Regarding the replacement of the CTA’s State/Lake L station, elevators in the median of State Street from the elevated station to the Red Line subway under State Street should be included:

See below:
July 26, 2021

Chicago Metropolitan Agency for Planning
Attn: Transportation Program Public Comment
433 W. Van Buren St., Suite 450
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The Village of Arlington Heights supports CMAP’s proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

Similar to Pace’s I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace’s trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

Thomas W. Hayes
Mayor
July 26, 2021

Chicago Metropolitan Agency for Planning
Attn: Transportation Program Public Comment
433 W. Van Buren St., Suite 450
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The Village of Bellwood supports CMAP’s proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

[Signature]

Mayor Andre F. Harvey
July 27, 2021

Chicago Metropolitan Agency for Planning
Attn: Transportation Program Public Comment
433 W. Van Buren St., Suite 450
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The Village of Elk Grove Village supports CMAP’s proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

Craig B. Johnson
Mayor
July 27, 2021

Chicago Metropolitan Agency for Planning
Attn: Transportation Program Public Comment
433 W. Van Buren St., Suite 450
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The Village of Palatine supports CMAP’s proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

Jim Schwantz
Mayor
July 26, 2021

Chicago Metropolitan Agency for Planning
Attn: Transportation Program Public Comment
433 W. Van Buren St., Suite 450
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The City of Rolling Meadows supports CMAP’s proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

Melissa Gallagher
Temporary City Manager
Regarding the Red Line Extension, the south leg from 115th St to 130th Street should be deleted and some of the savings used to provide better and more economical transit services for the residents.

The problems with this southern-most section of the project are:
> considering the small population served, the costs of construction and operation will amount to perhaps $20.00 per ride.
> the station location, in the northeast corner of the residential area, is located an inconveniently long walk from most homes.
> trip times on the Red Line from 123rd Street to the Loop will be all slow “local”, no fast “express”.

Instead of building and operating this component of the Red Line Extension, a small portion of the funding should be used to provide:
> a new South Shore station providing rapid service to Hyde Park and the Loop.
> bus service circulating through the neighborhood and the new South Shore station with express service (bus on shoulder?) to the CTA 95th St station.

- David May

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July 21, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: Pulse 95th Street Line

Dear CMAQ Project Selection Committee:

The Village of Chicago Ridge supports CMAP’s proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95th Street Line Project (CMAP project 17-21-0001).

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra’s Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage with route information and heating within the shelter. Transit Signal Priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

Charles E. Tokar, J.D., MPA
Village President
July 22, 2021

Chicago Metropolitan Agency for Planning
Attn: Transportation Program Public Comment
433 W. Van Buren St., Suite 450
Chicago, IL 60607

Re: Pulse 95th Street Line

Dear CMAQ Project Selection Committee:

The City of Hickory Hills supports CMAP’s proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95th Street Line Project (CMAP project 17-21-0001).

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra’s Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage with route information and heating within the shelter. Transit Signal Priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

[Signature]

Mike Howley
Mayor, City of Hickory Hills
July 21, 2021

Chicago Metropolitan Agency for Planning
Attn: Transportation Program Public Comment
433 W. Van Buren St., Suite 450
Chicago, IL 60607

Re: Pulse 95th Street Line

Dear CMAQ Project Selection Committee:

The Village of Oak Lawn supports CMAP’s proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95th Street Line Project (CMAP project 17-21-0001).

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra’s Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage with route information and heating within the shelter. Transit Signal Priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

[Signature]

Mayor Vorderer
Village President
Village of Oak Lawn
July 22, 2021

Chicago Metropolitan Agency for Planning
Attn: Transportation Program Public Comment
433 W. Van Buren St., Suite 450
Chicago, IL 60607

RE: Pulse 95th Street Line

Dear CMAQ Project Selection Committee:

The City of Palos Hills supports CMAP’s proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95th Street Line Project (CMAP project 17-021-0001).

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra’s Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-but signage with route information and heating within the shelter. Transit signal priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

Gerald R. Bennett
Mayor
City of Palos Hills
July 22, 2021

Chicago Metropolitan Agency for Planning
Attn: Transportation Program Public Comment
433 W. Van Buren St., Suite 450
Chicago, IL 60607

Re: Pulse 95th Street Line

Dear CMAQ Project Selection Committee:

The Southwest Conference of Mayors supports CMAP’s proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95th Street Line Project (CMAP project 17-21-0001).

The Southwest Conference of Mayors is a body of duly elected officials representing twenty-one communities in southwest suburban Cook County with a population in excess of 350,000.

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra’s Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage with route information and heating within the shelter. Transit Signal Priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

Victoria A. Smith
Executive Director

14700 S. Rovinia Avenue, Orland Park, IL 60462
Phone: 708.403.6132 • Fax: 708.403.6113
July 29, 2021

Chicago Metropolitan Agency for Planning
Attn: Transportation Program Public Comment
433 W. Van Buren St., Suite 450
Chicago, IL 60607

Re: Pulse Dempster Operating Funding

Dear CMAQ Project Selection Committee:

The Village of Niles supports CMAP’s proposed award of CMAQ funding to Pace Suburban Bus for their Pulse Dempster Line Project (CMAP project 17-21-0003) within their FFY 2022-2026 program.

Pace’s second Pulse line will operate on Dempster Street between Evanston and O’Hare International Airport with many connections to other Pace and CTA bus routes, CTA Yellow and Purple lines, Metra’s Union Pacific North, Northwest, and North Central Service rail lines.

This 15-mile Arterial Bus Rapid Transit (ART) will provide passengers with a variety of local and regional travel options and this funding will be for its 3rd year of operational funding.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the Dempster Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

George D. Alpoganis
Mayor
Good morning,

Thank you for allowing public comment on these project proposals. Considering our region & nation's current challenges, including environmental crisis, as well as the ON TO 2050 priorities, here are my recommendations for these projects.

First, target the highest return on investment, where the most people will gain the most benefit. Projects that improve public transportation, while some of the most costly, end up improving the daily lives of hundreds of thousands of people, so those costs are more worth it. In contrast, projects to update traffic signals & road widening will only bring modest benefit for drastically fewer people, most of whom are in single-occupancy vehicles (which stands against CMAP's goals of reducing car dependency and increasing climate resiliency).

Secondly, target projects that reduce emissions & climate impact. This means unreservedly prioritizing public transit improvements, bike trails and protected bike lanes, and pedestrian facilities (this includes projects like adding sidewalks, such as in Berkeley (04-21-0005)). CMAP cannot claim to take climate change & air pollution seriously while simultaneously approving road widening and intersection expansions, especially if they are favored over climate-friendly projects that improve public transit, for example.

Lastly, I'm wary of projects that will spend millions of dollars on re-constructing and widening a road or intersection by touting the importance of ADA compliance as a side-benefit. There are many ways to add & improve ADA compliance alone that don't involve millions to widen the road, and in fact many proposals that include ADA and pedestrian safety would create road geometry that encourages speeding and more traffic, which would make it less safe for vulnerable pedestrians or anyone outside of a motor vehicle (plus added air pollution). Perhaps, focus more on projects that narrow roads instead, to decrease vehicle speeds, make pedestrian & bike crossings safer, and discourage traffic through pedestrian areas.

Thank you again for your consideration. I hope to see projects that are truly future-forward, instead of more asphalt & 20th-century planning.

-Ethan Saltzberg

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
Until post pandemic ridership numbers and patterns have been established, it seems unwise to proceed with such significant spending on these projects. It is possible, if not likely, that the way riders used mass transit before the pandemic will significantly and permanently change as a result of the pandemic. Ignoring the existing and future effects of the pandemic on mass transit use and assuming that the ridership patterns that justified these projects in the past remain the same is not a reasonable assumption. PACE has a fiduciary obligation that requires it reassess these projects in light of the effect of Covid-19 on current and future mass transit use. At a minimum, these project should be delayed until ridership levels in the areas served by these projects has returned to pre-pandemic levels.