, damaging boats. Let us build seawalls to prevent erosion. Last few years we've had flooding during summer, so we can't use lakes. In winter, they lower water level after lake freezes, ice drops and rips the piers apart.
Fox Lake		The same as now	Community centers	More investment needed	More investment needed	Alternate transportation	Water	Interactive presentation very good !!	Tough choice, too many good things			
Fox Lake		Good balance depending on needs	Community centers as well as outer neighborhoods/subdivisions etc	Need more funding	Need more funding	Go green, conserve	Go green; water!!!	Opinions on future growth overall				
Fox Lake		Moderate	Community Centers	Moderate -> safety should be a top concern (i.e. Bridges)	A Lot; human needs, environment, shorter commute times, energy conversation	Expansion of existing transit - more trains North Central line - more East-West transit options	Anything that helps	Voting results	Interest areas of fellow attendees	I will encourage others to participate in this process	Good event	Environmental concerns, need for public transportation
Fox Lake		Medium - most people do not want to live in town homes and condos	Existing - community centers	Maintain what we have and some expansion when needed	Only as much as demand requires - it doesn't work well in Fox Lake	HoV lanes	Stop global warming - incentive solar, wind, tidal power etc.	Consensus measuring	What CMAP does			Give thought to long range planning
Fox Lake									What CMAP does			Plan future with environment in mind
Fox Lake								Discussion of factors that impact regional 2040 vision	Regional planning doesn't exist. It's not just Chicago and individual government units			Think regionally and act locally to support the region vision
Geneva	Dire for the planet, if we don't make changes to power down and conserve resources.	Moderately dense to preserve resources.	Yes, to guide it preserve resources.	Somewhat	Very much to save resources and decrease climate change.	Those that cost the least energy; hybrid, mass transportation, walkable, bicycling.	Protect Great Lakes, education for responsibility, power-down, switch to solar and wind.	Interactive				Make sure decisions and policies are good for seven generations.
Geneva						Relationship between cost and policies cost us more because we pay up front.	Aquascape, rain water harvesting, alternative energy, using less water. We're not paying for the true cost of water.					
Geneva												Property tax is related to unaffordable housing, other

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Geneva		Options are important to meet needs for residents that are comfortable in their surroundings.	Allow mass transit concentrations.	Minimizing road infrastructure will work to promote alternate transit options. This will free tax dollars to invest in other initiatives that the community wants to promote.		Policies that permit Tax/toll incentives for reducing automotive traffic during peak congestion periods.	Cap on carbon emissions.					
Geneva		Moderately compact growth	Community and Metro									
Geneva			In the urban areas and well established neighborhoods. Focus on infill and protect agriculture areas.									
Geneva	Good!	More dense - shorter commute, better use if open space, better tax base for schools, easier to reduce, reuse, recycle.	Where the infrastructure already exist. Reuse abandoned structure, repurpose existing sites.	Not much - even with cleaner fuels and low fuel cars there will still be too much traffic.	A lot, but this should include variety of options new rules - connecting various hubs - improved pedestrian experience.	Connecting major centers with public transit - not more roads. Higher gas tax to drive people to transit opportunities.	Gray water programs, lawn reduction and transition to deep rooted plants to hold more rain, urban forest conservation or enforced/encouraged to reduce by tax breaks, carbon footprint for businesses and residences.	Voting	People don't always vote the way they talk...it's usually about the money.		Keep up the conversations.	Reward conservation with \$\$, attract green businesses, enforce water conservation, tax practices (goods and services) based on carbon footprint.
Grayslake		Multistory or Single family with large lots to reduce impervious surface	Where there is good transportation routes	A lot more than current investing. People spend too much time sitting in traffic and repairing cars from damaged roads.	A lot more tan now to relieve congestion on roads	Reduce congestion and provide alternative modes of transportation	Water pollution and drinking water projects	Seeing data	What the trends are		none	Implement programs that are sensitive to the environment. Implement programs that enhance quality of life.
Grayslake												Reinvest in underutilized metro centers should be the utmost priority. This should involve traditional capital investments as well as focused outreach. Campaign to "change hearts ad minds" about dense urban living, especially outside of Cook County.
Grayslake								It allowed impact from the audience.				Transportation is a community reaction for citizens, not something that can be forced on people unless you want to be removed from office.
Grayslake	As long as the Illinois General Assembly remains the spineless plaything of Speaker Madigan, the future of this state in general is not too bright.	Moderately to vey dense. Agriculture land is a finite resource.	Within the existing metro areas.	The investment should be primarily in maintenance and widening in some cases. Investing in new roads encourage sprawl. Emphasize rail transit. Bus transit will become more efficient as density increases in suburban areas.	Emphasize rail transit. Bus transit will become more efficient as density increases in suburban areas.	Strategies must be directed at encouraging most efficient movement so people and commodities. Fossil fuel consumption should be discouraged.	Encourage green infrastructure. Trees should be a part of all engineering solutions in urban and suburban areas.	Open interchange of opinions and instead.	Population trends			Advocating for my particular corner of the world, I believe that we must recognize and exploit the value of plants as key elements in the development of any segment of the community: public areas, transportation corridors, commercial and residential areas. We must change the perception from

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Grayslake		Medium. Reserve open space and localize park space.	Community/Metro. Transportation options.	Major investments to improve intercommunity travel times.	Support alternatives. Rural areas- transit not as useful	Mixed roads and mass transit	Lower overall energy	Interactive Charts and discussion	Growth is coming whether we like it or not			Control growth
Grayslake		Focus on multi-family units - less costly and save on building materials	Along major transportation routes - save energy	We should build high quality roads similar to those in Europe. Lower maintenance costs.	More now to create a better system later.	Upgrade all mass transit, especially in collar counties.	Continue to acquire open space for public use.	The voting system, with the ability to see cause and effect of choices made	Many factors to consider as we go forward			All of us need to think and act globally to plan for the future
Grayslake		There should be enough green space left so that you don't have to travel to use the green space.	Closer, interlinked towns.	Work hours should be spread out to reduce traffic load	50%	Support more public modes of transportation	Support green policies and projects	Waiting to make a change	There is a plan in place for growth			How can one live without a car that is used for all purposes? Are there enough modes of transportation to satisfy someone that does not own a car
Grayslake		Growth at nodes	Communities	Significant	Significant	Support alternatives	Maximize	Seeing projected consequences of choices	That there are choices for everyone to make		I wonder why there was minimal participation	Meet all transportation needs of the elderly, disables and low income to increase their well-being
Grayslake		Use less land - denser	In already developed areas - community centers and cities	Need to fix and expand existing roads but don't build new ones	As much as possible - we need to get more gas off the road for environmental and quality of life purposes	Expand existing transit and add new	Any and all					
Grayslake		Extremely dense but it needs to be within walking distance of schools, stores, services. Better urban planning is essential. We should not need a fleet of school busses for every town.	Near waterways and railroads - that will become the main mode of transportation and shipping	There is no reason to invest since gas consumption will drop due to its increased cost. No one will be able to afford to drive	Tons! Rapid rail networks that expand beyond Chicagoland and link to other metro areas - Green Bay, Detroit, Madison, St. Louis, etc. allow movement w/o reliance on gas/oil costs	High speed rail						
Grayslake		If development must continue it should be in places that have access to public transportation, and we should preserve as much open space as possible	We should discourage development. Lake County has more endangered species than any other county in Illinois.	We should improve existing roads. Route 53 is an ecological disaster, and will increase road congestion, pollution, and taxes.	The more we can encourage use of mass transit, the lower the green house gasses from cars. We should encourage walking and bike riding to work and to a train station, to parks, grocery stores...		The more pavement, housing, malls we build, the less land is available to absorb rain and snow, and the more pollution ends up in our lakes and streams. Save open land to keep our water clean and safe.					Please conserve open space (and I don't mean golf courses), acquire more land for forest preserves, stop water and air pollution, encourage people to live near their jobs, discourage the use of cars, (single occupancy), encourage electric cars and conservation (insulation in houses, efficient fixtures, air conditioners, etc.), and get money of the political system (limit or eliminate political contributions so that politicians can actually represent their constituents instead of rich contributors)
Grayslake		Don't permit more dense areas	Westward. Some consideration should be given to blighted and deteriorating neighborhoods	Adequately repair those that we already have and some moderate expansion	As much as possible. Adequate public transportation is the answer.	Those that fund public transportation and maintain the highway system	Green is best, but the costs must be considered steady environmental process is preferred over a crash course where costs and failure occur	Voting to give my opinions	Planning is a complicated, time-consuming process	Let me know	Microphones should be required for speaker and those asking questions	Do everything possible to encourage and finance public transportation programs, faculties, and equipment

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Grayslake		Moderate - livable, manageable change	City - employment and freight center of region	Moderate, increase comfort	A lot - efficient and sustainable transport	Alternative to driving - commuter rail, subway	Recycling, reduction of solid waste	Policy vote	3 million population increase expected	N/A		Increase city-suburb transit
Grayslake		Total population should be reduced - density should be increased - easier on nature and better use of reduced energy growth	Brownfields - no more greenfield development	Maintain existing roads - don't build more	Mass transit should be promoted	Public transportation - bus, rail, bike	We should start living like we will be on this planet for a long time					The region will be a more desirable place to live if current population is kept same or reduced
Grayslake				Collar counties need roads	Users should invest	Increased chargers for mass transit users		Seeing the charted results from our votes			The region is too large to focus on individual county needs	
Harvard		More people in towns and less people in the country.	In towns on Water and Sewer systems.	Maintain what we have. We are not able to take care of new things.	Give more options other than just a car.	70% support strong investment in alternatives.	Get cars off the road. Promote energy efficient construction. Raise water use and storm water fees to encourage conservation.		People want open space.			Keep the people in the towns and the farms in the country.
Harvard								Discussion	A lot to consider		Need a little more explanation of 10 indicators.	
Harvard		No appropriate answer.	Metro Centers Only. Keep rural areas rural.	Maintain current roads without adding more or larger roads	Moderate increase in bus service	Free auto parking and secure bike racks at train stations.			Metro Chicago Planning is for the benefit of Chicago			Keep Cook County influences out McHenry County.
Harvard		Choices do not fit a combo of low density with regional retails. Feed back cannot reflect a difference between rural & urban.	Residential & commercial growth should be restricted to municipalities	Fix what we have. Keep rights of way as they are.	Invest smartly. Put parking lots in the gravel pits not down town or prime farm land.	Do not charge for parking at train stations						Keep new growth within municipalities.
Harvard	Scary - the open space is too tempting for developers and land speculators.	Very dense to make public transportation possible and feasible	Metropolitan Centers efficient use of infrastructure dollars - lower taxes.	minimum - too expensive we all subsidize them they fill up as soon as they are built - we need public transportation options.	increase a lot - best environmental/ economic option. Best sustainable option. The only long term option.	I strongly favor alternative; to favor driving is too expensive and is unsustainable. Favor driving will result in Gridlock-traffic jams.	Maximize programs. We need alternatives the future is resource uncertain - not all eggs in one basket.	The electronic voting. It was my first time.		Run for Public office and actually influence the direction.	The people that participated were mostly progressive. Many thought a like. It is the people that didn't show up that most likely will determine policy via politics.	Increase development density that would make public transportation feasible.
Harvard		Have development dense and promote more open space	on unproductive lands to save productive land.					Informative	Pave the way for our future.			
Harvard		Dense as Japan because that's where the	In the cities east of route 47	Little as necessary. Move away from car culture	Enough to max efficiencies	Light rail & bus lanes.	Zero pollution tolerance	The lack of animosity	The fallacy of composition	Plant more trees	Good Luck	Internalize the costs of unplanned development.

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Harvard		Most population and employment growth should be accommodated in moderate to high density developments. Low density residential development should be clustered.		Enough to maintain current level of congestion	more than roads	transit expansion	Transfer of Development Right, Purchase of Development, Rights Funding	voting				
Harvard		Density Should increase within existing community centers. I believe that to a certain extent increased density leads to increased choice, including more affordable housing options.	Redevelopment in community centers and on specific transportation corridors, to maximize efficiency for local commuting and minimize impact on nature resource areas.	We should invest to maintain existing stock of roads and increase capacity in new areas consistent with long range planning on a county, regional and metropolitan basis	We should make a significant increase in investment on transit. Would decrease dependence on our road network and promote more commute options to promote more economic development.	We should support policies that strongly encourage taking public transit/mass transit, biking to work, etc. Provide incentives through employers etc.	Maintain and enhance existing green space locations, including a strong emphasis on local citizen involvement in natural area restoration and maintenance.	The audience input/participation through voting tools.	The complexity that this planning process entails, especially related to the myriad individuals.	I work with a non profit organization called Imagine McHenry County, which is dedicated to promoting a grass-roots planning process as related to the long term growth of this region. We seek to bring information and understanding across over 2 dozen stakeholder groups within the area we hope to help in the process.	Looking Forward to checking out the GoTo2040 Website	Incorporate as best/most as possible a strong understanding of all the faces at play here.
Harvard											Appreciated inclusive process for visually impaired. Good incorporation of oral summaries, instructions and cues to compliment visual aspects of the meeting.	
Harvard		Voting										
Hegewisch		"Earthlings" require individual space. Every living organism lives by this standard. Our plans need to meet this very fundamental basic necessity. "Beehive" mentality will not die!	On empty lots, on land not very productive, on farmland devastated by over-use.	Only 1/2 of funds. Bicycle paths and walkways would curb demand and use the other 1/2 of funds. Roadways are important resource - safety escapes.	Transportation has always been very important. More concise, innovative forms of transport should be "formfitted" in individual; community; incentives, long distances	Policies supportive of attained and focused transport to specific activities and number of people.	Those which develop natural resources for use and consumption and renewal.	Sharing ideas...	That people are willing to sacrifice quality of life for frugality.	By consuming less, re-sing products whenever possible and as long as possible; buying natural material products; recycling.	Maintain/expand "quality of life" as much as is to be imagined!	Change the economic system so that income is not based on a materialistic culture, i.e., goods sold are what drives the economic engine. One quarter of land is to be developed, have 3/4 for playgrounds, parks, recreation activities, "wild spaces".
Hegewisch		Dense, to encourage less land use (better for wildlife).	Around existing cores of development - minimize land	Minimal, encourage public transport	Lots, reduce GHG's		Open space protection	Scenario Building				

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Hegewisch		Affordable housing especially for singles and seniors. More ADA housing to keep seniors and adult disables in their homes.	Fill in empty city lots with affordable housing of no more than 3 stories and ADA accessible	We need access to jobs and education. Strengthen the road infrastructure to sustain increased tonnage of current and future trucks. The current roads were never made to sustain heavy weight.	Safety issue - not accessible and very poor frequency and consecutiveness to other modes of transportation	Access to public transport similar to northside - 'L' train, bus so no need for a car. Affordable to ride and a tax bonus for riding a bike. Even subsidize those that car pool.	Tax rebates for a less carbon footprint. Need to continue to protect open lands in Illinois before occupied by developers. Create layouts of communities so that they don't become a dumping ground.	Using the response card - immediate gratification	What are vote will do in affecting the way our community would look like in 2040	Get the word out to our membership	The you for the opportunity to give my opinion	Increase job training and decrease the digital divide. Local apprenticeship programs, continued and expanded youth job programs.
Hegewisch		Low density. People want their own place. To keep up with the population and demand.	Heavily - to protect the economy.	At the rate we are now. But try to make all modes of transportation more energy efficient.	More efficient vehicles. Try to cut down on emissions	The presentation	Change is coming		Where will all the money come from for these changes. If everything is just environmental, we have no hope.			
Hegewisch					Before we invest in transit systems violence and safety issues need to be addressed.							
Hegewisch					Very much - economic development, trains do not extend to south side, cost efficient, environmental friendly.							
Joliet		Medium density, more housing needed, less open spaced used.	Job development needed in suburbs	Medium investment need good road infrastructure for mass transit (buses, etc.)	Most investment; encourage alternate transportation for energy conservation		Medium investment in water energy resources.	Seeing how different choices affect other outcomes				
Joliet								Fiddling with the circle chart			Increase overpass, underpass and flyovers to remove grade crossings; aim for 21st century rather than 20th century improvements.	Have continued and dedicated funding and planning for investment (like Shanghai) rather than ad hoc accomplishments; starting, stopping the restarting.
Joliet								Interactive	The importance of educating the public about local and regional planning issues.		Great idea!	Housing diversity, housing affordability, alternative transportation modes for residents to education funding - important for region!
Joliet								The use of the Turning Point electronic device.	Projected growth population by 2040.			
Joliet		Moderate	Environmental reservations to protect the nature and its treasures.	Moderate	Significant	Alternative mode of transportation.	More open land resection of wetland areas	Scenarios	Change in one or more variables can have a effect on the future scenario			Housing affordability, transportation choice, commute time has a tremendous effect in this regional economy.
Joliet	Invest/Innovation	To continue to raise revenue; community metro areas.	Significant increase?	Strongly favor alternatives	Maximize programs	Voting and seeing simulation results.	No consensus on what's most important					Transportation is very important to regional economy, we need to improve.
Joliet		Moderate	Suburbs	Upgrade existing roads	Continue to maintain existing systems	More money for suburbs	Use less energy	Voting on options	People want more environmentally friendly projects			Provide more jobs with good incomes
								Learning what others	We have a lot to do			

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Joliet		Focus on moving density both housing and jobs to Chicago. Chicago serves as a nucleus	Again, working from Chicago, outward.	As much as possible. Roads moving freight. Freight is essential for will co. and the regions economy.	As much as possible to move people via mass transit and limit congestion	Create: Freight Policies, better commuter rails	Ground Water Clean Air	Interaction between Ty Warner and the group. Great facilitator.	That I can make my voice heard.		Ty Warner should really be knighted, like Paul McCartney or Elton John.	Traffic to move freighter and people
Joliet		As clustered and dense as possible to impact on green-space and transportation	As clustered as possible, metropolitan	Focusing on widening roads, major arterials, while preserving size of smaller	As much as possible. Look at Europe and Japan, we should learn from their mass transit.		The proper care of trees in the planning of maintenance portions.	Learned a lot	We can make a difference	Providing input on including urban trees in the appropriate context, planning and maintenance	Great Job! Very well done.	We can address most of these priorities while preserving or adding tree line starts. Urban trees can help with energy and storm water reduction, etc.
Joliet		Balanced growth, maximize existing assets	Inner cities and existing communities	Maintenance and main line improvements	More, especially in suburbs	Balanced, but more public transit options; more of a mix	Green energy but not overload		There are a number of options but many don't understand the impact of decisions.	We need to educate the unengaged public. They are the ones who can turn the tide.	Continue to educate the suburbs about CMAP's role.	Balance is the key. Be brave enough to think big and not worry about the next election.
Joliet		Dense enough so people can walk to community centers and retail.	Metro and community, so people do not have to always go to the city.	Roads will become obsolete with the depletion of oil. Maintain only those that exist.	Very much, so people can move without use of fossil fuels and to pass the threshold of making it useful and practical enough so that it is actually used.	Alternative transportation	Wind and Solar	Audience comments	How much density of housing affects	Community gardens	Local food!	Local food is the most important priority. Give land for community gardens.
Joliet			Underserved areas because they don't have access to essential resources.		Definitely increase		Reduce emissions to conserve water.	Using the interactive clickers	Planning for the future is essential			Accommodate our growing population and be sure we have resources available that is cost effective.
Joliet								The activity with the sticky notes	I should have invited more individuals who live near my home.		It would help to serve more beverages to increase participation	
Lansing Public Library		Higher toward Chicago Metro using existing infrastructure, infill, redevelopment, at more efficient, more responsive to population changes/needs	Higher toward Metro Center so goods and services can be efficiently provided	More. Actually S Sub travel times are actually much better than other suburban regions - best kept secret	More, options needed in the South Suburbs - the new rail being proposed in SE subs being one	Public transit; better roads	Water conservation; storm water; clean air	Instant feedback from votes				
Lansing Public Library		Careful planning so growth occurs but keeps our green spaces intact		Need another major East West roadway - South of I-80 - to ease congestion - need more than 1 EW route	Improve our trains; need to put dollars here							
Lansing Public Library		Moderately - to emphasize the need for development but not make it too intense	There is a need - with the additional 2.8 million - we must address now	Improve, more investing in the future roads and maintenance. We have to look to the future.	Moderate increase! We the locate (illegible) know we need to move in that direction. We must support the	Rail, bus, etc	Address the water and forest preserve	Interaction and results shown	Choices and the effect	Yes! We need to keep everyone connected	Thank you for addressing the needs	Start now! It is important.

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Logan Square		Americans are used to taking up as much space as possible. What will happen when we run out of land? European countries build up.	Areas that have existing resources.	As areas grow, so will the need to make new road ways.	Better transit makes better cities. Invest a lot.		We need to look at alternatives to using renewable resources.	Instant results	White people make all the decisions		There aren't any minorities participating in these events. How do they see the future?	Stop being so corrupt. Don't base all policies on the money it can generate. But on long-term benefits. All elected officials have the capacity to see the world on a short-term basis.
Logan Square			In existing areas	Not much. Invest in other modes of transit.	Yes. Better for environment, more equitable, better developed.	Bike and other alternatives			Looking at the trade-offs for different choices.		Who decided the categories? What about: Economic diversity/poverty? Violence/Safety? Racial equity? Community resources?	
Logan Square		As dense as possible - filling in brownfields, vacant lots, etc., in existing developments. This will prove to be more environmentally stable & the "drive 'til you qualify" affordability issue.	You must develop parks, access to nature, good schools - things people move out to the suburbs for.									
Logan Square	better with this type of planning, not so scary.	10 stories	Save the 180 acres, move in to center	Less than for transit, Metra. Carpooling.	Yes	I-Go cars, carpooling, buses, bikes	Recycling, reduce energy use, reduce water use, reduce vehicle use					
Logan Square				Very little. Only maintain the existing roads. I hate that my property tax money goes to subsidize driving.								
Logan Square			Two and three choices are not useful to choose from. There needs to be a better choice, more options.									
Logan Square	crowded, hot & dry	Slightly more dense. Limit size of "mega-mansions."	Use infill locations in the city.	Spend less by using longer lasting materials and less salt.	Spend more but spend wisely by changing more at peak times.	Complete transparency.	Water meters on every building.	The clicker thing. Seeing my friends.	Choices have consequences.	...by telling people to go to the web page.	The presenters seemed biased towards certain outcomes in the survey.	Let every community determine their own destiny. More choices not fewer. Let's have a plan.
Logan Square	a beautiful Chicago and seven-county region that works - high density along Metra & waterways	Density is fine if controlled, and <u>without</u> affecting current neighborhoods, along streets like Elston Avenue and along the Chicago River and branches.	Along transit corridors, waterways, highways, etc.		As much as possible to keep traffic, cars, pollution, etc. at a minimum.	Get more cars off the street - more transit systems.	Green across the board	Adding more creative ideas for a better city & metro area.	That a dorito and "guac" could be used as a diagram!	Push their ideas as time goes on. Advocate their ideas on a community scale.	More parks & open land with more accessible trails, etc.	

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Logan Square		Higher density at transit corridors (especially public transit - bus & rail/subway). Residential density consistent with zoning and context sensitive design.		Maintain existing and network. Existing community centers through region. Discourage multi-lane highways created to facilitate more sprawl.	More money to public transit <u>network</u> . reliable, affordable fare, network thru region allowing access to outlying community hubs and metro centers & neighborhoods.		Factor in quality-of-life & environment (air quality, water quality), access to open space/parks					
Logan Square				Maintain existing roads - don't build more								
Logan Square	...diverse.	Mixed between urban density (aka the Loop) down to medium density) Logan Square, Lincoln Square	Urban centers, transit-oriented development	Roads should accommodate existing logistics and an increase.	A greater ridership - support population increase.	Alternative. Transportation should be extremely efficient. Vehicle should only be for logistical transport and necessary personal transport.	Top priority. Local farming, composting, local food network.	Community participation.	Community participation - what people would like to see, yet the planning (results) don't always align.	Organize, educate (andrew_senderak@gmail.com)	There needs to be more background information.	Community education - inform people. Most people are not versed enough in planning to make educated decisions.
Montgomery		Balanced Density: Housing in the community, MFG. and Services, Trans.	Older community development	One third of liquidity that supports growth, better infrastructure	Reducing transit time improves quality of life	Convenient access to bus and train transportation	Open land for nature. Wildlife to coincide with the human race	The dorito model and the group selection results	The seven counties are a region of one	Network with the people in my subdivision		
Montgomery		We should demolish some exiting housing stocks, even some in larger areas	To maintain open space we actually must use the metro center format, anything less will end up distorting most communities				There needs to be a LOT more investment in creating new ideas in this area					
Montgomery		Moderate	Residential near transportation	Major arterials - roads are deteriorating	Need to hone fast trains - connect cities	Improve local roads	Reduce usage	Comparing the different scenarios and how one affects the other	"Compare 2040"		Good presentation	Find funding to do the needed projects to enhance our quality of life
Morton Arboretum	Crowded	Minimum - keeps taxes low, people like their own space.	Away from the Chicago metro area	Whatever is necessary	Only if it reaches large employment areas. You can't shop for food etc and bring it home on a bus or train	What people will actually use	Sound not off the wall	Pressing the buttons the charts	Some people like to talk too much. Too few present. No one seems interested then will complain later.		One of the better workshops I have attended with community planning.	Have a plan; work the plan.
Morton Arboretum		Highly compact growth	Community centers and metro. I think the vast majority of development should be in metro centers. I'm concerned about favoring metro growth so strongly that other towns lose their infrastructure	Minimum maintenance - heavy investment in public transit instead -> more roads just means more cars	-Significant increase. Better transit is a critical development in our system - it helps us achieve many of the goals on this page and makes compact development possible	3 - Support alternatives	Maximize programs	Seeing the model - I'm looking forward to playing with the online tool	Importance of compact housing plans - didn't realize what a strong effect it has compared to other factors			We need to put as much effort and as many resources into presenting our open lands, natural areas and environmental resources as we possibly can. We can't currently estimate the value of what we can lose by not presenting those resources.
Morton Arboretum		More multi-family	Community and metropolitan	Min maint. 36%, Moderate increase 38%	Signif increase 68%	Strongly favor alternatives 60%	Maximize programs 78%					

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Morton Arboretum		Very dense. 20th Century sprawl was a blip in the evolution of human social development	Downtown Chicago. Extensive transportation already exists. Lake Michigan water use puts less strain on CMAP area aquifer	1) Chicago El 2) Conversion of Metra to Electric power	Nuclear Power production is essential to cleaner air, efficient use of fossil fuels, and "cheap" electricity							1) Nuclear power is a necessity to provide affordable energy 2) Invest in mass transit and steer mass transit to electric power 3) Protect the water of Lake Michigan
Morton Arboretum		The American Dream should be marketed as communal living. Friends, relatives, neighbors living on same block or same building in attached/stacked units	City concentrations, maintain burbs and avoid rural sprawl. Heavy tax for those who purchase 2 acres or more. Incentives for buying existing condos or houses.	More in transit and helpful carpool ideas that are "the norm" or "req'd" for business associates who arrive and leave at same time for 20yrs at same job. Expand existing roads only.	More advertisements for transit east and affordability. Spider web the CMAP area if you really want to see a difference. Go Big or Stay Home. Carry transit cards that give discounts for heavy users - Incentives		Carbon restrictions w/ no caps or buy outs or trading credits. Each will be responsible for his own exhaust. Water restrictions or allowances will be necessary. #s of trees per person per year will be planted by connected housing groups.	2 things: Witnessing everyone's willingness to listen to the model and welcome change. Becoming aware of my own personal life and habits that need to change.	Others agree w/my extreme opinions! Shocker. I learned and believe that #1 changing and improving plans and #2 supported vision actually will result in a cleaner, smarter, more attractive future. I am surprised, really.	Well... I can if you have an open position. My internship at the Morton Arboretum is ending next week. I have a Masters Degree in Natural Resource Management, I have diverse public and non-profit experience and am 31 years old (wanting a career and would like to help improve our world).		If you've been stuck in traffic like I have been and if you've passed enough cookie cutter neighborhoods and sprawling Best Buys like I have, and if you are tired of lengthy legal elections that result in minimal changes -> this new plan is for you! Join your metro area and county in their effort to make actual progress economically, environmentally and as an intelligent resident of Illinois/Chicago. We are already famous for so many things (good and bad) let's be the founders of a new planning system that all US cities will want to emulate!
Morton Arboretum	Not bad. People care. People are willing to participate.	I would like to see this dependent on minimizing loss of Chicago wilderness - i.e. loss of quality of life (which I think is pretty good here, now)	I think we can allow development anywhere, but population will gravitate to local centers.	Minimum - partly to force a choice away from autos and towards more economical and environmentally friendly transportation methods.	A lot - toward economics and environmentally minimized impact.	These must be chosen in conjunction with overall structural and housing/community development.	Whether we interpret this as spending more money or not, we need to look at environmental policy changes affecting our environment - not just maintain them but they must become better if we are to maintain the same quality level of today with a larger population	Instructiveness encouraged among participants	Other people care			Ask, Listen, Learn about Burnham's dreams, think...propose...listen. Repeat as often as possible.
Morton Arboretum	Promising - busy-congested.	Spread it out - too much is concentrated in too few areas		Building capacity and widen roads	Big Time!!	Trains go to Chicago and should have a North South train system	Water purity, Keeping green, Preventing flooding	Expanding my knowledge base, knowing we all have the same concerns	The role of CMAP			Transportation! Roadways!
Morton Arboretum		More multi-family buildings near work, school, shopping	In and near established municipalities and near established train lines	Maintain - don't expand. We are too road heavy	Lots: lower pollution	Public transportation, Bike and ped friendly and safe content. Integrate Metra train. North South connections	Lower greenhouse gases		I don't feel I learned anything new. If there had been more people and see how they think and want, perhaps it would be different		Work w/League of IL Bicyclists (LIB) and other state bike advocacy groups	Increase public transport, bike, walk; Live near work, school, etc; Invest in the arts - make it accessible

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Morton Arboretum								Taking the vote information and translating it to the graphs and charts	It's more common to want to preserve green space and protect the environment	Not sure how I can help but would be interested in learning more about options		Listen to what people want, not be influenced by corporations, special interests and/or lobbyist
Morton Arboretum		Dense -> affordable, more diversity										
Morton Arboretum	So bright I got to wear shades	Our current community master planning is pretty good and responsive to need open and recreational space.	TOD	Cars will continue to be main people mover	The public transit system is too expensive	Don't waste resources on high speed rail - it doesn't solve commuter issues or regional economy growth	On site stormwater mitigation permeable paving surfaces					Stormwater, trees, prairie plantings as rain gardens, and bioswales, zoning regs requiring more open lot space, all will help decrease costs to taxpayers. Developers must stop moving their costs downstream to taxpayers.
Morton Arboretum							Allow for more green technologies, solar, wind	Seeing our responses compared to the projected response	Our opinion or buy in is important			
Morton Arboretum		Keep small towns! They're wonderful!	Redo empty buildings instead of building new	Moderate: build a little more and keep the roads in working condition	Safer bus rides, train mostly, can trains be ecosafe?	More walkability, bike riding, very strongly	Keeping lakes, tree and flowers. More parks and plants in cities.	Voting and post it note thingy		Enjoying my community		Can more things be beautiful?
Morton Arboretum								Talking over what our voting means	Our group wants to do what's right and best	Plant trees		Green up. Figure out how to get the cars out of people's butts.
Morton Arboretum		Moderately compact growth close to public transportation. I find compact growth to be stressful.	Community and metropolitan with a focus on eliminating strip malls and achieving a central business district in each area accessible to public transportation	Minimum. Why pave paradise?	Significant with a focus on low emission vehicles.	Local public transportation to link to Metra etc. It would be nice to walk or bike but sometimes our climate doesn't allow it.	We should have strong local support for geothermal, solar and wind.	The interactive voting.	That moderately compact growth has a bigger impact on the quality of life than I thought. In a positive way.	By letting my local representatives know my opinion. Attending town meetings. Voting in local elections.		Offer tax incentives for business that produce renewables and the consumers who purchase them. Require local utilities to produce a greater percentage of energy through renewable. Protect our most valuable resource, Lake Michigan by putting stricter limits on its use.
Morton Arboretum		People need the whole range of density choices.	Keep open spaces open	Need to provide non-radical highways to complement current expressways	Goal should be ability to live without a car except in the most suburban regions	Extensive affordable transit	Aggressive conservation	Direct involvement in structured choices via voting mechanism	Population trends		Silly songs get distracting and tiresome. The graph manipulation was hard to follow.	Focus on livability not just business growth
Naperville								Very informational, interactive	Being environmentally concerned	Health and well-being; awareness	To put health & wellness and education policy	Economy; health & well-being; environment
Naperville	2.8 million more people in Chicago by 2040 - where will they live, work, etc.?											
Naperville											Decisions must be cost-effective. Building high-speed rail at a huge cost to transport a few of the population is a waste vs. investing in ALL infrastructure to address all people's movements.	Invest in infrastructure to improve quality of roads & bridges, then invest in new technologies, including alternative fuel vehicles and new projects, such as Star Line.

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Naperville	What to do with utility/power lines - need more thought when building new infrastructure and think of how to adapt to future technology. Think about spending more upfront to increase the life and efficiency. Need to reduce regulations that discourage energy efficiencies and alternative energy policies, including private sector practices.						Add solar panels to high-rise buildings (common in China). Add other innovations to buildings, such as painting roofs white, to increase efficiencies and produce energy for the building. Example of school in Naperville using solar panels.					
Naperville		Moderate. Higher density can cost a lot of money with respect to abuse/use of amenities.	Existing moderately populated communities.	Minimum to medium, because the more you spend, the more people use them.	As much as possible. If they aren't efficient and/or don't cover enough mile, then people's lives and/or schedules don't allow the time to use transit.	Fees/service charges collected for roads - vehicle use is more than public transit.		The comparison between two scenarios (when they were a tie vote) and how they both affect the preferred scenario.				Better bus services within Bolingbrook (e.g. more buses on more roads that come by the 'stops' more often). If buses ran more often and to a wider range of locations, then people would choose transit over vehicles because people's time is very valuable.
Naperville								Discussion of scenario summary & its impacts			I would have liked to see <b>education/school system</b> in scenario.	
Naperville								Table discussion & comments from the other participants - sharing of personal experiences was very informative & more time on topic-specific discussion might have helped.			The pie chart (since devoid of data) could have taken up less time - maybe elaborate more on choices instead?	
Naperville		Moderate. As regions become built out, lack of available space to develop will require higher density to support the additional population.	Open undeveloped areas, and renovate population centers so that they are more efficient.	A lot/max, for economic growth.	A lot, to enable economic growth.	Encourage alternative vehicles, carpooling.	Switch away from fossil fuels, end reliance on foreign energy sources, spearhead/develop technologies/lead the country and become an economic center for providing products and services for new energy services.	Seeing how changes in policy change the models.			Integrate with local chamber strategic plans, i.e. Naperville Chamber 2020 Strategic Plan. Encourage economic development in the region. Preserve/improve quality of life.	1) Transportation gridlock has a huge negative economic and environmental effect. 2) Infrastructure - Transit, bandwidth (data/internet/etc.) are key factors. 3) Build public/private partnerships - Develop new technologies, economic opportunities, work together to solve problems. 4) Develop/encourage regional economy - A vibrant economy can fund other initiatives. 5) Encourage/subsidize alternative energy sources. MAJOR CAPITAL PROJECT: <a href="#">Route 59 &amp; 88</a> .

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Naperville	Bright!	We need a mix of densities. A better distribution of high density areas (accessible from other areas via transit) would be more efficient.		Roads should only be a focus if, and only if, cars became much more efficient in fairly short order.	More. Why are bus & train routes in the city being cut, particularly if ridership is up? Why does our society make it so hard on a family to make a living without a car? Trains can be a great deal more efficient than cars, and more efficient than they are now.	Encourage alternative energy & more efficient energy use, by cars, trains, buses, etc?	Conservation - of public spaces and of natural resources. We need a strong push from all levels of government and the public to face our tough challenges now.	The group discussion.				The reduction of fossil fuel use should be a priority in so many areas, but particularly energy production. Climate change is very serious, and we need to act now. Housing has a huge impact on energy use, although transportation choices are more widely discussed (and of course, important).
Naperville								Collaborative discussion and the interactive voting.	There were more Democrats in the room than Republicans.		Great program although it seemed to primarily focus on transportation.	Cut wasteful spending. We are not entitled to our existence supported by government.
Naperville								Sharing ideas with a diverse group.	Nobody wants the current scenario to continue.	I will try to interference policy where I live and work.	Work with county & local governments for best policy practice.	Emphasize the human scale and de-emphasize focus and favoritism for transportation improvements as a solution. We need less dependence on transportation.
Palos Hills				Trucks are important but need their own road or two lanes on highway								
Palos Hills									Data broken out by cities		Air quality is an issue	
Palos Hills		Market should determine. Free market decision.	Along mass transit corridors and potential mass transit corridors.	Maintenance costs only. No new roads unless totally funded by new residents / users via impact fees and property taxes.	A reasonable amount. "Reasonable" is not proposed by the CTA for its Red Line extension	Efficiency, value, flexibility, access, scope and range of services	Do unto others as you would want those to do unto you.				"There region will consume less power", pg. 14 of your pamphlet. WRONG. Will probably consume more energy. Energy may be produced via greener tech though.	Why are you looking to past technologies and the people that have a vested interest in there continuation for guidance and leadership and insight into the future of mass transit in the region?
Pilsen								Voting!				Housing (Really, really affordable and preserved for those who need it - not market). Long- term affordability that is not left to the market, will need policy commitment
Pilsen		A vertical city	Downtown and by high schools on south side	Don't encourage cars at all - stop making cars	River taxis	Longer high capacity trains. Later bus routes	Garden rooftops, more parks w/trees and gardens which will dominate other great possibilities					
Pilsen	Shiny and green	Very dense, as it is more efficient	In the expansion of metropolitan areas and discouragement of the development	Minimally. This encourages more efficient public transit	More than we are now	Good ones	The one similar to the one adopted by Portland OR	The discussion section	Environmentalists dream big	TRUE		No one does anything out of the kindness of their hearts, tax incentives or monetary incentives must be put in

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Pilsen		Derrick Jensen - any area that requires importation of resources can't be sustainable. How can our plan help meet local needs locally	Stop sprawl now! Development for and by the people. No gentrification		Take roads funding for transit	Public transit - low cost per passenger mile projects. Bicycle, walking. Reduce greenhouse gas	Please see 'The Transportation Handbook' regarding planning and development needs in order to account for Peak Oil and climate change					
Pilsen		No se	I think we can allow development anywhere, but population will gravitate to local centers.	No se	A lot of bags of money	Bullet trains, regional/local connection	No cap and trade; no tar sands; no oil; where are we building solar panels and turbines? How much do workers get paid? Support Fed incentives that encourage buying efficient cars, buying electric	Bouncing ideas off each other	Planning agencies are willing to make the process inclusive and participatory	Yes, reclaimtheearth@gmail.com	Can a construction/development boom happen in a socialist state?	The foolishness of children and the old trees will outlive us all
Pilsen	Bright, I have to wear shades (1980s pop song)									Put something on my Facebook profile		Build a new Metra station at Kedzie Avenue near the Pink Line. Access to jobs - job training for current trends (nursing, other careers in demand). Lower crime rates/prevalence of violence through implementing quality education curricula, lower drop out rates (at public schools). Also, encourage gang members to receive a GED and to attend community college and university. Recycling - creating understanding in a bicultural, bilingual manner so that when implementing the program, there will be buy in of communities. Community gardens/rooftop gardens that emphasizes raising vegetables for area/households. Also, focus on composting of food/organic as fertilizers and
Pullman		Well-designed, moderate to higher density, safe pedestrian scale community	In redevelopment areas, with existing infrastructure	More pedestrian scale communities at higher density to facilitate more economically viable businesses. Walk to transit or work.	A higher amount. Density to support system. Density of jobs & housing.	Less auto. Higher density to support transit & choices.	Reduce oil consumption. Energy efficient housing. Water conservation. Walking is good.	Feedback. Good tools, well used.	Use of technology.	Get out the info & educate citizens about planning.	Crime reduction as a variable? Talent & creativity?	Education. Jobs. Cultural resources. Pedestrian/transit development.
Pullman				Smooth		Trains & airplanes						
Pullman				Keep them in shape but encourage public transportation	Very important but should be safe.		Including trees as an investment in any community as an asset as much as construction & housing improvements		That it's good to know the public's opinion is being solicited on future planning.		Safety is important in using public transportation - should be encouraged.	

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Riverside		Prevent any further urban sprawl.	Where it is coordinated with transportation.	As little as possible!	Public transit a priority - to improve quality of life & environmental quality.	Rail, express buses, advantages for hybrid cars & carpooling, etc. (zip cars!)	No net loss of green space! No net loss of water quality including invasive species control. Improved air & water quality.					I applaud your emphasis on equality. To reduce the current disparity of services & acres.
Riverside		Density near existing transit assets.	Moderate density	Maintain existing. Create rebuttable presumption against add-lanes projects.	Institute congestion pricing. Fund maintenance. Unify airports / roads / transit / rail / taxis / parking / etc. under RTA.	Private operations on global best practice concession basis. Increase options. Create north/south suburban line-haul. Expand shuttles / jitneys over non-traditional. Build main line ridership.	Increase open space proportionate to added population.	The dynamic program.	When taxes go down, economy goes up.		The computer guy has to know what he's doing.	Transit
Rogers Park	greener, more equitable, less wasteful, more connected, safer, built better & more beautiful	Denser than it is now - build on vacant & Brownfield lots, build more vertically, infill & reduce/prevent suburban sprawl; Not so dense as to be inhuman, not all like downtown (towering skyscrapers) & not "vertical ghettos" like old housing projects (i.e. Cabrini Green)	New industrial development on abandoned brownfields today; residential growth on vacant lots & underused spaces - build upwards; NOT in green spaces or suburbs; not in environmentally fragile areas	Maintain roads better, invest to improve traffic congestion & light timing (in cities). De-emphasize dining, carbon emission licenses & caps, encourage carpooling. Invest in roads for delivery of goods, emergency transportation.	Increase investment GREATLY to make city more accessible & connected. High-speed rail, hybrid buses, suburban transit access, bicycling & pedestrian use. Improve frequency & length of service.	Public transportation = yay! Driving = boo. (Try telling this to Detroit car makers.) (Oh well, they'll be broke by 2040 anyway.)	Reducing energy use, water use, air pollution, carbon emissions. Improve buildings to make them "greener" & more efficient: green roofs, etc. Subsidize alternative energy sources (if you put a wind turbine on your roof, you get a tax rebate!)	Brainstorming! And pressing the buttons on the polling things.	I learned quite a bit about the Regional Vision - and what "TOD" means.	I am very interested in what CMAP is doing! If you're looking to hire an intern, policy associate, or research analyst, please email me at LeighAnna.Dwyer@gmail.com.	"Spider" chart was a little confusing at first, but then cool...	Change tax structure - regionalize funding, rely more on progressive income taxes than on property values (this affects education & services). Invest in public transportation & infrastructure - not just highways! Improve social services - from mental health to employment help, etc. Green the city! Energy efficiency - reduce, reuse, recycle, redevelop!
Rogers Park						Crowded buses. Buses bunching.		Nice presentation.	Good strategies in city planning.		1) Keep the "Green Space" in Millennium Park. Keep the Burnham Plan. Use another, more accessible location for the Children's' Museum. 2) Neighborhood safety. 3) City cleanliness, garbage cans on every corner. 4) Recycle.	1) Urgent repair needed for Loyola & Morse/Lunt Red Line bridges. 2) Recycle. 3) Green roof tops/white roof tops.
Rogers Park		Go for greater to conserve on the GREEN.	All the counties.	Put more bus-only lanes where we can.	Tax ALL cars more & hold CTA rates flat.	Build stronger longer lasting roads. Have the contractors stand behind their work for 20 years.	Bike more on better bike paths.	Good charts and involvement of ALL.	The region is reviewing stuff with more folks.	I'll keep in touch with your website.	Thanks for coming to Rogers Park.	I talk with Joe (Alderman Moore) regularly.
Rogers Park												Please create a bicycle path southwest out of the City of Chicago along the Stevenson Expressway from Pulaski Ave, past Summit, IL, to the I&M

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Rogers Park		Much more, especially in the suburbs. Land use is more selfish in the suburbs; CMAP & political folks should stress to suburban citizens how important higher densities are so there's less NIMBY b.s.	Metro centers. In the city, and larger suburbs. Centralize. Let towns like Marengo fade away.	Very little, basic maintenance.	Much more, and then fund public transit some more.	Roads have gotten their fair share of funding; it's time to fund public transit as much as the roads have.	Green energy, renewable resources, more LEED buildings & retrofitting.	The voting for scenario projections.				Public transit, higher density building, and green energy is important!
Rogers Park		More Wal-Mart			We need better transit system and more buses on the weekend on Sunday.	Transit system.						
Schaumburg		We need to maintain open space.	In older Metropolitan areas or where there are empty buildings, why? Save our land for land and Open space.	Support the infrastructure and maintain existing roads, but minimal new roads.	Most of our money should be invested in high-speed above ground transit because it facilitates commuting and reduces land use for roads.	alternative methods	Less grass more native plants & trees, Best practices & management reduce water run - off water control and quality	The vision casting- the voting mechanism - the discussion.	How transit use affects so many other areas.		Water is vital- education is vital	No matter what we do, if we don't use land and water resources wisely, nothing else will really matter since we need to preserve our farm land and water resources.
Schaumburg							The resource policy is very broad.		I got to see how many important decisions impact one another			
Schaumburg	Lower taxes, government spends money in the most cost effective ways, and economic and personal freedom is respected.	CMAP shouldn't do the planning, the community should decide these decisions through economic freedom and respecting property rights.	Unfocused word is biased against free market community based individual planning and respecting property rights.	We should invest in roads in response to market demand. Private founded funds/tollways should be option.	Could not select less maintenance/ less investment in simulation. Commuter trains should be desubsidized and preference should be given to freight rail.	Roads and buses are the most effective policies for transportation on a cost per mile basis.	less expenditures not an option. No costs associate with each option in simulation. Spending money on CO2 is wasted money. Climate Change is natural and has always happened. Dangers from Gw are overhyped.	The ability to engage in public discussion	Members of the public can easily be persuaded for mass transit and smart growth policies if no costs benefit analysis is given. Spending other peoples money is very easy.	I am a public policy expert at heartland Institute and would be willing to participate in any manner with CMAP.	Their should always be a dollar amount attached to each scenario. To make an informed opinion we need a cost benefit analysis.	We should work to reduce taxes. Be cost effective with our dollars, and promote economic freedom. This is the path towards regional prosperity.
Schaumburg			We should encourage redevelopment of current built environment prior to development of greenfield sites. It's more cost effective and better for the environment.	Current roadway needs to be brought up to a state of good repair. This investment will: create jobs, reduce congestion, reduce construction- related congestion, facilitate movement of goods and services in region, improve regional economy.	The current RTA system needs to be brought up to a state of good repair, before we extend Metra service.	Congestion Pricing, Vehicle Miles travel fees, Indexed Gas Tax, ITS investments, increased subsidies for CTA, Pace, Metra & Pace, Investment in CREATE, Investment in high speed rail.		The crazy guy from Heritage Foundation. He spoke with authority and was actually factually incorrect on some of his points. However, his point that almost all of the proposal require higher taxes is legitimate. It's easy to envision a better world, but much harder to get support to pay for it.			I liked to see the interplay of the results and was particularly interested in the strong impacts of higher density housing scenarios.	Reduce suburban sprawl; use zoning to eliminate new development in rural areas. Invest in interstate highway system. Rebuild to "state of good repair". Improve coordination between Metra, Pace & CTA to better facilitate transfers and a uniform/ universal fare card. Redevelop inner city and inner ring suburbs through infrastructure improvements and mixed income housing programs.
								Interactive Computer	Different Choices impact		How will the plan be	

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Schaumburg								Learning about the issues that are being reviewed in planning for the era into 2040 and effects of different scenarios on these issues.	The availability of reports and interactive website of CMAP	Become more informed of the work CMAP is doing.		Reduce urban sprawl. Foster development that allows residents of communities to walk to commercial areas not having to rely on autos. Rethink all the downtown centers that are loaded with condos that are currently empty due to the economy and continue to be built.
Schaumburg		Moderate development more mixed use, in order to create more walkable neighborhoods	More infill. STOP outward development it is better to use existing vacant land.	Upkeep the existing roads and don't increase investment.	Increase investment in transit because more choices in transit will bring in more users.	Explore alternative transportation modes	Look into greener building.	The discussion! It is very interesting to listen to people from different backgrounds.	The there will be an increase in older population. Also, that more dense development has such big impact on all other categories.		I do understand that it is difficult to predict "education" but I do believe that investing in education is crucial for the success of our region. We need to educate our kind to make better choices.	
Schaumburg		Compromise between saving space & accommodating Americans need to live large.	Mini - cities focus education/ job/ cultural development in larger community areas.	Moderate increase & find more durable road materials	A LOT Need to provide ways for those without cars to get from place to place.	Innovation Look back to look forward. - revive rails but upgrade/innovate.	Encourage last use unless it's toxic. Greenhouses everywhere- lets have our own tomatoes in the winter :)	Seeing the graphic impact of our decisions.	Region will be majority Hispanic.	I'd love to participate in other sessions/ strategy evaluation.	You did a great job showing respect for strange views.	We need to ignore the oil/ tobacco lobbyists & find new ways to travel, shop and live our lives. Every village should have a community garden - sweat equity = fresh produce.
Schaumburg		Higher ratio of Recreation land to homes		Maintain Current Roads	Major Investment needed. Rail etc.	More bike paths	More open space and more trees	Open discussion was great				
Schaumburg		Moderately to lessen land use	Leave green space in between developments	We should try to improve and expand the current infrastructure	We should develop mass transit	Encourage use of mass transit	Clean Air and water	The interaction	A lot of people want shorter commutes	Improve the environment		I know that in order to improve the environment, it will cost us money.
Shedd Aquarium		Zoning ordinances - revamp, encourage economic growth	Education - embed it into the youth so that they can implement our policies in the future	Ordinances that inhibit good development. Consistent policies that encourage good behavior - recycling, conservation, etc.	More green, free light rail	Congestion pricing, penalizing people that moved out. Promote biking to work.						
Sugar Grove		Moderately compact. Less land consumption mixed use zoning put together	Community and Metro	Moderately increase - no new highways, fix what we have and widen/improve	Increase investment in transit	Alternatives	Reduce greenhouse gasses	To find out that there was so much consensus				
UIC	Crowded (in a mostly good way)	Moderately dense seemed like a good scenario - I respect the 'balancing act' in getting too dense	In existing Metro and community centers O makes every existing community more accessible and useful	Maintain what we have and no more - reducing the # of cars will be the turning point for real energy/greenhouse gas reduction	A Ton! Public transit will never actually be fully utilized unless it is improved enough to become attractive to people who can afford to drive	Encourage alternatives to driving as much as possible ... see square above	Extremely supportive of reducing energy consumption and using renewable sources. Why not?	The interactive scenario exercise! Cool!!	That medium density (more dense development than now) has a major impact... as a planning student I know that but the visualization really helped.		I really enjoyed the workshop - thanks!	Please allow equity to drive your policy choices! That should be your fundamental principle.
UIC		Moderate - it's more sustainable		Below grade	Increase mass transit	Mass transit similar to Europe and Japan	Energy reduction; pollution reduction		Developers and land use policies are the problem			Require sustainable growth

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UIC		Fewer single-family homes. More 'Lakewood Homes' and 'Lakeshore East' but w/sustainable building and use. Mixed use practices and materials and ordinances	High-crime areas	Minimal: increase foot and bike use in metro areas; increase car-sharing and car pooling w/tax incentives			Integration of gray water use in residential and business and civil/private buildings	Addressing issues together	That 2040 is about policy planning not brainstorming execution level solutions	Will do the share results thing		Emphasize hoe personal health choices affect environment, community, and economy beyond adverse or positive effects on the individual (access to grocery stores, nonpolluted air, accountability about fitness).
UIC			Infill is good		Not to reduce road use		Recycling available to each home - apt	The ability to 'vote'				
Vernon Hills		Higher density. It would save more land.	I would love to see more towns like Arlington Heights. I would also like to see more IT and green jobs.		I would love to have a more spider web transit system.	I think we need to take on a more green policy.	I think that every town should have wind power generators by their water towers. It should be thought of as protection and as being green.	I like seeing the live modeling.	It was interesting to see the live modeling.			Larger buildings, green transit and power, more IT and green companies, and a more spider web type transit system.
Vernon Hills		Very dense - to save open space, limit new roads, offer affordable housing	In the current metropolitan areas - again, to save open space, offer more affordable housing, to limit new expensive infrastructure	Just maintain - cannot afford to expand	Much more - to meet the needs and to set cars off the roads	Improve mass transit - limit cars	Whatever improves sustainability - water resources, air quality, alternative energy - wind & solar					Fix existing infrastructure first, especially bridges. Then fix current roads, do not expand roads. Improve transit.
Vernon Hills	awful if you are a parent with dependent children.		Existing cities	No widening - build overpasses for at-grade railroad crossings	As much as it takes	Public transit	The best public schools	When Erin answered who CMAP's transit expert is.				End the occupation of Iraq, put defense spending to sustainable communities, and especially to education
Vernon Hills	bleak unless many minds and habits are changed radically.	More dense, less sprawl	In existing areas - building reuse, new urbanism	Road maintenance, not new roads. Better traffic planning	Mass transit - much more	Mass transit - fast trains, hovercraft if discover clean energy. Increased use of water transport.	Clean air, water, open space, sustainable agriculture - true family farms, water conservation. Develop new clean energy sources. No more coal-fired power. Increased wetlands preservation.					
Vernon Hills			City center	Minimal	Redo it all so we have comprehensive transit	High tax on gasoline to fund transit					I am quite concerned that there is a main assumption that our regional economy will only grow to the extent that roads & transit are	

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Vernon Hills		Clearly housing must become more dense. Problem is that most of us want to live in low-density housing.		Automobiles as they are now made is unsustainable. Changes in care are already underway.	Yes!	The plan emphasis should be on various forms of mass transit.	Continue to support open space. Provide more emphasis on preservation / restoration of neutral areas.					We all need to make a shift from consumers to stewards. If we don't do this willingly, we may have to do it under duress.
Vernon Hills		Enough to support transit-oriented development. At least 10 units an acre.	Urban core. Better for democracy. Allows open space to be preserved closer to more residents to enjoy. Focus infrastructure where more benefit.	Use of existing roads should be reconfigured to prioritize bus rapid transit. Urban roads should be converted to pedestrian malls and transit circuits. Suburbs should be redeveloped as open space and higher urban density.	70% for transit; 20% for pedestrian / bike; 10% to maintain key existing roads. And the total should be increased by 20% to recover from two decades of mistakes.	Passenger on EJ&E. End of oil. Live near work.	End of coal. 80% GWG reductions. CWA, CAA, ESA, NEPA	People attended who understand the longer term consequences of these choices.	2.8 million more people will ruin our region.	Get the word out to make better choices.	Talk about less people.	Fewer people, more efficient use of energy, compact land use
Vernon Hills											Should really emphasize upfront the limitations of the MetroQuest model, to set the expectations of the participants. It is useful as an example of interrelationships, but is not really predictive.	
Vernon Hills			Various (many) smaller community units		Need more modes of transportation to minimize car use and increase of impervious areas (reduce paved parking areas)		Sustainable development - use of permeable surfaces; rain gardens; created wetlands; use of community onsite wastewater treatment systems					
Vernon Hills		Higher density	Higher density to existing to Metro / Community centers near current public transit hubs	Stop adding lanes! Just maintain existing roads. Invest more in public transit. Start discouraging road usage through "cut through" fees. Let congestion happen. That will discourage car usage.	Invest much more in transit.	Put all public transit underground so we don't have to see it and don't freeze in the winter.	Keep open space for communities.				Could we develop "public" office/hybrids for in-home workers. People are now going to Panera & Starbucks to get their "people" fix. Add printers, etc. to a coffee house environment.	I know there are programs out there to encourage all the "New Urbanism Concepts." They show up in LEED ND, Livable Streets Initiative, Congress for New Urbanism. I support all of these initiatives.
Vernon Hills	better with a growth policy based on sees feasibility. Reduce costs for capital that does not lead toward better sustainability.											

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Vernon Hills	bleak because of global warming and a shortage of oil. Goods derived from oil will be so expensive that it will be prohibitive to purchase them. Gasoline powered cars will be antiques and electricity will be derived from nuclear plants.											This whole presentation assumes life will continue as we know it. This is absurd and an example of the unwillingness of our leaders to plan for a future where carbon dioxide emissions will be greatly restricted, oil supplies will be severely limited and there will be numerous restrictions on energy use due to global warming. CAFE standards will be 50+ miles per gallon and gasoline will be \$20 a gallon if you can find it. Coal-fired electrical plants will be phased out and electricity will cost two to three times what it is today.
Vernon Hills				New roads should only be built in a way that the fewest amount of natural and environmental resources will be displaced or destroyed.	I prefer a model, not only with better transit systems for major thoroughfares, but also smaller roadways (rather than 4-6 lane roads).		Protect and preserve our resources, especially woodlands. Greener practices in general.				We should examine transit systems in Europe which seem far more efficient than our own.	
Vernon Hills	inevitable - complex - costly	How does working at home impact planning?		More than we are								
Vernon Hills	walkable, people/cars, multi-transit, fewer cars, neighbors	2-3 story, mixed business / residence - the best quality of life	Along existing transit corridors & at existing urban core	Very little. Road expansion lends directly to traffic expansion.	More frequent, smaller capacity mass transit.	Heavy & light rail; congestion pricing; heavy gasoline taxation; traffic calming; O'Hare access via rail	Water - the biggest issue; rivers usable for recreation		Traffic issues drive everything. We're built around cars.	Neighborhood/block discussion. Philip York, Deerfield. Water committee?	Sustainability. Give/describe other models - the Dutch, Hong Kong, London. Where has a 30-year plan made a difference?	Will our power & food be local / regional, or global? For our use? Look at Brand, Schwartz "The Long Now Podcasts"; Zoning restrictions on light agriculture - chickens at home
Vernon Hills		Quite dense, because it conserves open space, keeps populations out of natural hazard areas; and is more sustainable from an energy consumption standpoint. It also includes infrastructure, services, and commerce.	Around current development nodes and in redevelopment sites.	I think we still need to invest in roads, since cars will not go away, and population is projected to grow.	We should invest significantly in transit in order to encourage more dense development.	Mass transit / alternative transit	Green infrastructure; water conservation; water quality improvement projects					
Vernon Hills		Encourage cluster housing with commercial and industrial developments nearby.	Discourage conversion of farm land to housing. Encourage development of existing towns and cities.	Maintain and increase lanes on arterial roads. Do not build more expressways.	A lot of money. We must reduce and discourage automobile traffic. It is inefficient and costs too much.	Improve and increase rail and bus services. Provide foot and bike paths.	We must have clean air and water. We must remove carbon dioxide and other greenhouse gases.					

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Vernon Hills		Maintain diverse and balanced housing inventory with great municipalities and professional management.	Smaller diverse communities.	Extensive investment in road system. Invest in less polluting propulsion systems.	Try to maintain system but restructure business model for efficient management and operations.	Deploy express bus system with people-friendly stations (Boston's Silver Line).	Aggressive potable water management for ground and surface water supplies.	Voting & scenario building.				For those who have failed operating models (i.e. CTA, state & federal government) = "Get your act together!" Focus on public investments that grow economic opportunity.
Vernon Hills		Moderate. It's the happy balance between human comfort and environmental responsibility.	Community centers and metro areas. Walkable neighborhoods with retail. Pedestrian friendly downtowns. Digital tech development.	More than current. Our roads are crap & we will still need them.	A lot more to provide alternatives.	Increase transit. Increase alternatives i.e. motorcycle, scooter, bike. MPG standards.	Clean water. Clean electricity. Clean air. Localization of food supply.	Discussion.		Design, advocate, participate, collaborate, research. Rkiesgi@positivetangents.com		Incentives for "telecommute" home office. Push digital technologies. Protect the housing stock worthy of protecting. Rethink zoning. Rezone county. Push for smarter development if environmentally & socially responsible. Emphasis on pedestrian. Make capitalism foot the bill. Those strip malls don't go away when the business shuts its doors. Address food deserts in county.
Vernon Hills	Hopeful. Lots of communities that are fairly self-sustainable and "walkable." Willing to spend money to preserve our communities.	Moderate. We need growth, but we want to maintain our green spaces.	Community & metro areas. Build communities to make services more accessible.	Slightly more. Build better roads where it makes sense and build more sustainable roads, but focus more on alternative transportation.	A lot! Many people would take public transportation if it was an option - to work, for recreation, to run errands. Bring transportation options out here. And around here.	Encourage alternative transportation. That way it is profitable and makes it more of an option. But there needs to be an alternative to use.	Clean energy (wind, solar), recycling, composting, hybrids, water reduction.	Voting was very fun and seeing other people's viewpoints.	With facts, you can educate people about the cost and benefits of options. You can show that spending the right way can have major benefits. But they have to be facts. As long as there is a doubt or debate, people won't want to spend the money. Make sure they know we need to!	Tell people about the site and to provide their input.	Very good job staying level-headed with so many strong opinions in the room.	Invest in small business. They're generally walkable and promote a community feel. They're also more likely to use green processes and employ locally. You can keep the bigger business but on the outskirts and in a similar area. Encourage the mom & pops! Also, alternative transportation is key. If you have to commute, try not to drive. But you need an alternative! Finally, stop building homes. We have too many as it is. Focus on renovating older homes (in a green way, of course).
Vernon Hills	like we need bold innovation and action to achieve an improved quality of life; otherwise the future will be DISMAL.	Too bad we can't talk about population control, so we don't have to plan for an additional 2.8 million people in this area!	The only development we should ENCOURAGE is: sustainable energy sources, preservation of clean water & air, regional infrastructure that CONTAINS growth.	Minimal - IF - public transportation is greatly improved, housing/work/basic commodities are clustered & locally available, sidewalks & bike paths are built as transportation routes, not just bike paths for recreation (e.g. through forest preserves)	Public transit - LOTS including high-speed trains	See ROAD NETWORK	Without clean air \$ water, life ceases. We were "forced" to connect to Wauconda (deep well) water because our private well was polluted by a Superfund site the EPA did nothing about until citizens became OUTRAGED. More people, more pollution. No surprise.	The interactivity, polling & results. Websites for more info.	Plans are underway - but will our voices be heard?		Thanks for your organized meeting!	Place QUALITY OF LIFE of current citizens ABOVE the financial enticements of developers, outsiders who equate progress with more buildings, development, etc.

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Wheaton		Potential increase in crime, gang activity. More intergenerational living. Aging population wanted less for price.	Flooding, because of smaller land & more concrete - capture flood water for re-use.				Is the technology there for water re-use? It varies.	Lombard - long town with industrial parks on each end but no way to get there.	Hub transit lines. Housing issues for employees. Creative business choices.	So what? Quality of life - we don't function as big cities any more. Participative decision making. It's easy to talk about but when it comes to pay for it, that's another story. Have to look at entire picture - improve schools, income goes up.		How do we work with Wisconsin & Indiana? Great Lakes Compact. You built your city in the desert. Downers Grove would look exactly like it is today. High density developments along the tracks. Parking deck. Parking decks for Metra used round the clock. Elmhurst is similar -could survive without a car if worked downtown. Teardowns & recycling isn't happening. We need to do sustainable building. SCARCE.
Wheaton								Voting! Cool	Someone is doing some real long-range planning.	By getting others to go on live & do the survey.	DuPage United might be an organization to work with to get a diversity of people to give input.	
Wheaton	CROWDED!	Curious about workforce housing - neighborhood stabilization							I like the impact graph upon our decisions.			
Will County CED		Make better use of lower density south suburban area	South suburbs	Build new linkages from south suburbs to metro areas	Invest in transit for quality of life and economic development	Build a 3rd airport in Will County	Invest in green, sustainable projects	I linked the interactive quality	Education should be part of the scenario		Improve education	More support for P-20 education
Yorkville								Opportunity for input	2.8 M Regional Growth			Community leaders must consider the limited water resources and cost to build new schools when they make their land use plans. Growth should be pegged to school capacity (current) and water

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Yorkville								The individual data entry and visual reporting.	The extent and specificity of CMAP's work with so many municipalities.	As a resident and school administrator, I welcome the knowledge and opportunity to serve as a local participant.	Thanks- Nice work (Great Music!)	Alternative energy/water use plan transportation...Please!
Yorkville		Moderately dense. Efficiency, costs accessibility.	Metro and suburban areas	Extensive to improve are other areas.	Extensively, save energy increase efficiency.	More efficient, public	Save water and land areas.	The map/concept				
Yorkville								Immediate responses to questions (turning point)	I had no idea what CMAP was...I do now.			Good question...I am an elected official. I can't wait to see the info on your website. Housing diversity affects on the overall area was very "eye-opening." (That has been a great debate in our community. Most citizens want low density housing.)
Yorkville								Gathering of info	The choices of the crowd	Already do!		Coordinate all efforts
Yorkville								Our chance to vote on issues	I learned more about the nature of CMAP		Include Grundy County in CMAP!	Mass Transit and Water
Yorkville								Seeing the scenarios of how our votes impact the scale			Microphone would be helpful	
Yorkville								The immediate results from the participants responses	A slight difference in a choice can have a significant impact on the scenario.		Very well presented	Safe communities that are accessible by walking, bike riding means less travel by car.
Yorkville								I enjoyed the discussions and voting on the various scenarios.	The county is becoming more progressive!		I really enjoyed this process and exchange of ideas.	
Yorkville								Discussion of issues and voting on priorities	How important county and community planning for the future is.	Work with local officials to address concerns of the community/county.		Water use and reduction
Yorkville								The outcome. Scenarios based on the input from the group.	That my choices were very consistent with the majority of the other participants.			Reconsider our current thinking on encouraging low density clustered (Conservation Design) Development in the incorporated areas. Need to force more development into existing communities and encourage higher density mixed use and walk able land development patterns.
Yorkville		Somewhat dense - better use of existing buildings and housing.	Develop or re-develop current area before developing new communities.	Current roads in poor condition and future growth will mean more, wider and better roads.	Lots and lots	More mass transit	Energy conservation	Giving my input to issues facing the region.	More issues to deal with then I thought.			
Yorkville	Fairly dense, we have a current trend of state growth.	Where development has already occurred, improving existing resource reduction.	If you create public transit routes, road investment is reduced!	Lots needed out here, but most have homes convenient to transit (density high) which is not Kendall's current trend.	Transit roads to make travel easier.	Anything green			You have great computer programs to show growth scenarios!		Results are fairly impressive for "older" group.	Council does not support smart growth, wants state growth. CMAP needs to work with elected officials to understand the impact of their rates.