Responses to Public Comments on the 2007 Update of the 2030 RTP- 5-30- 2007

Com- menter	Summary of point	Appropriate to RTP Update/ other discussion or issues	Suggested Disposition
Oak Park - 1 (Village)	Supports the RTP's new language re CSS, & community and economic development strategies, land use considerations. They are pleased to see this RTP's broader language on health safety and environment	Commenter was supportive.	None needed
Oak Park - 2 (Village)	Village urges comprehensive review of impacts of I-290 projects.	Project level comment. Major projects will get additional review in new CMAP processes (DRI) and in the 2040 Comprehensive Plan Development	Urge commenter's continued involvement in studies and project development activities related to the I-290 corridor.
Oak Park - 3 (Village)	RTP should make clear that health, safety and environmental factors should be given equal weight to traditional transp. related evaluation criteria	Safety is always the highest priority. Identifying the exact weighting of factors to be considered in future project selection projecting would be too proscriptive to allow needed flexibility and public discourse on projects. The concept of "equal weight" cannot be measured with such factors.	Letter to commenter identifying the relevance of such factors is supported by the RTP.
Orland Pk -1 (Village)	Designate Bell Rd as a major strategic arterial route connecting from Route 83 near 111 th south to New Lenox which is projected to grow to close to 100,000 people.	The current IL 83/Bell Rd SRA Route follows Bell Road from IL 83 (a few hundred feet south of 111 th) to 159 th St. SRA guidelines require that SRA routes to end at another SRA facility or greater. However an extension from 159 th St south to Wilmington - Peotone Rd is identified as a possible future SRA route, with its official inclusion subject to completion of appropriate studies.	Clarify the situation to commenter. Encourage them to pursue a SRA like study of the corridor for future consideration as an SRA route.
Orland Pk -2 (Village)	Prioritize an inner <circumferential> Metra commuter line on the Wisconsin Central Linebasically an extension of the north suburban line to the south and east. This</circumferential>	Both the Inner and Outer Circumferential rail lines are a part of the Suburban Transit Access Route (STAR Line) as described in Capital element of the RTP. The IHB	Direct them to the discussion in the recent capital element update document.

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	serves inner ring suburbs with high residential density and employment. It also provides convenient choices for traveling in a grid by being able to switch to other commuter lines. This is in contrast to the proposed Star Line which has far fewer potential users.	Railroad portion (or Inner Circumferential Line) is proposed for future phasing. See Figure 49 and associated description in the RTP Capital Element Update.	
Orland Pk –3 (Village)	Provide weekend service on the Metra Southwest Line and increase daily service.	The Capital Element of the RTP, p97-100, includes Southwest Service Improvements and Extension. Also support for infrastructure extension and upgrades providing full service on weekdays and weekends are mentioned in "Moving Beyond Congestion", published by RTA. The CREATE program also includes increasing service on that line (as well as rerouting the line from Union Station to the LaSalle St. St'n)	Inform Commenter of RTP Capital Element reference as well as RTA's strategic initiative "Moving Beyond Congestion", and the CREATE Program. Direct Orland Park to Metra. Pass comment on to Metra.
Orland Pk -4 (Village)	Upgrade severely congested roads in the Orland Park area: • LaGrange Road to 6 lanes; • 159th Street to 4 lanes; • Wolf Road to 4 lanes; • 143rd Street to 4 lanes.	Programming issue	Direct Orland Park to IDOT and local programming processes. Pass comment on to these agencies.
Buffalo Grove	Resident requests that something be done to improve traffic flow and reduce accidents on Lake Cook Rd. / expresses annoyance with new commercial development and traffic increases on Lake Cook Rd and lack of driving options, as Rtes 22 and 68 have worse traffic than Lake-Cook Rd.	Programming issue. The capital element and strategic systems support the kind of improvements he is concerned with.	Letter to commenter explaining RTP's support of safety and congestion relief. Direct commenter to the Cook County Highway Dept and the and his community's officials to input to the project programming process

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Lake Co SWM Comm	include an addition to the RTP policy regarding environmental mitigation that specifies: How local project level impacts will be addressed with mitigation.	SAFETEA-LU planning requirements (Sec. 450.104) defines Environmental mitigation activities for Statewide and MPO plans and clarifies " The environmental mitigation strategies and activities are intended to be regional in scope, and may not necessarily address potential project-level impacts."	Clarify regional scope of the RTP and changes being made to the RTP to strengthen environmental mitigation references in Sections 1.2.6 and 1.4.3.1.
LCWSM - 2	include an addition to the RTP policy regarding environmental mitigation that specifies: That environmental mitigation will comply with local stormwater management and wetland ordinances.	Already covered in RTP Update's draft language.	Point out that in Section 1.4.3.1 on natural environment objectives, the transportation system objectives on water quality and water supply and the transportation project implementation objectives on CSS and consistency with federal, state, regional and local environmental protection and preservation plans address this issue.
LCSWM - 3	include an addition to the RTP policy regarding environmental mitigation that specifies: That environmental mitigation plans will be developed with local as well as Federal and State agency consultation, and will include consultations that compare transportation plans to watershed plans.	Already covered in RTP update's draft language.	Point out that in Section 1.4.3.1 on natural environment objectives – transportation project implementation bullets on CSS and consistency with federal, state, regional and local environmental protection and preservation plans address this issue.

Plan Devel/ public outreach/responses/Matrix of public comments 5-9-07