



Chicago Metropolitan Agency for Planning

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Vision Development Description, Appendix 8: results of general public survey

In March and April 2008, a survey was made available on CMAP's website and through the Community Conversation meetings. This survey was geared toward the general public, and sought to receive feedback on vision themes without using planning jargon. The attached materials include the following:

- Printout of the online survey form.
- Survey results, as downloaded at the end of April 2008.
- Write-in comments from the survey.

The survey will remain active after the vision is complete, because it can be used to educate respondents about the range of issues that CMAP is addressing, and will also continue to provide CMAP with information about the priorities of residents in different areas of the region.

Survey

In which county do you live?

- Cook
- DuPage
- Kane
- Kendall
- Lake
- McHenry
- Will

Please attach a priority level to the following statements, where:

1 = Urgent, 2 = Very Important, 3 = Important, 4 = Not Very Important, and 5 = Unimportant.

We want to know their relative importance to YOU.

Family

- Good quality, affordable housing
- Social organizations, teams, and other civic activities that bring people together in communities
- Excellent quality public schools for all citizens
- A strong economy that provides all residents with job opportunities for a high standard of living

Community

- Low crime rate
- An efficient transportation system without traffic delays for people or freight
- Healthy residents who exercise regularly and have access to the best medical care available
- Reasonable cost of living

Region

- World-class museums, arts and cultural institutions and cultural events
- Region-wide conversion to energy and fuel sources that do not harm the environment
- A fair tax structure that mutually benefits the region's communities
- Carefully protected open spaces, parks, water supply, and other natural resources
- Local governments that work together to improve lives equitably across the region

[more questions on back](#)

...the future is yours.

Imagine that...




Imagine your ideas shaping your future.

Survey

10 Minute



Chicago Metropolitan Agency for Planning



GO TO THE YEAR 2040 and imagine what our region looks like. How do you get to work? How is the education system different? Where do you shop? Is there more open space or less? Where do you go for health care? How have we addressed problems like poverty, climate change and increasing energy costs?

The Chicago Metropolitan Agency for Planning (CMAP) is charged with developing a vision for the year 2040 and beyond. The **GO TO 2040** plan and its implementation campaign will help us get from here to there. To do that, CMAP need to know what you think. What are your priorities for the future? What do you hope changes? What do you hope stays the same?

The GO TO 2040 plan will be published in 2010. Over the next 30 years, residents, businesses and local governments will need to work together to fulfill the **GO TO 2040** plan and keep it up to date. Daniel Burnham's 1909 Plan of Chicago expressed bold ideas that immeasurably enhance our lives today – such as the open lakefront, regional transportation system, and preserved park lands.

The **GO TO 2040** plan will lay the path ahead for a bolder, brighter region that will benefit generations to come.

The following survey should take you about 10 minutes to complete. By responding, you can have a voice in how the region will take shape.

Visit www.GOTO2040.ORG! and Bring Your Vision! At the **GO TO 2040** web, you can contribute more of your ideas – including stories, pictures, or videos – and respond to what other people in the region are saying. Just **www.GOTO2040.org** and take an active role in shaping the future.



GO TO 2040
Imagine that...



Are you:

- 70 or older 60 – 69 50 – 59 40 – 49
 30 – 39 21 – 29 20 or younger

OPTIONAL:

If you could change one thing about our region, what would it be?

.....

If you could change one thing about your neighborhood, what would it be?

.....

If you could preserve one thing about our region, what would it be?

.....

If you could preserve one thing about your neighborhood, what would it be?

.....

Thank you for completing the **GO TO 2040** vision survey. Please be assured that we will read and carefully consider every response. Your opinions count! **Just cut along the dotted line and mail: (no stamp or seal required).**

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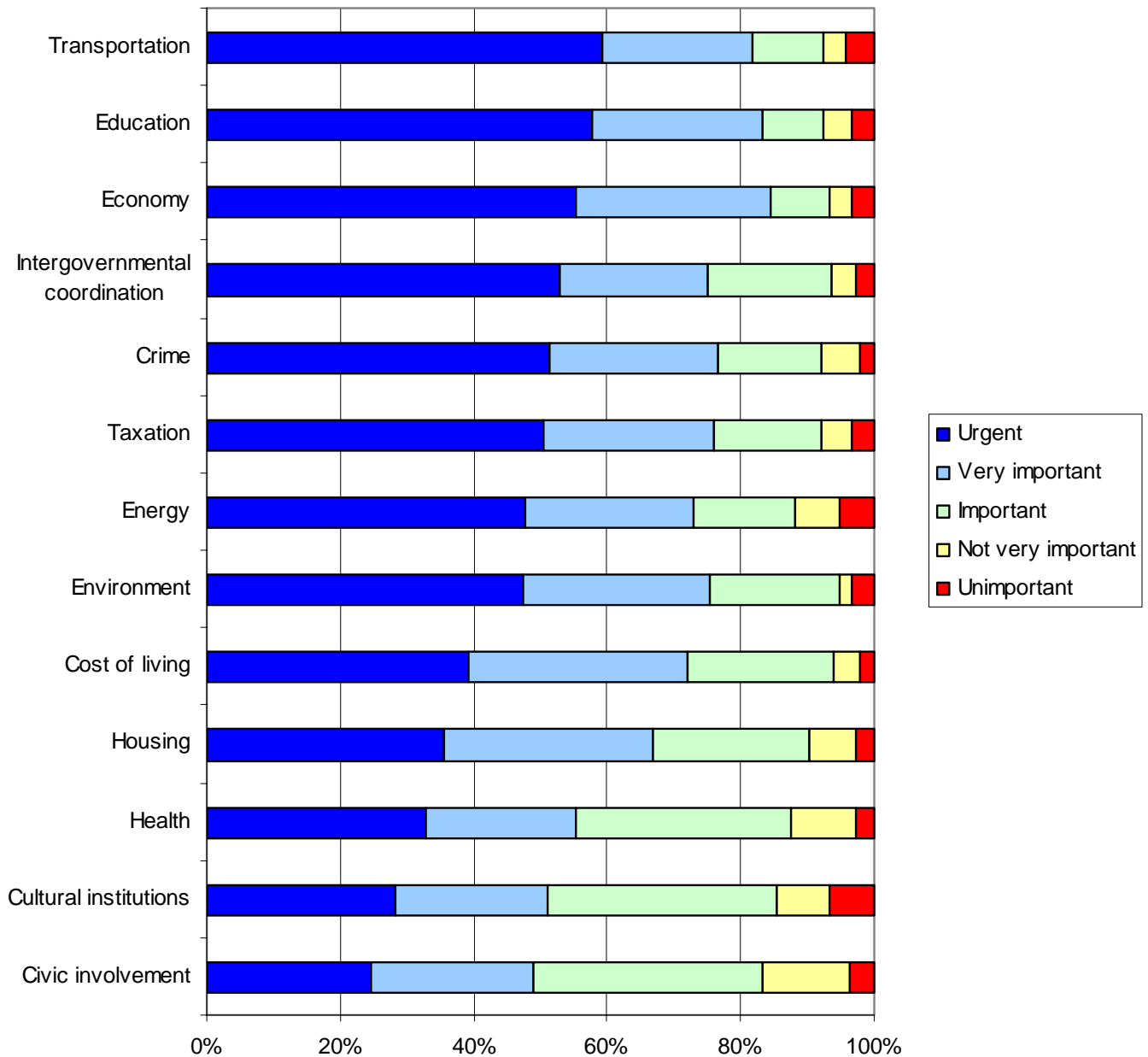
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GO TO 2040

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General public survey results

Results from the general public survey conducted in March and April 2008 are reported below. Respondents were asked to rate issues on a five-point scale of importance. Because this is not a scientific survey, and there is likely a bias among responders, these results cannot be assumed to reflect regional priorities. However, these results can be used to help CMAP understand which issues within the purview of the *GO TO 2040* plan might be seen by the general public to have the most relevance to them.



Write-in responses to general public survey

Respondents were able to write in responses to four questions in the survey. These questions, and a full range of the responses received, are below.

If you could change one thing about our region, what would it be?

2040 plan is implemented when approved

A long term infrastructure and transportation plan that maximizes public transportation within a sustainable budget. We can't even afford to replace our old inefficient buses! The extensive railroad network around Chicago NEEDS to be streamlined and portions must be reconfigured. Chicago is a transportation hub which is getting extremely congested. The future of Chicago will be much brighter with superior transportation infrastructure. We have railroad crossings that create serious traffic delays and elevated accident risk.

A mass transit system, whether public transportation, such as trains, or a highway system that links the northwest suburbs, western suburbs, and southwestern suburbs.

A more equitable approach to infrastructure support - for example, Route 47 through the City of Yorkville has yet to be widened, yet the highway is widened in Sugar Grove to the north. We also need more funding pumped into highway infrastructure - the condition of roads especially throughout Kendall and Kane are deplorable.

A trust worthy government, good value for taxes.

Add 53 extension to route 120

add more public transportation and make it more appealing to reduce auto traffic, reduce gas emissions, reduce wear and tear on roads. less demand for gas should then lower gas prices also.

Affordable housing everywhere.

Affordable housing for everyone.

Affordable housing is disappearing. The new housing developments are all upscale and expensive.

Also, public transportation should be strengthened, with waiting times shortened. Public transportation needs to be affordable, but also CLEAN and SAFE and TIMELY. People will continue to take cars if the length of time of the same trip by public transit is twice (or more) as long.

As a commuter into Chicago's Loop, making the extension of Lake Shore Drive to the Chicago/Evanston border would ease growing traffic congestion and decrease my travel times. Extending the Drive via tunneling and landfills into Lake Michigan (as specified in currently proposed plans by the city) with new additional exits at Thorndale Ave.(and/or Granville), Devon Ave., Touhy Ave., and Howard St., thereby bypassing Sheridan Rd. would improve traffic flow for North Shore commuters.

Better coordination of planners; change of development priorities.

Better alternatives to autos.

Better and more public transportation between suburbs.

Better buses & trains -- cleaner, timlier.

Better health services.

Better investment in transportation infrastructure.

Better land use planning that encourages walking, biking, and transit use

Better mass transit. More bike trails that connect into the city of Chicago. Maybe tear down lake shore drive and put it underground like in Boston.

Better penetration of commuter rail.

Better policy in living lifestyle.

Better public transportation in the suburbs.(trains running north/south, more buses/more timely)

Better public transportation.

Better public transportation. Everything is set up to go to the city and out, but there is virtually nothing to go from suburb to suburb. I would add a north south train that would run from say "naperville" to "huntley" or something along those lines.

Better roads & transportation.

Better roads for cars with people (not freight or trucks or rail) without raising any taxes

Better roads. Beter timing of traffic lights. More efficient east-west roads in nothern cook and Lake counties.

Better schools.

Better street conditions.

Better transportation options. Outside of Chicago (and for some people within Chicago as well), driving is the only feasible option. This is horrible because for some people owning a car is not financial feasible, and for others it is not wanted due to oil dependence or a want for a more active lifestyle. We need to make bicycling and walking safer and more realistic options for shorter (under 3 miles) trips.

Better transportation.

Better transportation.

Better use and a reduction in taxes. WAY TOO MUCH WASTE.

Bike lanes/porous surfaces to avoid run-off.

Bloated government. There are too many different levels of government here--too many municipalities competing with each other, corrupt county government, bloated infrastructure in the city. This seems to be the #1 reason we can't do anything about the quality of public education, gang problems, or transportation--everyone's too wrapped up in the idea of "my turf."

Build the Crosstown Expressway.

Car sharing programs should be spread throughout the REGION--not just in Chicago only.

Clean, well-lit, inviting town roads.

Connect Metra throughout the suburbs and to O'Hare.

Continue the subsidizing of Metra.

COntinued urban sprawl and lack of investment in housing/development on lines of public transportation

COntinued urban sprawl and lack of investment in housing/development on lines of public transportation

Controlled growth, leaders with ability.

Coordinated Transportation

Create a better transportation system and utilize smart growth planning techniques to reduce traffic.

Create reliance on public/pedestrian transit

CTA transportation

Deal with the dynamics that cause young men to form into gangs and tune out from the main culture.

Decrease auto-dependence in design and function of all our neighborhoods regionally - better planning of future development, more infill development, and much more robust transit system with ongoing adequate funding sources for infrastructure and operation

Develop a dense net of public transportation options, particularly light and heavy rail.

DO NOT, UNDER ANY CIRCUMSTANCES, build the STAR Line as rail. It would be a HUGE waste of money compared to needs in downtown Chicago. Areas that are already car-oriented development (most of the modern suburbs and all of the exurbs) should continue to develop as car-oriented. Places that were developed as transit-oriented places should continue to receive enhanced transit service (most of downtown Chicago and the older parts of the central city). Places in between should receive some of each.

Ease and cost of movement. Commute as well as getting around the area to perform life chores and visit friends. Reduce dependence on automobiles.

Ease of transportation--avoiding long delays, traffic jams

Education and Health.

Educational system

Eliminate the inefficiency of Amtrak, and instead create a regional consortium that would oversee the development of high speed bullet trains between the major midwestern cities such as Chicago, St Louis, Indianapolis, Detroit, Milwaukee, Cleveland and Minneapolis. NOBODY TAKES LONG DISTANCE TRAINS ANYMORE.

Eliminate the regions need for fossil fuel and nuclear energy – Develop region wide municipal agreements to actively increase energy efficiency and eliminate waste. Increase local and regional recycling capabilities to reduce land fill and incineration usage. Provide regional incentives for micro-energy solutions such as home and business solar electric and hot water heaters, individual and community wind turbine systems, community water reclamation initiatives, and the like. Create or improve capacity and efficiency of local public transportation systems to make it feasible for people in the collar counties to get to work, school, or the grocery store without needing a car (with gas in it). Jobs created in clean energy and transportation sectors can offset any loss in the coal or nuclear power sectors. Communities can have cleaner air, water, and a higher quality of life if we plan correctly and make the right choices for the long term.

Eliminate wasteful government and reduce government entities.

Encourage growth in areas that have adequate transportation. Make river crossings over the Fox River tolls so that those using it pay for the structure. Assert eminent domain at locals like Army Trail Road and build the much needed bridge.

Encourage more residents to use public transportation.

Energy conservation: Thru better public transportation and Government grants for commercial and residential solar energy programs.

Equalize the quality of education at a high level for all ages, including retraining programs for those who need them.

Expand and improve the public transportation network with more train lines and more frequent and reliable service.

expand intercity rail service connecting at better locations and more frequently.

extend lake front access from Chicago into Indiana. Any developments along the lake need to provide a public way along the shore.

extend rte 53 north.

Fast, frequent bus and rail service, 7 days/week from early morning through late evening throughout the region -- and sidewalks on all streets throughout the region to get you to and from the buses and trains (and plowed when it snows!).

Fewer cars, less emissions (reduce pollution/ozone).

Focus of meeting needs of people.

Free/discounted transit rides for students(middle school through college), since seniors are getting free rides.

Get rid of auto dependent sprawl.

Get suburbs to move away from single use zoning and stop contributing to sprawl.

greater uniformity on prices, taxes, and services

Growth management politics.

Have a better public transportation system so that we can have less of a negative impact on the environment.

Health.

Hey Illinois is great -- forever changing -- sometimes good, sometimes not so good.

<http://www.urbanlab.com/h2o/>

I also think there need to be more lanes on 290, and 90/94.

I have lived in the suburbs but now live in the city. As a region, we need to move beyond suburbs vs. city provincialism and really start to think, plan, and work as a region. Transportation is a perfect example. Millions of dollars and countless unproductive man-hours have been spent arguing about O'Hare. We need to have the best facility in the world to compete nationally and internationally. Mayor Daley needs to loosen his grip and share control and the suburbs around O'Hare need to understand they wouldn't be what they are without O'Hare. Surface transportation is a mess. Too much emphasis on the auto. We have to coax more people out of their cars. If we build it, I'm convinced they will come. More frequency and better connectivity between the CTA and Metra is a good start. Then we need to expand cross regional rail (Star Line, Midway-O'Hare and others) and dig some more subways in the city to connect the spokes that radiate from the loop and diagonally from NE to SW and NW to SE. A subway underneath Union and Northwestern stations, the Circle Line, and one under Western and maybe Pulaski or Cicero. Sink the Brown Line underground at Kimball and extend it to meet the Blue Line at Jefferson Park. Cut a line off the Red Line at Wilson Yard and go under Broadway to Clark to meet up again at Clark & Division to alleviate congestion in Lincoln Park. The Blue line should be re-routed to serve the International Terminal at O'Hare. I have ideas, call me!

I worry we have given up on making a carless life possible, because we have given up on reforming the CTA and getting the CTA, Pace, and Metra to work together. Because of this, we give up on clean air, greater density of development, and more dependable commute times. Because of that, we lose the neighborhood amenities that density supports and we will have trouble attracting people who do not want or cannot afford a car.

I would change the horrible traffic congestion in Lake County and extend Route 53 north up to 120. As the communities have grown, the roads have not. Little 2 lane country roads congested and in disrepair. And the NIMBYs are getting on my nerves. I'm sorry, Long Grove, but you know just as well as anybody that this extension is necessary and would help bring additional business to Lake County as it is expected to bring to Will County with the completion of the I-355 extension. We need 53, and sooner than 2040!

I would change the vast disparity between the incomes of the most wealthy and the least. Unfortunately, it takes place across racial lines and perpetuates itself from generation to generation. This kind of disparity causes social unrest and instability, as we have seen around the world.

I would greatly expand the CTA into a system that served the entire city, that was designed to be a daily use system, like New York's. A true point to point subway system, not a radial commute system, so that people didn't have to own cars.

I would increase density so that public transportation and personal transportation such as walking and bike riding are more practical. This would keep cars off the road and improve over all quality of life.

I would increase the amount of mixed-income communities.

I would like to see more public transportation opportunities and efficiency in the City of Chicago. As for the outlying area More compact, environmentally friendly developments with less sprawl.

I would like to see walking and biking paths along every major and minor road. This would facilitate car-free transportation. As streets are widened in my county to allow for more auto traffic, it should be second nature to add safe lanes alongside the road for bikers and walkers.

I would love to make this region much less auto-dependent. We should not be building anymore sprawling neighborhoods in the exurbs but rather focus on infill development which promotes higher density, walkability, and access to public transit. Development oriented around the car rather than the human being requires much more infrastructure to support for less people but over much greater distances. Auto dependency also creates terrible congestion and a large contributing factor to pollution and smog.

I would make certain that all new road construction included non-motorized access (pedestrian and bike).

I would provide public transportation to seniors and people with disabilities 24/7 uniformly across the entire region.

I would redesign many of the streets in consideration of the needs of pedestrians and bicyclists. I would designate some streets as being wholly or partially dedicated to express buses. Buses should be able to move faster than regular traffic. I think that would greatly motivate people to take public transportation.

I would start with the infrastructure, this is the crux of a lot of problems. If you look at the history of this country, FDR did this us to get us out of the depression. Widening the present express lanes only buys you a temporary solution. What you need to do is actually add a top layer to all the expressways. California has double decker expressways and they have earthquakes. This would also boost the economy and create jobs. I would be glad to lay my vision, lee_williamsiii@yahoo.com.

I would stop the endless pattern of sprawl that is devouring Illinois' rural communities and forcing longer commutes, increased pollution, and decreased quality of life on the people in this region.

If I could change one thing about my region is to lower the taxes so that they won't be so high

If I could change one thing I would want to reduce suburban sprawl. I would want to increase density around public transportation nodes and create/protect/save more open space elsewhere. If we were to reduce sprawl and promote transportation orientated development (TOD) we could conserve more open space, make better use of public transportation, create walkable communities, support local business, reduce commute and travel times, reduce congestion on highways, reduce dependence on automobiles, reduce gas consumption, reduce CO2 emissions, have cleaner air, have better health, and save money.

If we could address this issue the region as a whole would benefit and the lives of our future generations would be more positively impacted.

Implement the "Eco-Boulevards" idea as created by Urban Labs in their 'Growing Water' proposal for Chicagoland. Website link below --

Improve education and the economy

Improve public transit (light rail, bus corridors), have intermodal centers and define corridors with increased densities

Improve public transportation with reasonable access. Don't have to drive miles to board the transportation

Improve road congestion

Improve the crime rate.

Improve the roads. Build expressways, widen the existing roadways, modernize and expand intersections, reduce dead end subdivisions and repair the broken down roads in that order of importance. Lake Co. should evolve intelligently with more and better roads, preserved natural land between roads and far less cornfield open space that is an ecological desert.

Improve transportation

Improve transportation by beginning with the current roads. Butterfield Road is one of the worst roads and it has been in its condition for too long. The biggest project would be the infrastructure to allow drivers from Kane, Dupage, and other suburban counties to get from their home to work with out delay.

Improve transportation.

Improved infrastructure. Specifically roads. Stop building subdivisions until after the capacity to handle traffic has been constructed.

Improved public transportation.

Improved suburban automobile traffic, including new roads, to reduce the time spent in stopped traffic. All transportation money is currently going to the city of Chicago, and the outlying suburbs are without access to efficient roads.

In addition, consider super roads that carry cars longer distances without stopping. For example, a lot of rush hours traffice in Naperville moves north and south from I88 to the southern end of town. Yet these cars have to stop at red light after red light along the way when they have no intention of turning.

Incentives to use environmentally sensitive transport.

Increase Public Transportation

Increased affordable housing.

Job training.

Jobs for children.

Lack of cohesive regional planning (through fractured multiple jurisdictions) which prohibits us from developing mass transit linkages, green infrastructure for our resources, particularly our vanishing water which we push as fast as possible downstream. This fractured system is causing whole-sale destruction of our ability to function ecologically, transportation-wise, and is destroying our life quality.

Less government corruption

less governmental corruption that leads to obscene waste of taxpayer dollars

Less suburban sprawl on the edges of the region

Less traffic.

Less traffic. Better road options to get from one place to another. Build route 53 extension.

Less urban sprawl - more sense of place in the suburbs, particularly the newer ones.

Lessen discrimination on Latinos.

Leverage technology to communicate and deliver

Local Government. They don't represent the people anymore.

Maintain quality of people.

make a switch to better transit. this includes high-speed transit, bike paths and access to transit stations.

Make Cook County the 51st state of the union. I do not feel that the collar counties should have to bear the tax burdens that Cook is placing upon us; i.e. free public transportation to seniors. I would also have to say that something has to be done about the illegal immigration problem in this area.

More access to public transportation. Easier train access to the city of Chicago would improve quality of life in outer counties.

More affordable housing.

More bike lanes and bike paths.

More education for youth and adults (vocational).

More efficient transportation.

More efficient, more user-friendly, more environmentally-friendly mass transportation from suburb to suburb and suburbs to Chicago. This is the key to access for jobs, cultural attractions and events, colleges, everything! If you improve transportation, you improve everything. Look to Europe as a model.

More housing ownership without profit.

More innovative local economy.

More mass-transportation options with better reliability, less down-town oriented transportation: Brown Line extension to Blue Line around Montrose/JeffPark. Cross town mass-transit line from Skokie to Blue Island via existing rail right-of-way. A Red-line extension to 130, possibly meeting up with cross town transit line in or around Blue Island, and/or create a real circle line from Howard, to Skokie, to Blue Island, back up 95th. Pink line service under Cermak to McCormick Place, back up the exiting rail right-of-way to Jackson. Then Jackson to LaSalle and then north meet up with the Bloomingdale line and west from there. Pink/Blue line can easily be extended via old existing right-of-way removed in 50's and 60's via CA&E lines. LakeShore Dr. dedicated BRT lanes or light rail lines to replace LSD express buses to improve timeliness. In addition to expanding service on rapid transit lines, work on improving them by adding express/local service. An express to Airport is nice, but it would be nice to have 2 or 3 express only stops in-between to benefit more people than just airport goers. CTA, Pace, Metra together under ONE agency with one goal in mind, to improve transit in the entire region.

More money for education.

More public transportation, less cars. Fees for cars, anything to encourage people to take trains, which should constantly be improved with PLENTLY of parking spacings.

More public transportation, specifically trains.

More rational use of public transit monies.

More regional coordination of services.

More transparent government with less actual and perceived corruption.

Much greater investment in the public transportation infrastructure, including move to high-speed inter-urban rail transit. Pursue this with surrounding metro areas (Mpls-StPaul, StLouis, Detroit, Indy, etc.). Reduce regional dependency on autos and highways and air travel.

NA

New York just instituted a new approach. Extend the line and sell bonds, when the line is paid for, extend it again.

north/south travel on roadways

Nothing -- needs to remain a rural community.

Outside sources trying to control areas within our boundaries.

Parochial protectionism. The region does not work together as a region-it has pockets of affluence and disparity that do not gel. The educational system, within a CUD, is class isolated, and the cities are without regard for the rural areas. Political boundaries are drawn by local politicians to enhance the separation and the affluent and ethnic separation is encouraged to remain as political, cultural, and economic islands/

Planning groups in the region are made up of planners from specific local communities with specific local agendas. They come together to plan for the region while making sure the regional plan will somehow benefit their local communities interest. This leads to the more affluent communities having the most benefit from regional planning. On the other hand Latino, and most other minority communities for that matter, are inadequately represented in the planning groups leading to them having been forgotten along the planning process.

Politicians.

property taxes are way too high. reform the way schools are funded and back off property taxes.

Provide better and more transit!! The transit agencies have to work in unison to get the funding that we need to improve transit, whether it's more transit lines (which are sorely needed) or operating funds. To that end, the RTA needs more authority to insure that the various transit agencies work together and that everyone's interests are considered

Provide transit alternatives to auto-dependent suburbs

provision of rail to every community in the suburbs (Metra) and urban neighborhood in the city (CTA) with dense-mixed use development around ALL rail stations (including Jeff Park, where

Public transit efficiency and better east-west connections.

Public transportation

Public transportation also needs to be developed for suburb-to-suburb commuting. Metra rates need to be raised in correlation with gas prices (taxpayers are now subsidizing Metra riders from the western suburbs).

Public Transportation. The benefits of an efficient, expanded Chicago and regional integrated system would be immense. Imagine a CTA system that directly ties into regional train systems at several locations all across Chicago, and not just in the loop, and imagine how many less cars would be in parking garages or parked on streets. Highways leading in and out of the city would experience less congestion, reducing car exhaust gases but also lowering the cost and frequency of road repairs and expansions. Imagine the social benefits of a city that is viewed as infinitely more walkable, with people on foot shopping, eating, and socializing all across Chicago, and not just in the loop or Northside commercial districts. Public transportation make Chicago feel like a small, close community even as it expands outward.

Put an end to the city vs suburbs thinking. We need more reasonable thinkers and leaders, and much much less of the "know-it-alls" extremists whether conservative or liberal. There are too many people trying to tell everyone else how to live their lives.

Put some polic officers on the trains.

Rail transit from the West Loop to Streeterville, the West Loop to the South Loop and McCormick Place, and the South Loop/McCormick Place to Streeterville should all be very high priorities. The question should not be "CAN we afford it," but "how do we find the money to do it?"

Reduce # of government units.

Reduce CO2 emissions by 70% by 2040.

Reduce Taxes, eliminate financial expenditures that do not directly affect the majority of taxpayers. Work with private industry and institutions to financially support small initiatives which affect the few. Plan, develop and implement an effective low cost capital structures plan for the state.

reduce the amount of government

Reduce the volume of vehicles on the road at rush hour.

Reduce traffic congestion.

Right now we need the transportation system to be more efficient and accessible to as many residence as possible. I think it is important for all areas of the region because we are going to have gridlock very soon. Getting to work, getting foods and goods to stores, getting people to schools, getting people to hospitals is becoming more difficult as people move into the region.

Roads The roads in the area are falling apart day by day they are to narrow and create traffic headaches all day long we need to have builders improve the roadways BEFORE they build. every 100 houses means at least 200 more cars Now when you try to work on the road you can't close the road because 200 cars have to use it every day THINK PLAN not \$\$\$\$\$

Safety (low crime rate); water (maintain for the future); strong community; rising taxes.

Segregated communities. Chicago shows minority neighborhoods that are run down where white communities display a healthier economy of new development.

Simplify the government structure. We have too many taxing authorities. The libraries and parks do not need their own districts, I don't even think schools do. Townships are useless once we have incorporated cities and villages.

Snow & Ice.

Stop bad development driven by corrupt politics.

Stop building west of Fox River.

Stop development in agricultural areas.

Stop sprawl by educating and encouraging local government decision makers to adopt and implement Smart Growth principles.

Stronger transit connections and smarter development to reduce the need to drive.

tax reform and government accountability. making sure the citizens tax dollars are not wasted.

That political representation mirrored the population.

that the Northwest suburbs and the City of Chicago would be run by two different governments. I think that the needs of the area are vastly different in the city and outside of the city.

The Chicago Democratic "machine". I am a lifelong democrat, but Chicago-area politics creates the impression that who you know and who you bribe are more important than merit in getting things done. The sooner the Daley/Stroger era ends, the better for everyone.

The Chicago Metropolitan Agency for Planning (CMAP) should have started planning YEARS AGO immediately when the Real Estate Boom began to take effect. Presently, Chicagoland Area and Suburbs is already too overcrowded with people, due to too much new residential home / condo / townhouse construction, plus more importantly ~ the present Roads & Highway Systems are very poor and hazardous. People are crammed onto roads and they are now VERY, VERY crowded. NOTHING WAS DONE ABOUT THIS. This is a serious, ever growing problem. Driving Conditions have been endangered, because there was no Rural or Urban Planning. Road / Highway Construction & Repairs only complicates present crowded roads to be even worse. Highways are reduced down to one lane, making it impossible and difficult to get anywhere with longer & longer impossible commutes. People are more frustrated driving & there is increase of aggressive driving & car accidents. People have places to get to and cannot do so in a normal timely manner because roads are SO CROWDED, causing more & more accidents, that cannot be denied. We are now forced to find alternative methods / take side streets just to get to work on time in the morning, because highways are so overcrowded and SLOW. Plus commute time to work has increased due to this. No limits were placed on how many new structures were being built - it is already overcrowded with people. CMAP first needs to now backtrack and correct ALL of these existing problems, BEFORE we can move forward in anyway. Many potential problems were ignored / not addressed in the past of how to accommodate the influx of many people into Chicago Area during the Real Estate Boom and the Non-Stop Building / Reconstruction / Remodeling. We DESPERATELY now need much improvement for existing roads & highways for Chicago and Suburbs people. If this is the present state, how will CMAP ever plan to accommodate millions of more people coming in the Chicago Metro Area in the future ??

The cook county sales tax hike. I think moving to 11% is a little to high, and deters shoppers from cook to other counties.

The CTA is significantly underfunded compared to Metra and PACE, yet it serves the most people in the most transit-friendly areas. Transit should first serve people in areas that are best suited for transit. Stop pushing Metra further and further out, and enhance central city grade-separated transit.

the current income tax structure is such that wealthy communities have good schools, and less wealthy communities have some of the worst schools in the nation. Illinois needs to change its income tax structure such that fair and open taxation is realized, rather than the hidden taxes in locality and property based taxes now.

The education system.

The expressway system! We need more lanes into and out of the city. 3 lanes in each direction is inadequate, it needs to be 5. We need to extend 355 north. We need to widen and complete the Elgin-O'Hare. We need another north/south expressway between Randall Road and Route 47. 94 North needs to be accessible from 90 East.

The incredibly high cost of living and lack of affordable housing for middle income families.

The one aspect I would like to see an improvement on would be the integration of Latins into the planning process. Not just at the community input level, but also at the technical planning level. We have very capable planners in our region. Unfortunately they fail to make the cultural connection needed in planning that will positively affect the segment of the population that will have the most impact on the region for the foreseeable future. This impact has to do with the environment and the quality of life for the region.

The phrase: "That's how it's always been."

The Region working together for the good of the Region, instead of the fragmented priorities that exist today, pitting community against community while we all sink further and further behind in the global economy.

The Roads

The tax structure

THE TRAFFIC

The transportation grid. Need more alternative highways (53 extension, finish 355 to Indiana) and better train service (faster to downtown and an outer radius to get from Waukegan to Naperville).

The way it looks

The way that schools are funded.

The weather.

There is little to no north-south transit options, on train, car, etc. That should be improved. Always wonder why the El can't be connected from end of brown to blue for example - then don't have to go downtown to get to airport (ORD). And why don't Metra and CTA have better meeting/transit links?

To expand mass transit. To open an energy efficient way for residents and visitors to be able to move around the area. That would lesson traffic and help with conserving precious resources. I picture a western segment of some type of train or el system that would go north and south to connect alot of suburbs. That could make it easier for residents to get to trains, into the city and eliminate the need for so many cars.

to lower the taxes and prices on some products

Too many food papers thrown on lawns.

Top-rated public schools in the City of Chicago. I don't want to move out of the city when I start a family.

Traffic Congestion, easy access to O'Hare, Midway airports and the city of Chicago
traffic congestion

Traffic congestion in Lake County!

Traffic congestion on Major State Highways

Traffic delays. Sometimes this is related to volume of traffic and sometimes it is related to construction projects. There should not be construction projects on parallel roads at the same time. Also, use better materials so road surfaces last longer.

Traffic. I don't mind paying tolls but this construction is crazy! I leave my home at 5:45 am and the roads are already crowded.

transportation and road salt

Transportation availability.

Transportation in collar counties/suburbs. It is horrible trying to move about the suburbs weekdays or weekends and forget about going to the city after work. Trains to the city are very good, but we need more trains and more train lines outside of the city.

transportation in infrastructure. There is a strong need to develop public transportation in the suburbs (rail, bus), mostly in the western suburbs. If there were trains and buses, people would be able to get to the airport or into the city without the use of cars. This would be better for employment.

Transportation.

Transportation. Need to expand the public transportation, trains (Metra), bus routes, electric trains (CTA) and get more people using them instead of a car. I feel the network is good now, but it can be better. There needs to be incentive to get people to use public transportation.

Transportation. The CTA cars need to be upgraded like the cities of San Francisco and Washington D.C. The stations need to be given an exterior overall and maintained.

transportation. this city is too crowded for car use. pollution is getting bad + parking lots and stripmalls now cover neighborhoods more and more. More high density housing, especially around rapid transit stations. Also more affordable housing options to retain and attract a variety of incomes + families.

Turn back the cost of living.

Unfair property taxation in Cook County that shifts the tax burden from homeowners and non-profits to renters and for-profit employers, causing a loss of jobs in Cook County, continued urban sprawl, increased pollution, increased transportation costs, and increased housing costs.

Unify the three Aurora school districts.

Urban sprawl. Growth is fine but it seems as though Chicagoland is growing at an exponential rate. My brother lives in Wonder Lake in McHenry county and the drive to get out there during rush hour (which I rarely do and couldn't imagine doing on a daily basis) is nightmarish to say the least. It just seems as though the constant building and construction will never end. There is also no uniqueness to the suburbs anymore. Every where you go it looks the same. Every town has a Target, a Best Buy, a McDonalds, etc. Can't there be some open space without having to erect a strip mall on it?

use of resources...more renewable/sustainable actions

Viewing Hispanic populations as critical to development. Better local education.

We need more dedicated bike lanes and bike paths that will encourage bike commuting for distances less than 10 - 15 miles.

We need to make carless living possible. Within two miles of the Loop, there should not be surface parking lots. That land could be housing people or businesses to provide jobs. Making carless living possible also means reforming the CTA. Completely.

Weather, easier point-to-point travel among neighborhoods.

If you could change one thing about your neighborhood, what would it be?

a community shuttle bus and more pedestrian access sidewalks

A stronger focus on keeping local business and ensuring the area is walkable/bike-able and generally has less cars.

Access to Public transportation

Access to public transportation.

Access to shopping.

Add sidewalks.

Add streetcar service from the West Loop, across the Carol Street bridge and up Kingsbury/Larrabee to the North/Clybourn area.

Additional economic development resources to provide jobs that pay college graduate level salaries. Our educated residents must either own their own businesses or else travel towards the city to earn enough money to pay for the cost of housing.

Air & water purification.

Also, during the winter the sidewalk shoveling is left up to individual homeowners, which means the majority of the sidewalk is not shoveled. This makes walking nearly impossible, since to walk in the streets is dangerous.

Be near better parks and transportation options.

become a bigger priority. I see such waste. Such as lots of lights on all day & night in so many buildings even when no one is using them. This is just one example of what we take for granted. I would like that to become a bigger priority.

Being less divisive about what city or town living in and on what side. This would require less bickering between city governments about things.

Better (police) patrolling.

Better lighting on side streets.

Better maintenance of the streets, sidewalks and parks

Better pedestrian access to Metra trains!

Better public schools. I don't have kids in schools but I think that education is very important if we are to be a thriving city.

Better public spaces -- streets that designate more space for pedestrians and plazas and public meeting places.

Better public transportation

better public transportation

Better transportation.

Better transportation. Another bridge or two across the Fox River.

Bigger lots, more block parties

bike paths to town and closest train station

Bring businesses back in this community.

Build more education of elf to my residence.

Cars speeding & blowing stop signs.

Civic involvement.

Class of people

Clean streets and fix drainage issues.

Collection of recycling and garbage should be done on one corner to save gas and improve the environment.

Community

Complete bike path.

Control growth; get better leadership and cooperation among towns.

Coordinated approach to drainage

Create a higher regard for the natural infrastructure (natural resources and the capacity to remain as balanced) and the man made infrastructure (transportation, waste management, balance with natural infrastructure)

Create more greenspace and add landscaping to commercial corridors.

Crime, (illegal) drug selling, housing.

Crime.

Decrease family unit size; but how?

Dwelling densities; more reasonable energy.

education for the community and community-wide involvement in recycling programs, street cleanup days, energy conservation, farmers markets, etc.

Educationg people about water consumption.

Elect a new village board from top to bottom. The village is becoming a mirror of Cook County with the way they are raising rates and fees for the residents. While I understand that the price of everything increases eventually, these fees need to be raised at a gradual level and not at an impacting force as the South Elgin government shoves down our throats.

Embracing diversity.

Fast drivers.

Fewer boardups and foreclosures; more shopping.

Fewer cars -- one or less per household.

Fill vacant buildings and retails office spaces

for the citizens to feel pride and respect for their neighborhood and community. a pride and respect where people would actively work together to keep the neighborhood beautiful and safe.

Force Joliet to think carefully about its growth.

Gangs.

Get rid of all of the geese. We are living in one big geese toilet-their droppings cover our sidewalks and our parks.

Get rid of large, open green lawns and replace with landscaping.

greater diversity and use of green plantings, less of the "green lawn" scapes

Have frequent, convenient bus service.

Have rail transit (CTA blue line extension) within walking distance connected to downtown Chicago.

Have taller buildings at major intersections and near the EL. (higher density near transportation hubs)

High school success stories.

Hispanic neighbors who share my values of home & property.

Hope instead of despair.

Housing.

I am a student living in Hyde Park. I am concerned about crime and gang violence in my neighbor and in surrounding neighborhoods.

I like the neighborhood very much and think that it is a great place to live and raise a family. There is really nothing that I would change.

I live in a neighborhood undergoing extraordinary redevelopment. If I could weigh in we would maintain an adequate stock of well-built and maintained affordable housing, rental and owned, as well as creating new housing for more affluent residents. I would also preserve some of the undeveloped land as open space while we have the chance.

I live in downtown Evanston. I'd have to say that the lack of late-night business hours needs to be fixed. Come 8-9PM, Evanston turns into a ghost town. Even in the heart of the city, I've often felt unsafe after reports of muggers attacking students and residents at street corners that are normally bustling during daylight hours. I think an increased level of activity at night would make Evanston a safer community.

I live in Elgin and I would like a more accessible bicycle lane, so I can ride my bicycle around Elgin instead of just on the bicycle path.

I live in the burbs, my present neighborhood is great.

I love my neighborhood and would not want to change much. I would like to see energy efficiency

I love my neighborhood, my town. Maybe a nice health club such as the Rec Plex in Pleasant Prairie, WI.

I really like my neighborhood of Beverly. That's why I live there! But if I had to change something, it would be to create even more bike/walking/running paths. Well maintained trails would make it easier to move through the neighborhood without having to use a car.

I wish that my neighborhood had more ethnic diversity and businesses. I live on the northwest side of Chicago.

I wish the powers that be (Rita Mullins) would have built the "new" train station somewhere else in Palatine. It is too close to the downtown area and when the Metra trains come the traffic really gets backed up.

I would bring a train line closer to my home.

I would create an additional (or more) roadway and sidewalk/bike trail outlet on the eastern end of the subdivision. We can only exit on the western end and if I want to travel east, I have to backtrack west first. An additional outlet will reduce travel time for many.

I would have more affordable housing and less expensive condos.

I would hope the City of Chicago would move forward with the proposed plan to extend Lake Shore Drive northward to Howard St. which would both alleviate traffic congestion from the Northshore (and adjacent Evanston and Skokie), and revitalize the far-north neighborhoods of Chicago, making it more appealing to young families via Chicago Lakefront development.

I would institute traffic-calming plans for my neighborhood. There are many young children, families, and bicyclists competing with rapidly moving cars. It's dangerous and makes our community less pedestrian-friendly. (Logan Square)

I would like more economic development--retail, restaurants, transportation infrastructure, etc. Besides parks, there are few places for kids to congregate and many people leave the neighborhood to shop in the suburbs where the options are greater.

I would like to see more commercial services and shops within the neighborhood to cut down on the time it takes to do certain errands.

I would loosen building codes to allow residents more freedom to do what they want with their property.

if I could change one thing about my neighborhood is to take away the gangs and the drugs.

Improve choices for goods and services.

Improve civic engagement/involvement.

Improve codes to improve cleanliness

Improve my suburban downtown into a true center that draws people for community and shopping.

improve property tax system

Improve shopping

Improve the roads and infrastructure.

Improved Roads & Highways - major expansion is definitely needed. Reduce Property Taxes & keep them controlled at a normal pace. People have now inherited a new mortgage-like payment each month, due to rising Property Taxes, after paying off their homes, per constant rising Property Taxes.

Improved transit access to work/shopping.

Improved walking opportunities. My neighborhood has nice sidewalks, but I'd like to be able to walk to stores, restaurants, and bars.

infiltration and proper cleaning of stormwater - raingardens, swales..a general GREENING of my city, etc to get rid of the mowed lawn culture and other exceedingly wasteful human landscape practices, and to bring my City out of the dark ages in planning for it citizens.

Install a comprehensive sidewalk system

It bothers me to know there is only two places to enter or leave my subdivision.

It would be closer to shopping and other services where we could easily walk or ride a bike.

It would be further from the traffic noise of Rt. #41.

It's a pretty good neighborhood.

Jobs for all that need.

Keep the diversity.

Keep them around!

Lake of planning has caused some areas to look "dumpy", poor pedestrian routes (lack of sidewalks) and bikepaths

Leadership.

less crime

Less income based apartheid and more mixed use housing throughout the entire community

less litter and broken pavements

Less night lighting.

Less traffic

Less traffic.

Less violence and crime.

Limit high-rise condos

Lower real estate taxes for those who are not senior citizens.

Lower speed limits in all residential areas, place stop signs frequently along roadways which pass through residential neighborhoods, which will discourage persons from using side streets and will drive them back to the major roads.

Lower street crime and figure out some way to increase available street parking (i.e. requiring condo conversions to provide more off-street parking).

Make it more of a walkable neighborhood... meaning a good-quality grocery store within walking distance, more small shops and heck, a good neighborhood pub to get a beer.

Make it more walkable and bikeable. The infrastructure is there, but the education and the culture is not. Cars drive over the speed limit, which really puts bicyclists at risk. The speed limit is there for a reason; we need enforcement.

Moderize downtown area.

More access to public transportation.

More access to the arts, theater, cultural events.

More affordable grocery stores

More affordable housing.

more bike lanes

More commerce. It would save gas because now you're not traveling longer distances to go shopping or go out to dinner.

More connection among people (relationships).

More cultural and park access, less emphasis on shopping and consumerism

More frequent bus service and more businesses that I can walk to.

More front porches, fewer backyards.

More green space!

more green space, more parks..improved traffic on Sheridan Rad. I live in Edgewater,and no one has done anything to improve traffic along the lakefront..

More jobs, distributed equally (in terms of space and skill levels).

More lighting.

More open space, especially as communities grow more dense.

More open space.

More pedestrian-friendly thoroughfares.

More public safety.

More reliable delivery of services (plowing, etc.).

More retail options, and more grocery store options. The duopoly of Jewel/Dominick's SUCKS.

More retail, easier access to highways.

more retail/dining/activities

More shopping and nightlife.

More shops and restaurants within walking distance.

More shops/restaurants, less condos.

More stores/businesses within walking distance.

More trail opportunities.

My county is my neighborhood.

My neighborhood is just about perfect. I live in Palatine, in a small house near downtown. My neighborhood is walkable, I can walk to shops and the Metra station. We have new mixed use condo buildings near the Metra with first floor retail.

Neighborhood is fine. It's safe, accessible, good schools, quality of life is high.

Neighborhood safety.

no more commercial-only big boxes (big boxes are fine, just make them mixed use) and no more street-fronting surface parking

no more stripmalls = less car use. fewer teardowns for luxury mansions. more rapid transit options. buses are too slow with all the traffic. less gentrification = more diversity.

not really anything.

Not to have cookie cutter housing developments where everyone is given a 10,000 square foot lot that they plant grass on and then put chemicals onto and mow every week.

nothing

Nothing.

Nothing. It's perfect.

On the subdivision level, I would encourage the Oswegoland Park District to eliminate mowing by replacing grass with oak and hickory trees in Northampton Park/bike path and with native plants in retention areas. At the village level, I would encourage use of a salt substitute on the roads, ban underground sprinkler systems, coordinate stop lights, enact an annual lottery for a reasonable number of new home construction building permits in proportion to good job growth, remove ROWs from Open Space definition, reduce the mandatory 66' street width requirements, lower neighborhood street lights and reduce lumens, get more supportive of historic preservation, increase the set back from waterways, for starters. On the county level, all of the above plus fund the Farmland Protection Ordinance, restore the old Kendall Co Jail & Sheriff's Residence and convert it to a County Archives, find an eco-friendly substitute for landfills, to fund a study for transportation. I could go on for 10 more pages!

Overall, my community, Bartlett, is fine. We could use more retail businesses to keep our tax dollars in the community.

Pedestrians are not given respect. Someone was hit at a corner near my house, and he had a walk sign at the time. Cars see a green light and make right turns without yielding to pedestrians who have the walk sign.

People need to take better care of properties.

Porous surfaces -- low maintenance lawns.

Prevent 3+ hispanic families in one house

Prevent people from using our neighborhood street as a short cut.

provide walking paths

Public safety and improving youth crime rate.

Public safety.

Public Safety.

Public transportation, while good in my town, is close to non-existent in my immediate area (that is, within two square miles).

Put in a subway to go to the loop and connect to Navy Pier & Field Museum and Soldier's Field.

reduce dependence on cars, introduce open air markets (like in europe).

Reduce the speed limit on highway that runs by our home.

Removal of zoned parking unless either: a) those with zoned parking permits pay their fair share of the road maintenance that only a limited number may benefit from or b) those permit holders are restricted from parking on any other public street except those streets for which they hold that permit.

Remove on-street parking

Revitalize local economy and continue current gentrification of neighborhood

road salt and less driving

Satisfactory.

School

school districts are ineffective

School systems would be the only thing I could think of. It shouldn't be that anyone wanting a safe solid education has to send their children to private schools.

Slow growth within our community -- change nothing.

South Loop -- increased street level retail.

Stop approving strip mall/big box/corporation highway developments/areas - The design of these areas, and the companies that build them/move into them, in general (and contrary to popular belief) siphon local dollars away from the communities, increase congestion, drive down working wages and benefits, push out small local businesses, make public transportation improbable, cover crucial water recharge areas with pavement, corrupt local governments by using deep pockets to influence elections and zoning decisions, and destroy viable farmland. We need better ways of bringing business and goods to our communities including incentives for redeveloping existing vacant buildings and commerce areas, and by supporting local, independent businesses.

Stop building ugly condos

Stop converting everything to condos. The neighborhood is left with empty buildings that residents can't afford to move into, and vacant storefronts where local businesses once were.

Stop the killings and drugs.

Street Lighting - should be brighter

Streetcars would be useful in a number of areas downtown, and were even part of the original River North Community Plan in the late 80s (Erie and Huron between Kingsbury and Rush). Portland did it, why not Chicago? They can be done on the cheap, too, only a few million dollars per mile per Portland's costs.

Stronger regulation by the village on the amount and length of time that garbage is allowed to sit by the curb.

Taxes

Teardowns that change the nature of housing stock

Teardowns that change the nature of housing stock

That our representatives were more conscientious.

THE CONSTRUCTION OF THE HOUSES

the crime rate

The Logan Square traffic circle is very dangerous and needs to be fixed. It is not pedestrian or bicycle friendly. There are cross walks that don't have stoplight and where you have to be very careful crossing because traffic does NOT yield to pedestrians.

The only thing I would change is the NIMBYs who freaked out about the new 9 story condo building and convinced the city council to ban anything that tall. How are we supposed to cram in 2.8 million people when the NIMBYs won't allow a 9 story building next to the Metra station????

The over-crowding in townhomes that are designed for 1 family, and have 5 living there.
WHERE IS CODE ENFORCEMENT?

The property owners.

The realization of people as to how much planning goes on around them and if they participated in the process they and their children could be so positively affected.

The River, conserve and improve it.

To have community activities for youth.

to stop the vilence in the countey and to have money for affordable houseing

To unite community to improve safety of the neighborhood.

Traffic congestion.

Traffic delays, traffic is the number 1 offender. We need to built Route 53 in Lake County before 2040 or the roads will be useless.

Transportation -- balance land, sea and air.

True sustainable practice initiatives employed.

We have a limited number of bike/pedestrian trails. We need even more trails, especially local trails in Kendall that link to regional trail systems.

We need better maintained parks and open spaces

We needs a subway along the North Side lakefront. The volume of people transported along this corridor is huge -- as revealed in the CTA doomsday preparations. Those people could be out of traffic and getting to work dependably. Better still, that line could service Navy Pier and Northwestern Hospital as well as functioning as a circulator among the commuter rail stations if the line looped underground along Van Buren, Clinton, and Randolph.

If you could preserve one thing about our region, what would it be?

A safe crime free environment with excellent education opportunities

A thriving downtown Chicago--businesses, tourism, activities in Millenium Park, etc.

Access to green & blue (water) spaces.

Affordable housing

Ag and water.

All of the forest preserves.

All of the things which make each neighborhood in the city of Chicago distinct.

All of the unsued rail rights of way for further transit development

All the wonderful history and culture that comes with being a resident of Chicago.

Appreciation of our cultural differences and to continue to learn from each other.

Athletic Complexes

Aux Sable Creek.

Bridge on Renwick Rd

Central Chicago. Without it, the region will go the way of Detroit and Cleveland.

Charm & convenience.

Chicago's sense of community. It knows it's a great city, and conducts itself accordingly, without being self-important and overbearing.

Churches and schools.

Community programs.

Continue to expand job opportunities. Though corporate jobs are increasing in Lake County, it needs to continue improving. Lake County also needs more venues for sports, music, entertainment. The cost and difficulty to get to the city for high priced entertainment needs to be addressed by more local alternatives.

Cultural institutions.

Cultural institutions.

Cultural institutions.

Cultural opportunities.

Decent public transportation.

Diversity of populace.

Diversity of towns and neighborhoods. Stop trying to make every suburb a high end community where only people with the msot money are welcome.

Diversity.

Diversity.

Easy accessibility to transportation services.

Environment.

Ethnic diversity

Family

forest preserves

Forest preserves and parks

Forest preserves and parks.

Forest preserves/parks.

Fresh water.

green infrastructure, and /or expand it

Green Space

Green space.

Greenery, park.

Healthy Lake Michigan

High-quality public transportation.

Historic architecture, neighborhood focus.

Historic Buildings and infrastructure that can be saved and/or re-saved should. It's an important part of our history!

I like what the forest preserve is doing to keep the open spaces.

I would like to preserve Chicago's place as a world renowned global center of financial and cultural institutions.

I would like to preserve the forward-thinking tendency of our region's policy makers, which is exhibited by this GO TO 2040 plan.

I would preserve the character and identity of the region.

Improve and protect the Forest Preserves -- hopefully add acreage if possible.

Its architectural and cultural diversity.

Its vibrancy.

jobs

Jobs, Lakes, Trees, Bikepaths, clean community feeling

Keep and even step up Mayor Daley's efforts at urban beautification/greening

Keep Galena Blvd "as townty" as possible.

Keep the diversity of lifestyles/ethnicity.

Keeping the suburbs from becoming a part of Chicago. They are a good compliment to each other without blurring together.

Lake county green space / parks system / forest preserves are solid

Lake Michigan

Lake Michigan

Lake Michigan

lake michigan

Lake Michigan

Lake Michigan lakefront

Lake Michigan's lakefront trails, parks and beaches.

lakefront access

Lakefront access - Grant Park

Lakefront open space.

Lakefront parks and trails

Lakefront, parks & cultural institutions.

Lakefront.

lakes and forest preserves. farmlands and farmers markets.

limit the teardowns in established neighborhoods

Maintain the world-class aspects of our region, including museums, corporate headquarters, airline transportation hub.

more green space; less new housing, less development by greedy developers and corrupt politicians

More open space and groundwater protection.

NA

Natural grasslands and resources found therein, particularly the water

Natural spaces in urban or suburban areas. By this I mean open land with natural features, not open land transformed into parks, playgrounds, or sports fields. I recently traveled to Beijing to study, and I have to say, the Chinese have this idea down pat. Parks in Beijing have natural hills and valleys, running water and freely growing trees, loosely "modified" by an occasional restaurant or recreational facility. These types of parks provide a wonderful sense of tranquility and removal from the hustle and bustle of city life.

Nature & Trees and Landscape.

Nature preserves, bike trails, open land.

Nature.

Old Trees, e.g. Oaks

Old, mature trees.

Open lands.

Open space

Open space

Open space and farm land.

Open space for parks and preserves for family use and enjoyment.

Open space is very important and we need to have a combination of open space and quality transportation.

Open space is wonderful. But having open space just to have open space makes little sense to me. Lake county has many forest preserves. But only a few are actually functional as places of outdoor recreation.

Open space!

OPEN SPACE! It is sad to see every bit of open land developed.

Open space, preservation of natural resources.

Open space.

Open space.

Open space.

Open space.

Open space.

Open space; low density.

Open spaces

Open spaces of CC F Preserves/DuPage F P's, the lakefront and beaches.

Open spaces, maintaining a mix of landuse instead of the mindless suburban sprawl that is killing us.

Open spaces.

Opportunities to improve onesled (diversity, economically, culturally)

Our abundant... still... natural resources in the NE IL area. including some of our still viable streams.

Our great institutions of finance, art, and culture.

Our parks and forests preserves should be conserved, preserved and expanded; and not encroached upon with schools, museums, recreational uses, parking lots and other non-green developments.

Our parks and museums and the cultural aspects of our area. Having people from other countries and states want to visit. We live in a beautiful area and have many resources that benefit us.

Our sense of place.

Our tradition of preserving lakefront property for the benefit of all citizens through parks and nature preserves.

Our unique Kane County urban/farm mix.

Our water supply – We need each township/municipality to control their growth and water regulations in order to prevent groundwater from other townships being relocated to those areas who did not properly plan for their water shortages. We need to see proactive water reclamation policies adopted and implemented in each county in the region. Water is necessary for the existence of life. Access to clean, safe water is a basic human right, and the regional governments need to work in concert to protect our region's water endowment. One way to protect our water could be to assess impact fees on companies who release chemicals and other pollutants into our water bodies that reflect the true costs of either cleaning up after them, or loosing the water and habitat altogether. This issue is particularly urgent and alarming in areas, like McHenry County, who do not have access to Lake Michigan water. We must find solutions for this crisis on our doorstep. We cannot live without safe water, and the CMAP region has a fantastic opportunity to become a model for responsible water protection and management for the entire country. Let's show everyone how to do it right!

our water system

Parks & mass transit.

Parks and conservation areas

Parks and open land

Parks and resources

Parks,

Parks, cultural institutions.

Parks.

Population diversity with Midwestern values

Preservation of open space owuld be good.

Preserve the natural infrastructure through organized inclusion of human occupancy and use. Systems that remain in their natural state will have a low economic burden.

preserve the open spaces.

Preserving open space is a top priority. We have beautiful vistas of agriculture, woodlands, fens and prairies that shouldn't be threatened. New construction should be at a very slow rate and existing structures should be repurposed.

Progressive culture.

Public access to the lake and the open space (safe, clean, welcoming) bordering it.

Public transportation

Quality of housing.

Quality of water supply.

Ratio of green and ag spaces to population.

Relative excellence of education which now seems to be deteriorating.

relatively easy, and affordable, access to good clean water

Religion and diversity.

Remain America's transportation hub.

RTA - Metra, CTA. Existing public transportation system superior to all but NYC... but its business model is out-dated. Need to find a way to improve service and quality, encourage usage vs. driving.

Same as neighborhood

Satisfactory.

Some of the farms that are being sold off and turned into cookie cutter housing developments. I guess the land is way too valuable to not sell.

Springfield and any thing ti do Linclon history.

Still better schools.

The advanced education institutions and parks. Other than that, Illinois and Chicago, specifically, are fair game.

The beautiful connection between human built and natural environments from the lakeshore to the forest preserves and beyond.

The Chicago River preserved not as it is, but as it could be with bike paths, canoeing, etc.

The city as a vibrant center that attracts residents and visitors with its world class amenities.

The cooperation amongst suburban mayors and the City of Chicago when it comes to police and fire safety, transportation, healthcare, natural resources, and the regional development. I think working together via regional agencies has helped reduce duplication of services and maintained a strong sense of growth and stability within the Chicago Metropolitan area.

The diversity and the ability of the people in our region to still be able to come together working on our future.

The diversity of cultural options the area has to offer

The existing parks and open spaces. Density could be increased by reusing underdeveloped land.

The forest preserves. These public lands are extremely valuable and should be expanded whenever an opportunity exists to buy an adjacent parcel that otherwise would be developed.

The Fox River and it's banks. Why is it so beautiful to the north and south, but is so absolutely disgusting in Elgin?

The Fox Valley River.

The great architecture and open space of Chicago

The Great Lakes

the historical and natural landscapes.

The homes in my surrounding area.

The housing, both in terms of affordability and historic significance. It seems like the trend is to tear down whatever is there and build condos. Unfortunately this turns out to be bad in more than one way. It kicks out the people who were living there previously and cannot afford overpriced condos, plus it (often) takes away nice old buildings that could've been restored and replaces them with generic eyesores.

The industrious character of Chicago. While industry can be dirty, modern-day factories are nothing like those of the past. It would be a shame if all of our factories and trains disappeared.

thE JOBS IT HAS TO OFFER

The L and Metra.

The lake and public access available.

The Lake front, parks, open space, etc.

The lake!

The lakefront parks.

the lakefront, prairie, beautiful housing-stock, cultural diversity, and rich historical heritage/landmarks.

The lakefront.

The lakefront/lake.

the land that is open now. I think that we need open land to play and allow animals to live in.

The level of security.

The mix of cultures across the area. It would be great if the area as a whole could become more integrated, but the vibrant character of the individual neighborhoods is wonderful.

The open farm land to the west of Kane County. We can not stand to lose this precious commodity.

The open Lakefront and Forest Preserves.

The open preserve areas for hiking, walking, bike-riding.

The open, natural wooded areas and prairies in Kendall County and the surrounding region need to be protected.

The parks

The public access to river.

The quality of Lake Michigan.

The schools, athletic teams, and opportunities for children.

The system of public parks and boulevards. As Fredrick Law Olmsted said, they are the "lungs of the city."

the the way it looks

The trees, skyline, lake, and culture.

The upswing of economic development.

The variety of people and ideas.

The vast mixture of activities for people of all ages and income groups. We have culture, music, and athletics, parks, etc.

The vibrant neighborhoods with distinct character

the well-defined neighborhoods and towns that offer a small-town feel in a major metropolis.

thriving downtown with dining, sports, music, living opportunities

Too many subdivisions.

Trails, parks.

trees and potable lake water

Unique neighborhoods.

Water

Water.

Waterways.

We have awesome beaches along Michigan.

We need to preserve the open lands and current preserves. With the projected amount of people living in the Chicago area by 2040, one of the biggest mistakes would be to develop preserves and other open lands to accommodate for the increased population. It would add to the congestion and decrease the quality of life.

We should preserve a certain percentage of the cornfield space for use as natural open space when it becomes developed. Cornfields are a waste of space, so they should be developed with significant portions of space set aside for natural prairies, wetlands and forests, much like how a forest preserve showcases land.

Wetlands and farms

What's left of open space and prairie

Wider public ways along streams

If you could preserve one thing about your neighborhood, what would it be?

(Relative) reasonable cost of living.

A sense of family among neighbors. We watch out for each other and lend a hand when needed. We party and celebrate together too. This is particularly important for people relocated and away from their extended families.

Access to public transportation

Again, nothing it's perfect.

Art and design galleries.

Aesthetics and very low crime rate.

Beach and Parks

Being closer to jobs.

Character of the people.

charming personality

clean streets and walkways.

Close proximity (<14 miles) to downtown Chicago

Commitment to good government and public education (civic spirit).

Community integration and intercourse with the neighboring neighborhoods. Common cause should include foresight for planning that encourages future generations to remain and enhance neighborhoods. Diversity and assimilation that embraces ethnic diversity.

Convenience to shopping and jobs.

Diverse Harbor and in general Chicago's boat harbors

Diversity and friendliness.

Diversity at a reasonable cost (standard of living).

Diversity of residents.

Diversity of restaurants.

Economic and, particularly, racial diversity.

Education, business, housing.

Environmental quality.

Friendliness.

Friendlyness

Garfield Park.

General housing

Good streets

Great as it is.

Green Space

Greenery.

Having people nearby who are trustworthy and decent.

Historic buildings and their scale.

Historic buildings; even though they're landmarked, they're still threatened.

Historic homes

Historic homes

Historical Landmarks, Nature, Trees, Land.

Historical roots

I definitely enjoy the unique architecture of my neighborhood, as well as the parks along Lake Michigan, including Promontory Point. I use the bike path often, and would like to see this community amenity preserved.

I honestly have not lived in this particular neighborhood long enough to know. If anything I would say a sense of community. It seems like people are pretty neighborly, saying hello when I walk past with my dog.

I live in the burbs, my present neighborhood is great.

I would have to preserve my wonderful neighbors who have helped us out whenever we needed them over the years.

I would keep the fact that it is low in crime and that we have a great town government that is looking for ways to make our town a nice place to visit and live.

I would make the village stop cutting down trees, or have a 1 to 1 replacement program when old trees are removed.

I would preserve most of Woodstock - I hope we keep the character of the Woodstock Square and surrounding neighborhoods with beautiful historical houses and mature trees, and what is left of the majestic rural countryside. Every neighborhood should be so lucky as to have a "walkable" downtown with small *local* businesses, supported local culture and entertainment, a viable farmers market, decent parks and open space, train station, and farm fields and orchards just outside of town. Please help communities maintain and enhance what is left of their historical and natural legacies, because once gone, they are gone forever.

I would preserve the current diversity in the housing stock.

Independent business. Evanston of course is doing the right thing by developing into its own small city, but it needs to prevent itself from becoming just another dull, chain-store college town.

It's artistic flavor.

Its beauty & privacy.

Its community activism. While from a far, this often seems annoying and petty, I'd much rather have that, than have neighbors who didn't care about where they lived.

Its excellent access to public transportation.

Its neighborhood feel

Keep existing density.

Keep old buildings.

Keep our neighborhood clean.

Keep the cute, small single-family homes.

Keep the hard working individuals in this area, as we all have pride in our homes and we do an excellent job in maintaining our property. Once the trash moves in the property values decline.

Keep the open spaces and parks in the community

larger 1 acre+ lots

Live in an over 55 community - area is well preserved

Local bike trails and parks.

Local parks.

Low Crime Rate

Maintaining high standards for our public schools.

Mix of historical architecture and housing/retail/park space. No mindless big box structures/surface parking!

Mixed housing

more open space

My church.

My neighborhood's rich housing stock - row homes, three-flats etc. - is constantly threatened by the wrecking ball for million dollar mansions which reduce the housing density, make the community less diverse, and reduces neighborhood consumer demand for REASONABLE, DAILY retail like grocery stores, hardware stores, etc. NOT "pet boutiques" and "banana republic"

Natural plants.

nature and sense of community.

Neighborhood spirit.

Neighbors.

No more houses!

No more Section 8; access to public transportation; security; quality education; maintain a strong community.

Not enough farmland.

Old homes and yards.

open space

Open space.

Open space.

Open space.

open spaces

Our diversity.

Our great schools.

Our sense of place.

Parks

Parks & mass transit access.

Parks and conservation areas

Parks that are clean and (relatively) safe.

parks, bedroom community

Parks.

Parks.

Peacefulness.

Peacefulness.

Preservation of the Oak trees and their eco systems.

Public space

Public transit

public transit access

Quality character.

Quality of homes, schools, community resources, character

Quality of homes.

Quality of housing.

Quality schools, good infrastructure

Quiet, peaceful open space, rural community needs to remain.

Racial Diversity

Reasonable cost of living. Keeping community nice.

Recreational and exercise facilities

Rural Character

Rural quality.

Rural, independent feel.

Safety

sense of community

Sense of community.

Several frequent CTA bus and rail routes with service 7 days/week from early morning through late evening.

Single family housing -- too many condos going up.

Single residential and original fine architecture

Small town feel

Social services.

Solid mix of socioeconomic factors. I like that I have grandparents on one side and a just married couple on the other, a single man across the street.

Te stock of beautiful older homes.

That it remains the same as it is.

that my kids and I are safe outside using the neighborhood, no matter the time nor the day

The 1890s houses.

The access to nature.

The amount of land that is set aside for public parks and recreation.

The Aux Sable Creek.

The beautiful housing stock. I don't want teardowns to destroy the character of the neighborhood and big ugly cheap concrete block condos built in their place

The beauty -- trees, lakefront, lake.

The Black family.

The block parties.

The character of the area

The city (Yorkville) needs to keep up the pace of retail and commercial development, especially local/neighborhood retail centers.

The cultural and age diversity.

The density of my neighborhood should remain the same. All lots should remain as is. Some of my neighbors have big lots on unincorporated land. I hope these lots remain as they are.

The density. It makes transit economically feasible and supports many amenities.

The diversity of its citizens.

The environment and Hispanic traditions.

The environment. My neighborhood has lakes, trees and open spaces. Need to maintain space and nature. We don't need a two gas stations and two strip malls and four fast food joints on every intersection and 2 lane road.

the feeling of safety and friendliness

The focus on local business.

The historic buildings.

The historic Palatine neighborhood of 1860's houses, including the Patten House.

The huge diversity that in edgewater area! So many people from all over the world in one area make it an amazing place.

the human scale of our streets and buildings.

The importance placed on family.

The intellectual atmosphere of Hyde Park.

The joy of kids laughing.

The lake

the landmarks

The low-traffic density and wonderful immediate pedestrian access to natural spaces (park and lakefront). We already have coyote and a variety of bird life in the neighborhood - I would like to see those things maintained and space preserved for them as if they have as much right to be there as I do.

The neighborhood park.

the neighborhood/community quality

The openness.

The park (Welles) and the business corridor of restaurants and bars.

The park nearby and the old trees.

The Parks

The parks and affordable housing.

THE PARKS AND OPEN SPACE.

The parks and the affordable housing (that is left).

The parks.

The people - it is a wonderful family-friendly mix of many cultures/nationalities/income levels.

The permanence that land, solid buildings, and stable institutions bring.

The racial diversity.

The sales tax rate! :-)

The schools, athletic teams, and opportunities for children.

The small community feel. Open spaces

The small town feeling in a big city

The spirit of volunteerism.

The tall trees.

The walkability

There is a little restaurant in Palatine at Quentin and NW HGWY called Brandts. They make the best cheeseburger in Palatine. There is talk that the place may be sold and the property turned into a bank and a Walgreens. Now is that what Palatine needs is another bank and another Walgreens? There are banks on just about every corner in Palatine and I can think of three Walgreens which are not too far a drive from the location listed above. Enough is enough already.

Those residents who truly believed they could dig in and keep their neighborhood from changing for the worse. There just isn't that optimism anymore.

Tolerance.

Transportation system; the el tracks are old and ugly.

trees and taxes. The town seems on a mission to kill the trees, and the taxes are high enough now that "preserving" them for a good 10-15 years might create a sense of fiscal responsibility in my town

trees!!!

Trees, parks, and any green space.

Trees.

Via prudent urban planning, creating a business environment that supports and sustains the growth of small/local businesses thereby improving the quality of life city dwellers and maintaining the character of the urban neighborhoods in which they reside.

Views to lakefront.

Vintage architectural style

walkability

Walkability

Walkability

Walkability to EI, retail, theater, etc.

Warm, friendly, and generous citizens and business people who like to have wholesome fun and who also come together to care about the truly needy.

Water consumption

Wetlands, farms, open spaces
