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Dear Planning Staff,

A question that is frequently asked in Big Rock Township is “Why is Big Rock Township not able to get funding to help with road repair, improvement or resurfacing?” We are part of Kane County. We have roads that serve as arterial feeders to US Route 30 and I-88. These arterials are heavily traveled by commuters from other townships, counties and municipalities. When we try to apply for funding to help with the maintenance of these roads we are told we are rural and do not have enough population density and therefore we cannot qualify.

We are located in the southwest corner of Kane County. Our population is approximately 2,000. Most of our land is in agriculture. Some of our farms are generational and are part of Kane County’s “Forever Farm Program”. Our farmland is the best in Kane County.

Our annual township levy for road maintenance is $270,000.00. These dollars are used to maintain 30.5 miles of road. Over one-half of these roads are gravel or tar & chip and they service heavy farm equipment. We also have more bridges than any other township in the county. Ten (10) are box bridges over drains and eight (8) are constructed. Annual inspections alone are costly. Then one has to figure in the repair and replacement costs. It is very difficult to stretch dollars out here.

We do not want the Prairie Parkway to cut its swath through the center of our township. We are grateful that those plans are on hold for now. More dollars
need to be spent on improving and repairing the existing roadways. We do not need a roadway that will bring more sprawl. The roads that are west of, south of, and run through Big Rock Township were not built to carry the volume that the “pre-crash” sprawl has forced upon them. All of us in the so-called “rural areas” of CMAP need to be able to have access to added funding so that we can improve and maintain the roads that are used as arterial feeders for those traveling into the Chicago Metropolitan area for work and recreation.

We do have rail lines out here that carry daily freight trains. There is infrastructure available to ease the volume of automobiles. We need to be creative and use and improve what we already have. We do not need to build more roads to create more problems.

Sincerely,

Sandra L. Carr
Supervisor
Big Rock Township
Tom, I believe we did mention our cargo concerns (Page 225) at the GOTO 2040 City hearing—but as I said, I would like to work directly with CMAP staff toward clarification. As it stands now, CDA does not think the language is fair or ideal. I have articulated the main issue below. It would take a quick phone call to review. Grateful for your help:

CDA disagrees with the confounding, incorrect statements in the document that only “a limited amount freighter service is...available at O'Hare” and that “extensive freighter service...is not feasible with the current Chicago Airport System and would require a new facility.” O'Hare is already one of the world’s top air cargo centers, serving over a quarter of the busiest freighter routes in the world. With that fact established, another key point mentioned is that although air cargo represents only a small fraction of freight moved around Chicago, its goods are typically of the highest value. Thus, keeping freight moving and attracting new freight through O'Hare represents billions of dollars of commerce and productivity to the regional economy. To this end, air cargo growth does present logistical challenges for CDA. Two examples of current O'Hare projects that will contribute to greater efficiencies and new investment are the development of (1) new cargo facilities on the airfield for larger B747 freighter aircraft and (2) an on-site perishable processing center and wholesale market. These projects will control or reduce truck congestion, process cargo faster to market, and contribute to economic expansion.

Adam Rod

Chicago Department of Aviation - Planning

773-894-6907
Chicago Department of Environment Comments on CMAP’s GO TO 2040 Plan

General Comments

1. Great congruency between the Chicago Climate Action Plan (CCAP) and GO TO 2040
   - Three fourths of CCAP’s actions are covered in GO TO 2040.

2. Good emphasis on performance measurement
   - GO TO 2040’s emphasis on measurement and data transparency is laudable and will help Chicago with similar efforts.
   - Chicago is sharing performance measurement lessons learned on a broad scale, with networks such as the Urban Sustainability Directors Network. GO TO 2040 will provide another set of information to share.
   - As CCAP continues to enhance its performance measurement, GO TO 2040 can provide a reference. Ten key indicators that CCAP leadership uses to measure CCAP performance include:
     - Square footage/number of buildings retrofit for energy efficiency
     - Acreage of tree canopy in Chicago
     - Square footage of green roof space
     - Number of public transit riders
     - Number of commuters walking and bicycling to work
     - Number of hybrid and fuel efficient vehicles in Chicago fleets
     - Gallons of gasoline replaced by alternative fuels
     - Tons of waste diverted from landfills
     - Kilograms of refrigerant properly managed
     - Number of downspouts disconnected (as an indicator of climate change adaptation)

3. Good water management strategies
   - GO TO 2040 describes its water efficiency strategies in a way that is well-integrated into its energy strategies and throughout its plan. CCAP could use this as a model for future efforts.
   - CCAP is leading Chicago water efficiency through two actions: conserve water (Action 4) and capture stormwater on site (Action 26).

4. Displays forward-thinking in addressing urban food deserts
   - GO TO 2040’s prominent emphasis on food deserts indicates that the plan shows forward-thinking, and addresses climate change adaptation strategies.

The following subjects should be explicitly addressed in the overview:

- An overview on how to address renewables and clean energy (including as economic drivers). DOE agrees with how renewables are addressed in the body of the document:
  - Renewable energy is needed because we are dependent upon non-renewable sources, (p. 78).
  - There is an economic market for renewables, (pp. 73-75), and the region is not currently taking full-advantage of renewables with regard to its potential, (p. 78).
  - Infrastructure will be improved with the development of renewables, (e.g. increased power stability, p. 81), but City codes may need to be amended (pp. 86-87 and 88-89).
  - CMAP should incorporate an analysis of the benefits and challenges from a change in State of Illinois policy to further encourage renewable, including net metering, feed in tariff, and an Illinois purchase provision in the solar ramp up and those would support the overall goals of the Chicago region.
  - Climate change discussion could be framed by a mitigation target. If that is too hard to do politically, the message that CMAP wants a lower emissions future and communities resilient to the changes in climate should at least be stated strongly.

Things to consider:

- Regional case study examples of planning tools discussed, to demonstrate effectiveness of recommendations
- Serial commas or not?
- Conflict between farmland preservation and open space conservation… see comments in “Expand and Improve Parks and Open Space” and “Promote Sustainable Local Foods” for ideas on how to clarify.

Specific Comments

Executive Summary
- Page 7, Promote Sustainable Local Food, Define as “Sustainable local foods” not just “Local foods”. The transition of growing food for direct human consumption from soy/corn on existing farmland is the most important thing we can encourage for addressing food security, reducing CO2e emissions, and growing a local food system. Urban agriculture is an excellent community building and education tool, but will have much less of an impact on the aforementioned goals.
- Page 13, Federal Government, Key issues for federal action… include “local food policy”.
- Page 13, State Government, GOTO2040 priorities… add “local food security”.
- Page 14, Counties or Councils of Government, change to: Together with forest preserve and conservation districts, which are also organized at the county level, they are also leaders in the management of open spaces and preservation of agricultural land.

Challenges and Opportunities
- Page 29, Regional Economic Specializations, paragraph 3, Define “green economy”.
- Page 35, Environment, paragraph 2, define open space to include community gardens and pocket parks.
- Page 37, paragraph 1, Many of our older communities suffer from insufficient park space… does this include community gardens and pocket parks? If not, does this statement still hold true? In Chicago, many areas considered food deserts and with limited park access have a higher proportion of community gardens.
- Page 37, paragraph 2, Flooding creates serious health, safety, and economic problems… (residential building flooding is a serious health concern in Chicago and suburbs where it occurs).

Achieve Greater Livability Through Land Use and Housing
- Page 55, Indicators and Targets, Consider “Decrease in Urban Heat Island Effect”, “Increase in Tree Canopy”, and “Acreage of the Green Infrastructure Vision Expanded”.
- Page 62, Link Transit, Housing, and Land Use, Add mention of carbon footprint in TOD discussion.

Manage and Conserve Water and Energy Resources
- Page 71, paragraph 2, there is a suggestion that though economic development will continue, energy and water use should stay the same. In fact, to achieve the CCAP goals, energy use must decrease substantially. This should be made clearer.
- Page 71, 3rd bullet, A large-scale urban tree-planting program… could reduce heat island effects, mitigate stormwater, provide habitat, and sequester carbon dioxide.
- Page 72, 2nd bullet, Climate-smart land use policies that promote compact development will reduce...
- Page 72, 3rd bullet, Shallow and deep bedrock aquifers are currently being pumped at rates that exceed the rate of recharge and may be further impacted by climate change… Optimize water and energy sources and scale of operation – renewable energy is mentioned in the last sentence, but energy efficiency is not mentioned. Water utilities must consider energy efficiency measures (esp. efficient pumps) in addition to investing in renewable energy.
- Page 73, Household and Public Cost Savings, Define “retrofit”. What is the extent in this context?
- Page 73, Household and Public Cost Savings, Reducing energy costs associated with water treatment and conveyance through reducing water use at the source is not mentioned. Though it is mentioned later, it should be mentioned in this section.
- Page 75, Environmental, Energy use by water utilities should be mentioned as it is a large contributor to the 38% electricity use and corresponding contribution to regional emissions.
- Page 76, paragraph 1, Carbon sequestration in plant biomass… and soils may be a small but…
- Page 77, Electricity and Natural Gas, What about smart grid technology?
- Page 81, Energy and Water Nexus, Option such as waterless or low water urinals, composting toilets, and other greywater systems, should be considered…
- Page 87, Energy Efficiency and Conservation Recommendations, Link Transit, Housing and Energy use Through Livable Communities, the words “may not” in the first sentence of the first full paragraph would be clearer if it stated instead “are unlikely to”. The sentence would be revised to say “While they can do so for commercial buildings, local units of government are unlikely for the most part to establish residential building code requirements that are more stringent than the 2009 IECC.” At least one City, Chicago, is allowed under Illinois law to enact code requirements that are stricter than the 2009 IECC standard.

- Page 87, Promote Retrofit Programs, Air sealing and low cost measures (such as faucet aerators and low flow showerheads) should also be mentioned.

- Page 89, Foster Sustainable Practices, paragraph 3, It has been estimated that a large scale tree-planting program in the Chicago region... Define canopy increase % target.

- Page 93, paragraph 3, ... there is still a certain level of discomfort with using them because of a lack of regional performance data and ability to future forecast, complicating ...

- Page 93, paragraph 3, In addition to implementing pilot projects utilizing green infrastructure practices, local governments should explore the feasibility of establishing a fee or stormwater utility for long term maintenance...

- Page 96, Energy and Water Nexus Recommendations, this paragraph supports MWRD’s argument for not disinfecting the Chicago River... add a statement about balancing energy use and water resource/quality needs.

- Page 99, Implement urban and community forestry programs, Undertake these programs through park districts and other large land owners in public sites.

- Page 99, Use green infrastructure practices to manage stormwater in new development and redevelopment, Require maintenance plans in the stormwater management permitting process that specify maintenance activities, financing mechanisms, and responsible parties.

- Page 99, Consider adding a “Green Infrastructure Incentive Program” – grant or rebate funding program at state level?

- Page 101, Establish comprehensive energy and climate change policy, Address GHG emissions nationwide and economy-wide by such actions...

- Page 103, Energy Efficiency, spell out EEPS.

- Page 104, Stormwater management, Consider adaptation to climate change!

**Expand and Improve Parks and Open Space**

- Page 107, Provide functional connections..., greenways can serve as an adaptation mechanism providing corridors for biodiversity migration. What about blueways (water trails)?

- Page 110, Figure 22, Give some reference to the total regional area... e.g., What % of the total regional land do land trusts hold?

- Page 111, Figure 23, Why aren’t CPD & CDOE lands represented? Calumet, lakefront, etc.

- Page 112, Indicators & Targets, What is the plan for maintaining new acreage? Must identify sustainable increases in funding for maintenance!!

- Page 112, 2015 Target: Define “access”? pedshed? This will be a challenge in Chicago, an alternative goal would be to improve “access” to existing parks, i.e., bike lanes, shuttle buses, change in current bus routes, new Metra stops, bikes on trains, etc.

- Page 116, paragraph 2, However, these areas within the GIV have not been ranked for their value in preserving connectivity, improving groundwater recharge, or for their quality and rarity.

- Page 118, Connections Recommendations, Add biodiversity and climate change goals to greenway planning!

- Page 120, Refine the Green Infrastructure Vision further, Add City of Chicago detail!

- Page 121, Promote infill open space redevelopment as economic stimulus for older communities (e.g. riverfronts, brownfields, “think Millennium Park”)

- Page 123, Focus wetland mitigation for transportation projects into green infrastructure networks, Mitigate in same watershed.

- Page 125, Consider purchase of land as an interim link in the green infrastructure network, be careful that this does not conflict with the farmland preservation goals in the Local Food section. Focus on subprime farmland for restoration, e.g. floodplains, nutrient poor, eroded lands. (If soy/corn fields are transitioned to food for direct human consumption much less land will need to be in production, thus there are green infrastructure opportunities exist with farmland transition efforts.)
Promote Sustainable Local Food

- Page 133, Delete first paragraph, unnecessary and awkward.
- Page 133, paragraph 2, There is growing concern about the environmental impacts, safety, and quality of our conventional food system.
- Page 139, paragraph 3, Differences in local regulations, past economic practices, subsidy programs, and infrastructure requirements (distribution, storage, and processing facilities, to name a few) all combine...
- Page 141, 2015 & 2040 targets, Since produce for direct human consumption takes less land than our current corn/soy we may not need to set such drastic goals for increasing regional acreage. We should focus on the conversion of existing farmland to production for direct human consumption! http://feedingthecity.uchicago.edu/?q=node/133 However, if this acreage goal assumes/ incorporates green infrastructure (page 125) & food production then perhaps be explicit here.
- Page 141, Facilitate Sustainable Local Food Production, We should be encouraging aquaponics over aquaculture.
- Page 147, Support local food production though other institutional support, be more explicit that this is referring to procurement policies.
CMAP Meeting with:
Chicago Department of Public Health Partnership

- People are dying in crosswalks – we should think about how we implement pedestrian crosswalks.

- CMAP should mention that “access to health care” is vital to livability.

- CDPH is focusing on tobacco, obesity and breast cancer. The obesity initiative focuses on food and physical activity – a natural tie in to a few of the recommendations.
July 28, 2010

Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker, Suite 800
Chicago, IL 60606

Dear Mr. Blankenhorn:

As Chair of the Chicago Partnership for Public Health (CDPH) and Commissioner of the Chicago Department of Public Health, I want to congratulate the Chicago Metropolitan Agency for Planning on a well-formed, well-researched, and engaging analysis of the future environment for the Chicago Metropolitan area contained in the GO TO 2040 Comprehensive Regional Plan. The Chicago Partnership appreciates the time and effort put to this work and has been closely following your planning process through several channels: (1) CMAP representation of our Chicago Partnership (Russell Pietrowiak), (2) CDPH’s role as chair on CMAP’s Human Service Working Committee (Sheri Cohen), and (3) presentations by Erin Aleman at Chicago Partnership meetings, including a scenario-planning session last summer and an overview of the draft plan at our July 2010 meeting.

In her presentation on the draft plan Ms. Aleman pointed out that, although health is not specifically mentioned as a high-priority recommendation, it is addressed throughout the plan through many of the recommendations in the chapter on Livable Communities. The recommendations to improve access to parks and opens spaces and to improve access to fresh and healthy food connect strongly with the Chicago Department of Public Health’s Winnable battle on obesity and our work to reduce disparities and chronic disease. Other areas addressed in this plan, including disparities in health outcomes and workforce issues, also are of great concern to the public health system and we appreciate a focus on these challenges.

The discussion at our Chicago Partnership meeting, however, identified what members thought to be a serious omission; the lack of a recommendation for “access to high-quality health care.” Access to health and human services is necessary to ensure successes with educational and workforce development goals and improve the livability of communities. The Chicago Partnership asks for your consideration of this recommendation as one of the high-priority recommendations for GO TO 2040.

Thank you for the opportunity to comment on the GO TO 2040 Comprehensive Regional Plan and I hope to continue our collaborative work to implement these recommendations.

Sincerely,

Bechara Choucair, MD
Commissioner, Chicago Department of Public Health
Chair, Chicago Partnership for Public Health
# GO TO 2040 Plan Recommendations & CDOT’s Comments

**INVEST STRATEGICALLY IN TRANSPORTATION**

**Implementation Action Area #1: Find Cost and Investment Efficiencies Action**

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Develop and utilize transparent evaluation criteria for the selection of projects, particularly ones adding capacity</td>
<td>State (IDOT, Tollway), CMAP, RTA, Metra, Pace, CTA</td>
<td>Well defined criteria are needed for the selection of projects, particularly new roads, projects adding capacity to existing facilities, and new or increased transit service. This will help make the process of allocating state and federal funds more transparent for the general public and allow for the most crucial improvements and projects to be completed first with the finite resources available. CMAP has developed a set of criteria for evaluating major capital projects. IDOT and CMAP should coordinate on the use of these criteria and evaluate existing quantitative models for their degree of rigor and robustness.</td>
<td>Support conditionally. The issue is what specific criteria will be developed/used to evaluate projects and who has the final say in what those criteria are. The criteria used by CMAP to select major capital projects generally align with sound planning principles. However, there is no guarantee that funding agencies will follow the evaluation criteria established by CMAP.</td>
</tr>
<tr>
<td>Ensure that the region’s transportation projects are based on the above performance measures and align with the priorities of GO TO 2040</td>
<td>CMAP</td>
<td>CMAP has an important role to play in terms of whether or not finances should be allocated to transportation projects based on the above performance criteria, and whether the projects satisfy the direction of the long range plan, GO TO 2040.</td>
<td>Support conditionally. It is difficult to develop performance measures that accurately demonstrate whether a project has/will achieve a desired goal. As an exaggerated example, if the goal is to reduce congestion, this can be</td>
</tr>
<tr>
<td><strong>Changes and amendments to the TIP is the process by which such decisions can be made. CMAP staff should use criteria to measure the performance of projects, particularly larger, capacity-adding projects, in the TIP and make recommendations on action to the CMAP Board and MPO Policy Committee, who hold final say on whether or not projects should be included.</strong></td>
<td><strong>achieved thru a prolonged economic recession – obviously not a desirable situation.</strong></td>
<td></td>
<td></td>
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<tr>
<td><strong>Improve decision making models used for evaluating transportation projects</strong></td>
<td><strong>CMAP</strong></td>
<td><strong>CMAP should continue to lead in developing the analytical tools and techniques for project evaluation. As the agency coordinates planning for transportation, land use and housing, environment, and economic development, the quantitative models employed to make these evaluations should be upgraded toward integrated models with transportation, land use, and economic components.</strong></td>
<td><strong>Support but with the same caveat as with performance measures</strong></td>
</tr>
<tr>
<td><strong>Revise the federal “New Starts” program for transit</strong></td>
<td><strong>Federal (U.S. DOT)</strong></td>
<td><strong>Change the criteria for federal New Starts grants, which are a significant funding source for transit, to support reinvestment in existing infrastructure rather than solely new expansions.</strong></td>
<td><strong>Support/amend. Perhaps a better action would be for the establishment of a new federal capital funding program dedicated to major reinvestment in existing infrastructure – in addition to (not in place of) New Starts</strong></td>
</tr>
<tr>
<td><strong>Develop regional infrastructure funding programs for plan implementation</strong></td>
<td><strong>State (IDOT), CMAP</strong></td>
<td><strong>Create a pilot program meant to focus infrastructure funds to implement local comprehensive plans, modeled on programs in Atlanta and San Francisco. Allocate a portion of funds currently programmed by the state (STP) and by</strong></td>
<td><strong>Support the concept of a pilot program but oppose mandated use of CMAQ funding. CMAQ funding is programmed using established project selection criteria – as advocated by CMAP. Funding for a pilot program</strong></td>
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</table>
CMAP (CMAQ) for this purpose. Retain the current programming of local STP funds, but encourage programmers to consider livability in their funding decisions.

End the “55-45” split for Illinois transportation dollars and make investment decisions based on metrics of need

IDOT

Northeastern Illinois continues to be plagued by a non-statutory funding split which allocates 55 percent of road funding to downstate districts and 45 percent to northeastern Illinois. Transparent performance driven criteria should be used to drive investments rather than an arbitrary split.

Support with the caveat that the development of performance driven criteria can be manipulated so that projects of lesser benefit are chosen. Who develops the criteria is a key concern.

Revise the process of state capital program funding in Illinois

State (General Assembly)

Funding for transportation capital improvements should be included as part of the annual budgetary process, rather than in the form of “state capital program” bills, which typically occur only every 10 years. Project selection should use performance based criteria rather than earmarks.

Support with the caveat about performance-based criteria.

**Implementation Action Area #3:**
**Implement Congestion Pricing on Select Road Segments Action**

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<tbody>
<tr>
<td>Fund arterial improvements with revenues generated</td>
<td>State (IDOT, Tollway), counties, municipalities</td>
<td>Congestion pricing can cause increased traffic diversion on to parallel arterials in local communities. The increased traffic may cause unintended congestion problems for local users of the arterials and infrastructure solutions maybe required. Congestion fees will be used to fund the mitigation solutions.</td>
<td>Support with caveat. Municipalities will end up paying the cost for drivers avoiding the congestion charge. Mitigation should come before Congestion Pricing is implemented.</td>
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### Implementation Action Area #4: Implement Pricing for Parking Action

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<tbody>
<tr>
<td>Require that subregional planning studies include a parking pricing component</td>
<td>CMAP, RTA</td>
<td>The use of both on and off-street parking should be analyzed as part of any subregional planning study that considers transportation. This may include studies at the corridor or downtown business district or even the industrial/office park planning levels.</td>
<td>Oppose. Parking pricing is not always appropriate or germane to a specific subregional study. Requiring that such a study be included in every subregional study would increase costs on some projects with no benefit.</td>
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### INCREASE COMMITMENT TO PUBLIC TRANSIT

### Implementation Action Area #1: Improve the Fiscal Health of Transit Action

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<tr>
<td>RTA, CTA, Metra, Pace</td>
<td>The RTA is charged with the financial oversight of the transit system. The recent funding crisis has highlighted the importance of this responsibility. In collaboration with the service boards, the RTA should focus its efforts on addressing the system’s fiscal health, including increasing efficiencies and limiting cost increases moving forward.</td>
<td>Support conditionally. While the RTA should focus on improving the fiscal health of the service boards, they should not have an oversight role for City-implemented transit projects.</td>
</tr>
<tr>
<td>State (IDOT, Tollway), RTA, counties, municipalities</td>
<td>Congestion pricing and parking pricing are recommended within GO TO 2040. The revenues from these sources should be used in part for supportive transit</td>
<td>Support with caveat. Federal law/regulation prohibits the tolling of roadways built using Federal funds.</td>
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</table>
service. For example, revenues from congestion pricing should be used to support increased transit service in the same corridor as the priced facility.

| Reform the federal New Starts process | Federal (U.S. DOT) | Change the criteria for federal New Starts grants, which are a significant funding source for transit, to support reinvestment in increased core capacity for existing infrastructure rather than solely extensions and new systems. | Support/amend. Perhaps a better action would be for the establishment of a new federal capital funding program dedicated to major reinvestment in existing infrastructure – in addition to (not in place of) New Starts. |

OTHER COMMENTS:

- Page 199 first sentence after the bullet list “…rapid increase in costs…”: The characterization of costs seems to over generalize the nature of the problem. Transit’s costs fall into many categories – some of which are growing faster, some slower, and some in line with inflation. Those that are exceeding inflation need the most attention. In addition, there is the related issue of cost growth versus revenue growth. If a transit operator’s revenue sources are not keeping pace with inflation, there will be a funding problem regardless of whether costs are in line with inflation. This holds true not just for the RTA system as a whole but also for each individual service board due to the statutory funding allocation formulae. These problems are more nuanced than this action implies.

- Page 204, last sentence: This sentence breaks down some of the cost categories, but is there data to cite showing whether and how these costs have exceeded inflation? Or is the problem more nuanced than simply cost growth?

- Page 206 fourth sentence under “Maintaining and Modernizing”: It is stated that operating costs have been rising “implacably” but it would be helpful to understand which costs and how much is the increase relative to inflation.
**Implementation Action Area #2:**
*Modernize the Region’s Transit System Action*

**OTHER COMMENTS**
- Page 208, last paragraph, CMAP asserts that “While major transit expansion projects generate a great deal of attention and interest, they are generally not the most effective or efficient ways to make improvements to the region’s transit system.”

What source is CMAP using to make such a claim?

**Implementation Action Area #3:**
*Pursue High-Priority Projects Action*

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<tbody>
<tr>
<td>Prioritize among potential bus service increases, extensions, and new service using regionally consistent criteria</td>
<td>RTA, CTA, Metra, Pace</td>
<td>Pursue bus expansion projects in areas where they are most likely to succeed. Expansions should be prioritized in part based on supportive local land use planning and infrastructure investment. The recommendations made above concerning technology and user perception apply here as well. Potential transit markets should be tested with bus-based concepts such as ART or BRT before investing in rail infrastructure.</td>
<td>Support conditionally. The specific criteria proposed would have to be reviewed. Additionally, we oppose the requirement that all potential transit markets should be tested with bus related concepts as it is too prescriptive.</td>
</tr>
<tr>
<td>Include Bus Rapid Transit components as part of major highway capital projects</td>
<td>State (IDOT, Tollway), RTA, Pace</td>
<td>Include planning for BRT within highway projects recommended in the plan, including the Elgin-O’Hare projects, I-290 multimodal corridor, I-55 managed lane, I-90 managed lane, and the Central Lake County corridor.</td>
<td>Support but amend. We support including transit service improvements and planning for transit (though not specifically BRT) within highway projects.</td>
</tr>
<tr>
<td>Implement high-priority transit projects</td>
<td>CDOT, CTA, Metra, RTA,</td>
<td>Advance recommended projects through the federal New Starts program or other</td>
<td>Support. This action would be aided if transit projects that are in the</td>
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</table>
discretionary funding programs. Highest priority projects for immediate action include the Red Line South extension, West Loop Transportation Center, and improvements to the north Red/Purple Lines, Union Pacific (N, NW, and W), Rock Island line, and Southwest Service.

The fiscally unconstrained list of the regional plan could advance to the engineering stage as highway projects are allowed to do. The 2040 Plan should urge the Feds (FTA) to allow this action.

Increase federal investment in high-speed rail

Federal (U.S. DOT, Congress)
The initial round of funding for high-speed rail assisted with necessary improvements, but considerably more is needed to actually implement a functioning system. A continued federal commitment is necessary for this. The region’s Congressional representatives should make this a high priority, as should U.S. Department of Transportation (U.S. DOT) staff. However, federal funding for high-speed rail should not come at the expense of funding for regional public transit improvements.

Support with a caveat. HSR needs to be sufficiently funded but not at the expense of transit and highway programs. New funding needs to be raised.

CREATE A MORE EFFICIENT FREIGHT NETWORK

Implementation Action Area #2:
CREATE Rail System Improvements Action

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<tbody>
<tr>
<td>Build a larger national coalition to support CREATE</td>
<td>Federal (Congress, U.S. DOT), State (General Assembly, IDOT), Amtrak, Metra,</td>
<td>To heighten the status of this program at the federal level, the importance of it and its benefits need to be communicated to stakeholders (elected officials, other MPOs, business</td>
<td>Support with the understanding that the CREATE partners are still the primary decision-makers.</td>
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</table>
Develop the next phase of rail improvements

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<tbody>
<tr>
<td>Address delivery times and parking restrictions</td>
<td>Counties, municipalities</td>
<td>Assess local delivery times and parking restrictions. Make changes where possible to reduce peak-period truck travel.</td>
<td>Support with the understanding that municipalities have the final say on policies within their borders.</td>
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**Implementation Action Area #4:**

**Organization and Public Policy Action**

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<tbody>
<tr>
<td>Explore the establishment of a governance structure, such as a Freight Authority, to identify issues, guide investments and advocate on behalf of the region</td>
<td>State (IDOT, Tollway), CMAP, counties, municipalities, freight carriers</td>
<td>Analyze and plan to establish a Freight Authority, preferably within an existing agency, to serve as an oversight agency for coordinating freight issues and investments in the Chicago region. The Authority should bring together the public and private sectors, working together toward accomplishing goals of mutual interest and benefit to the region. In its oversight capacity, the proposed body would have the authority to collect revenue (such as user fees or tolls) and issue bonds. The agency’s oversight responsibilities would include all freight modes, as well as freight-related economic development opportunities within the region.</td>
<td>Support exploring the feasibility of establishing an RFA with the understanding that without the support of the freight rail companies, it is unlikely that the Surface Transportation Board would allow this type of local oversight and/or regulation. If the establishment of an RFA is eventually recommended, CDOT supports having this authority be an independent entity with a clear focus and mission rather than housing it within an existing agency.</td>
</tr>
<tr>
<td>Conduct further study to implement use fees or container charges</td>
<td>State (IDOT, Tollway), CMAP, counties, municipalities, freight carriers</td>
<td>The largest hurdle to implementing improvements for freight is identifying funding and securing a revenue stream. The region should actively study various methods to collect user fees on container shipments as potential revenue source.</td>
<td>Support study – oppose local freight fees. The local establishment of freight/container fees would be strongly opposed by the freight RR companies and runs counter to the establishment of a national freight policy and funding mechanism.</td>
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Note: Page 226, the first full paragraph: Though the stakeholder outreach may have indicated that suburban municipalities would prefer rail traffic not destined for the region to bypass it, this is not a realistic or desirable goal. This section should be clearer that the region benefits considerably from being an exchange point for traffic beyond that generated locally. The *Freight Rail Futures for the City of Chicago* report (November 2003) showed that a loss of between 5,000 and 15,000 jobs would result if rail traffic bypassed our region and a reduction would occur in the Gross Regional Product of between $1B and $3B by 2020.
Implementation Action Area #5: Integrating Freight Needs and Financing into Infrastructure Prioritization Action

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<tbody>
<tr>
<td>Include freight-related performance measures in project evaluation process</td>
<td>State (IDOT, Tollway), CMAP, counties, municipalities</td>
<td>Develop measures that take into account freight needs and deficiencies in evaluating potential transportation improvements. This performance-based approach will provide a more transparent and quantitative means of project evaluation, and instill more accountability into the project selection process.</td>
<td>Support conditionally. Again, our concern lies with the development of appropriate performance measures.</td>
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</table>

Major Capital Projects
It is our understanding that the sub-categorization of fiscally unconstrained projects into “Accelerated Development” and “Other” is being dropped. CDOT supports the use of two categories: Fiscally Constrained and Fiscally Unconstrained.

OTHER CDOT COMMENTS ON GO TO 2040

Bicycle and Pedestrian Issues
- While bicycle and pedestrian issues are mentioned numerous times particularly in the Context and Best Practices section, there is little mention of them within the Regional Mobility section and the Livable Communities section. A paragraph stating the role and importance of bicycling and walking should be added to each section.

- An action item should be developed that encourages the development of Urban Design Standards by IDOT for all modes of transportation including bicycle and pedestrian facilities. These standards would take into account the constraints placed on transportation facilities within the context of the built urban environment and significantly reduce the number of variances needed on City of Chicago projects thereby speeding project delivery and reducing project cost.
CMAP Goto2040 Draft Plan Document
A review from the Chicago Department of Zoning and Land-Use Planning (DZP)

The CMAP Goto2040 document is divided into 5 Chapters with subheadings as listed below:

Livable Communities
Achieve Greater Livability through Land Use and Housing
Manage and Conserve Water and Energy Resources
Expand and Improve Parks and Open Space
Promote Sustainable Food

Regional Mobility
Invest Strategically in Transportation
Increase Commitment to Public Transit
Create a More Efficient Freight Network

Human Capital
Improve Education and Workforce Development
Support Economic Innovation

Efficient Governance
Reform State and Local Tax Policy
Improve Access to Information
Pursue Coordinated Investment

Context and Best Practices
How each level of government can help

Overall DZP response to 2040 Plan
Relative to the work of our Department, the first two chapters are the most relevant. The 2040 Plan generally supports redevelopment and infill development within established communities and favors development close to transit networks and discourages development on “greenfield” sites. Given that, developments within Chicago meet the principles of the Plan.

CMAP’s inclusion of a chapter on sustainable local food is timely and important. DZP was pleased to co-manage and co-author, with the Chicago Food Policy Council, the Food Systems Report for the Chicago Metropolitan Region. Numerous meetings were held with a range of interest groups including the Cook County Farm Bureau, local urban agriculture advocates and school food purchasers. The report had 21 recommendations for addressing the food system. That report was then edited and published on CMAP’s website as the GO TO 2040 Food Systems Strategy Report (Food Report). Footnote 1 of Chapter 4 – Promote Sustainable Local Food of GO TO 2040, acknowledges that the chapter was informed by the Food Report.

Unfortunately, after reviewing Chapter 4, DZP finds that it misrepresents the supply side of the local food issue by overemphasizing urban agriculture and uses the term “food desert” as if it were an official measurement term, which the City finds problematic. Extensive comments on Chapter 4, which have also been reviewed by the City of Chicago departments of Community
Development and Family and Support Services, are provided below and a markup of the Chapter 4 PDF is attached.

**Livable Communities Chapter**

*Achieve Greater Livability through Land Use and Housing*

As it relates to our City, this section is mostly a simplified restatement of issues that are already addressed within Chicago Plan Commission adopted plans (most notably, the Transit Friendly Development Guide, The Chicago Central Area Plan and Central Area Action Plan (which outlines a regional plan for transit improvements and ties intense uses to the transit system), Putting Green in Urban Design (which encourages sustainable development and better on-site water management) and the Eat Local Live Health Plan (which supports urban farming and local food markets). The Chicago Climate Action Plan also sets some very specific benchmarks for City agencies, very much in the spirit of this chapter. CMAP’s paramount concerns are reducing the rate of sprawl out on the edges of the Chicago region (well beyond our municipal boundaries), encouraging the development of affordable housing in affluent suburbs and making a stronger link between development and transit access. CMAP recommends that the distribution of UWP funds, RTA community planning funds and IDOT statewide planning funds be coordinated. To encourage the development of more plans in the region, CMAP would like to make the award of ‘implementation’ funds contingent on having a plan in place. All of these recommendations are favorable to our City.

In terms of how this might affect our work plan going forward, the development of a redevelopment strategy tied to our bus network and more detailed plans about development around METRA and CTA stations would supplement our existing planning documents.

On pages 55-56, the Plan states that…”Many elements of livability can be supported through planning for land use and housing, including: walkability and support for transit; a range of housing options; environmental protection; a focus on reinvestment; denser, mixed-use development; design and aesthetics; and the context or “fit” of development with the local community.”

The City of Chicago supports the further promotion of livable communities. The City itself promotes compact development near transit nodes with affordable housing as a key component through our Affordable Requirements Ordinance and environmental protection through the Stormwater Ordinance and many green requirements in our larger projects such as LEED Certification and Green Roofs through our Sustainable Development Policy.

*Expand and Improve Parks and Open Space*

We support the recommendations for additional state and federal funding for park acquisition.

Page 114, last paragraph, the sentence that reads, “The City of Chicago uses instead a long-term goal of four acres per 1,000 . . . . “ This is incorrect. The Chicago’s CitySpace Plan states that “By 2020, the entire city will have five acres of public open space per 1,000 residents.”
**Promote Sustainable Local Food**

**Urban Agriculture and Farmland Protection**

Urban agriculture (which DZP would define as growing food in cities as opposed to unincorporated areas) is an important community development tool and quality of life enhancement. However, the region’s farmland is where the vast potential exists for actually growing food. As noted on pages 137 and 138 of Chapter 4, only 8% of the region’s farms produced food for human consumption, which translates to about 5,600 acres or only 0.72% of the region’s farmland. Farmland preservation without a transition to growing food for consumption will not increase the local food supply. Yet, converting the farmland of northeastern Illinois to food production is far less expensive and would yield far more food, than urban agriculture in the cities.

On page 141 of Chapter 4 there is discussion of urban agriculture with a recommendation to streamline and simplify the process of acquiring and converting vacant land for food production. This is followed by a note that soil condition is a major concern but that there are alternatives to remediation like capping and growing in raised beds. DZP is finalizing recommendations for both urban agriculture zoning and protocols for using City-owned vacant land for food production. Urban agriculture requires larger lot sizes than a community garden which means most of the land being considered was formerly commercial or industrial. In addition, this land has often been vacant for 10 – 20 years and may have experienced illegal dumping. DZP is currently involved in 10 sites (with an average size of ½ to 1 acre) across the City for urban agriculture. Soil tests undertaken for growing in ground are not adequate. Environmental investigations begin with a $50,000 commitment. DZP estimates another $50,000 to $100,000 to prepare the site for food growing (capping with clay, fencing, water source).

With this as background the Food Report proposed seven recommendations to begin to address the supply side of local food production. Since 7 recommendations are more detail than required for the CMAP 2040 Plan, DZP recommends substituting the first bulleted recommendation on page 133 with:

- Facilitating sustainable local food production by continuing and improving the existing commodity production and distribution systems while diversifying the overall system to include more local specialty crop and livestock production, including organics; and increase the profitability of all kinds of farms and urban agricultural enterprises.

The first paragraph under “Facilitate Sustainable Local Food Production: on pages 141-142 of Chapter 4, should address the issue of farmland preservation and transitioning from commodity crops to food production rather than promoting urban agriculture and converting land already preserved as open space for recreation and natural resource protection resources.

In addition, that paragraph refers to simplifying and streamlining processes to convert vacant land and rooftops into agriculture. As noted above, it is much more expensive to grow quantities of food in cities compared to growing food on farmland. It should also be noted that all developments, even urban agriculture sites, will be treated equally and will be subject to the municipal codes that govern those types of uses (i.e., the zoning code, public health code, etc.). Additional markups are provided the attached PDF of Chapter 4.
Food Deserts
In the Food Report, the term “Food Desert” appears only twice, once when quoting a newspaper article and another in referencing other work. DZP and the City of Chicago Department of Community Development do not use the term food desert primarily because it oversimplifies the issue and stigmatizes communities. In the 2008, “Report of the Northeastern Illinois Community Food Security Assessment,” prepared Chicago State University and the University of Illinois-Chicago School of Public Health, the researchers also refrain from using the phrase ‘food desert.’ They noted, “Grocery stores are constantly opening and closing, so the patterns constantly change. In addition, since consumers utilize many different kinds of stores and since stores within a particular store type differ greatly, maps showing access to one particular type of store may overlook a concentration of other store types.” (pg 33) That report used the term “areas of low food access.”

We recommend replacing the term food desert throughout the report. Chapter 4 uses the term “access to fresh, nutritious, and affordable foods.” That term, or the shorter “fresh food access” is preferred.

Page 143 of Chapter 4 contains background on the Pennsylvania Food Financing Initiative and the un-funded and inadequate $10M Illinois Fresh Food Fund in one paragraph and Gingko Organic Gardens, a small community garden, as an example of urban agriculture in another.

The City of Chicago regularly provides Tax Increment Financing (TIF) financing and New Market Tax Credits to eligible grocery stores to help improve access to fresh food and spur economic development. Two recent examples of such City assistance include a new full-service Aldi grocery store proposed for 115th and Michigan in Roseland that will provide 20 jobs and a new state-of-the-art Jewel store at Marshfield Plaza at 119th/Marshfield, bring a grocery store to an area that had not had a full service store for years. It also brought 106 jobs to the area. The City also provides assistance through land write-downs. Chicago is providing a $5.5 M in assistance by selling city-owned land, appraised for $6.5M, for $1M to Pete's Fresh Market, a new 55,170 sq. ft. full service grocery store with an additional 11,271 sq. ft. of retail space on Chicago’s west side which will provide 120 full-time and 30 part-time jobs.

Regional Mobility Chapter
Invest Strategically in Transportation
This chapter devotes a number of pages in discussing the inequities of transportation funding and the general funding bias towards road and highway projects and against transit projects. All of this is well known among the affected city agencies and departments. The document supports greater funding levels for transit, stronger links between transit development and land use, and better interagency coordination.

Increase Commitment to Public Transit
The Central Area Action Plan, developed in close association with CDOT and the CTA, outlines a strategy to improve the region’s transit network with a realistic understanding of the costs and staging for individual items. Not only does it include improvements within the CBD, but also prioritizes rail extensions on both CTA and METRA lines. Part of the CMAP document merely catalogs projects which various Chicago-area municipalities have suggested without any
prioritization (with a great emphasis on roadway improvements), so it’s not a particularly useful strategy tool and rather seems to support the preference for roads over transit rather than offer solutions to correct the disparity.

**Create a More Efficient Freight Network**

In regards to the freight network, CREATE is a thoroughly developed plan for improvements to railroad facilities throughout the region relying primarily on contributions from the impacted railroad companies and federal sources and CDOT actively participates in the continued development and implementation of this plan. Freight also travels by road, so care in road improvements is also supported.

CDOT will have some more specific comments on this section. For our department, we need to continue to work closely with CDOT and CTA to ensure that land around new transportation facilities is developed in an optimal manner.
4. Promote Sustainable Local Food

Food -- like air, water, and shelter -- is a basic human need. While sustaining life and influencing health, food, and the act of eating are part of our culture and everyday existence. Three times per day, we decide what to eat, often without consideration of how that food was produced or where it comes from. These daily decisions have consequences whether or not we are aware of them, and they directly shape the food industry that feeds us.

There is growing concern about the environmental impacts, safety, and quality of our food. While technological improvements and other methods have dramatically increased crop yields, they have also created ecological damage and negative health impacts. Also gaining widespread attention are the disparities of access to fresh, nutritious, and affordable foods and the health implications of “food deserts” (areas without nearby retail outlets that have fresh, nutritious, and affordable food). How residents and institutions in our region get their food may seem like an issue best left up to individual lifestyle choices and private business decisions. However, food systems are already highly influenced by public policies related to land use, transportation, and many other issues addressed in the GO TO 2040 plan. In turn, food directly influences the economy, environment, public health, equity, and overall quality of life.

This chapter addresses local food in two separate but related categories: (1) production of food in the region, and (2) people’s ability to access affordable, nutritious, fresh food. Issues of local food production and access are not mutually exclusive. For example, some particularly effective policies, such as urban agriculture projects in food deserts, can address both production and access. But often these two categories require different policy solutions, as demonstrated by the fact that people need access to fresh, nutritious, affordable food no matter where it is produced.

“Local foods” are products available for direct human consumption that are grown, processed, packaged, and distributed within our seven counties and adjacent regions. A local food system can include a variety of production options, from backyard and community gardens to commercial farms and combinations in between. “Sustainable” is defined as meeting the needs of the present without compromising the future. Sustainability should be essential to all aspects of any local food system, from farming practices to food product distribution to waste disposal. Therefore, the term “sustainable local food” combines these two definitions.

The region should strengthen the sustainability of its local food system by:

- Facilitating sustainable local food production in our region by supporting urban agriculture and farmland protection and helping to develop a market for local foods.

- Increasing access to fresh, nutritious, and affordable foods, especially for those residents in food deserts and linking anti-hunger programs to local food production.
• Raising awareness by providing data, research, training, and information for public officials, planners and residents, and increasing data and research efforts to understand and support investments in sustainable local food.

The following section describes current conditions, explains the importance of sustainable local food, and provides details about the recommended actions.¹

4.1 Benefits

During CMAP’s GO TO 2040 “Invent the Future” phase of public engagement, issues surrounding local foods such as food access and the environmental impacts of food choices were raised frequently by residents. Significant public interest in sustainable local food was also uncovered during research conducted for the food systems report funded by the Chicago Community Trust.

Recent federal and state legislation demonstrates support for public sector involvement in local food. The 2008 Farm Bill includes $1.3 billion dollars in new funding over a 10-year period for specialty crops (vegetables, fruits, etc.) through programs that support local food production and expand distribution of local, healthy food.² At the state level, the 2009 Illinois Food, Farms, and Jobs Act (Public Act 96-0579) set procurement goals for purchase of local food by state and state-funded agencies. The Act also created the Local Food, Farms, and Jobs Council to address local food issues such as infrastructure, training and inter-agency coordination.³ These recent efforts show growing recognition of the positive benefits of local foods.

Quality of Life

More than 61 percent of people in the region are overweight or obese, but not necessarily well nourished.⁴ Poor diets can result from insufficient access to high-quality produce, often contributing to childhood obesity, diabetes, and other nutrition-related disease. One in three Americans born in 2000 are estimated to develop Type 2 diabetes (previously known as adult-onset diabetes) in their lifetimes, and the estimates are even higher for African Americans and Latinos.⁵ Strategies to increase access to fresh food combined with nutritional education can help to overcome these problems. While reporting that 23.5 million Americans do not have access to a nearby supermarket, a recent study noted that access to healthy food decreases the

¹ This section of GO TO 2040 has been informed by GO TO 2040 Food Systems Strategy Report, 2009. See http://www.goto2040.org/foodsystems/.
risk of obesity and other diet-related chronic diseases.\textsuperscript{4} Research also has shown that, when new grocery stores with fresh food are introduced in food-deficient areas, nearby residents' consumption of fruits and vegetables will increase, especially in the lowest income families.\textsuperscript{7} Additionally, a 2009 report on food access in Chicago found that distance to the nearest grocer (compared to food outlets like convenience stores) correlated to increases in cancer, cardiovascular disease, diabetes, and liver disease, especially in African American communities.\textsuperscript{8}

Linking local food policy with hunger assistance programs can positively affect both efforts. Expanding the types of food retail outlets that accept hunger assistance benefits (to include farmers’ markets, community supported agriculture, or other grocery delivery services) would make fresh food more accessible to low-income people, and arrangements between local food producers and food banks would have a similar effect.

The production and consumption of local foods can create a thriving culture and sense of community. Crops that are specific to the northeastern Illinois region provide a sense of regional identity. Regional and local relationships between residents, businesses, and farms can be fostered by better integrating local food into the community. For example, a Saturday farmers’ market is more than a just retail outlet to buy food. It also provides a social gathering spot for the community and allows people to meet the farmers who grow their food.

\textbf{Economic}

Food production and processing have become increasingly efficient over the course of human history. Yields have improved dramatically, particularly in the last century, due to technological advances, modern production systems, machinery, and increased use of fertilizers and pesticides. However, the current system also creates economic distortions. For example, subsidization of large-scale food systems can serve as a disincentive to produce local foods. But when barriers -- such as existing regulations and business practices, or artificial price structures -- are removed and markets are allowed to function, local food systems can become economically self-sustaining.

Increasing the production, distribution and purchase of local foods will strengthen our regional economy. Illinois residents spend $48 billion dollars annually on food, nearly all of which (an estimated $46 billion) is spent on imported food that sends our food dollars out of state.\textsuperscript{9} Purchasing food that is grown locally captures and retains those dollars for continued use within our region, supporting local businesses and jobs. Based on estimates for other regions, a

\begin{footnotesize}
\begin{itemize}
\item \textsuperscript{7} Neil Wrigley, Daniel Warm, Barrie Margetts, and Amanda Whelan, "Assessing the Impact of Improved Retail Access on Diet in a 'Food Desert': A Preliminary Report Urban Studies," October 2002, 2074-2075.
\end{itemize}
\end{footnotesize}
20-percent increase in local food production and purchasing would generate approximately $2.5 billion in economic activity within the region. Estimates from the March 2009 report, Local Food, Farms & Jobs: Growing the Illinois Economy, are even larger, at $20 billion to $30 billion for the entire state.

Improving food access could also have positive economic impacts. A full-service urban grocery store typically provides jobs for 150 to 200 employees and generates weekly sales of $200,000 to $300,000. While some neighborhoods may initially need public financing to attract a grocery, "food desert" residents’ demand for healthier food will reward both public and private investments. Additionally, the health impacts described above have positive economic impacts, as good health is an important precondition for individuals to succeed in the education system and in the workforce.

Strengthening a local food system can make preservation of existing farmland more economically viable. Over the past several decades, the region has lost around 16,000 acres of farmland per year and currently has about 800,000 acres remaining; as development has occurred, it has become more difficult to assemble large sites that are appropriate for production of commodity crops or livestock. Increasing demand for local foods like vegetables, which can more easily be produced on small or scattered sites, provides aspiring farmers with more production options. Farmland preservation, in addition to maintaining an economic asset, also helps to preserve the rural character of much of our region and keep agriculture as a thriving economic activity. But equally as important are programs to help farmers transition from commodity production to food production. Local food production can also improve land value and be used as a neighborhood revitalization tool in some communities. Vacant, unused parcels of land (particularly homesteads) are deleterious to the surrounding neighborhood, and using this land for productive use can have positive impacts on nearby property values -- by as much as 30 percent, according to one study of an urban neighborhood in Philadelphia.

Environmental

A sustainable local food system has many environmental and conservation benefits. First, sustainable local food systems can be a strategy to mitigate climate change. A recent study estimates that food production and distribution emit 8.1 metric tons of carbon dioxide equivalents per average household per year, with food production accounting for 83 percent of

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these emissions. Production, including inputs such as farm machinery, fertilizers and pesticides, is by far the most energy-intensive component of the food system, but sustainable farming practices could reduce that footprint. Sustainable farming can also provide direct environmental benefits associated with green space such as stormwater management, water quality improvements, and reduction of urban heat islands. The distance food travels from farm to plate -- referred to as "food miles" -- is also of concern. The average food item travels 1,500 miles, compared to the average locally produced item that travels only 56 miles. Although food miles account for only 11 percent of the food system's greenhouse gas (GHG) emissions, a reduction of food miles also reduces the impact that rising fuel costs have on food prices. If the cost of gasoline continues to rise as it has over the last two decades, the global food system may no longer be as economical as it has been in the past.

A food system can also be a waste management technique and energy producer. By promoting a "closed loop" food system, in which every stage of the food system is used as a resource, the region can divert food waste from our landfills. An estimated 41 percent of U.S. food waste goes to landfills, where it takes up space, loses its nutrients and releases methane. However, the nutrients can be retained by composting food scraps for use in local food production, home gardens, or landscaping; this can reduce or eliminate the need for fertilizers and thereby improve water quality. Additionally food wastes can be integrated into animal feed or converted to into renewable energy and fuel. Furthermore, the production of local food will contribute to biodiversity and the implementation of the Green Infrastructure Vision (GIV) by providing habitat, protecting valuable green space, and creating opportunities for green infrastructure connections in our region.

4.2 Current Conditions

Local Food Production

The region has served as a focal point for the production, processing, and trading of food for many decades. But currently, most of what is grown doesn’t directly feed humans, partly as a result of federal policies that subsidize high-volume crops like grains but not specialty crops.

like fruits and vegetables. Our region primarily grows corn, soybeans, and forage crops. This reflects the historical shift away from local food production to a global system, aided by government policies and technology investment designed to build economies of scale and efficiency in agriculture. Today fewer farms produce greater amounts of food: While the number of farms declined from 6.8 million in 1935 to 2.1 million in 2005, U.S. farm output grew by 152 percent over the same approximate period. However, these long-term trends of consolidation, specialization, and mechanization of agriculture have also had repercussions that include economic distortions and negative environmental and health externalities.

Partially in response to these problems, alternative methods of farming and food distribution are attracting interest and investment. While only 8 percent of the region’s 3,748 farms produced food directly for human consumption in 2007, the number has been rising due to an increase in organic farms, urban agriculture, food cooperatives, community supported agriculture (CSA), and farmers’ markets. Increased demand for local and sustainably grown foods can be seen in the growth of local food distribution outlets; between 1999 and 2008, the number of farmers’ markets and CSAs statewide increased dramatically. The fastest growing sector of the food industry has been organic food, reaching almost 20-percent annual growth in recent years. However, this has increased imports of organic products because U.S. producers could not meet demand. This rising demand presents an opportunity for local food production in the region.

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24 National Agricultural Statistics Service of the U.S. Department of Agriculture, Census of Agriculture 2007, County Level Data, Table 30.
Consistent with national trends, the number of small farms in the region increased by 7 percent from 2002-07, with more diversity of both crops and farmers. This has occurred despite continued loss of agricultural land. See Figure 29 for two charts describing the number of farms and their sizes by county throughout the region. Every county in the region has lost farmland over the past several decades, despite the efforts of many counties to preserve this important part of their heritage.

Another important input for food production is workforce: farmers and laborers. Of the 76,000 farmers in Illinois, only several hundred produce food for local markets. Furthermore the average age of the principal farm operator in our region was 56 in 2007 and is increasing, meaning that agriculture needs to attract younger workers. These statistics reveal that expanding the workforce is needed to maintain a sustainable local food production system.

Figure 29. Number and size of farms in region


Despite some promising trends, significant economic and policy impediments combine to keep the market for local food small. Differences in local regulations, past economic practices, subsidy programs, and infrastructure requirements (distribution, storage, etc.) all combine to limit growth of local food production and drive up the price of locally produced food. CMAP does not anticipate that the region, even in conjunction with surrounding regions, will ever produce all of the food that its residents require. The global food system will continue to serve

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27 National Agricultural Statistics Service of the U.S. Department of Agriculture, Census of Agriculture 2002 and 2007, County Level Data, Table 2.


the region, partly because some types of foods are impractical to produce in the Midwest. Still, production of food in the region can certainly be increased beyond its current levels.

**Food Access**

Localizing food production is only one side of the story. Fresh, nutritious, and affordable food must also be accessible to all residents. Just over 11 percent of our region is located in “food deserts” that lack nearby stores with fresh, nutritious food. Most often, food deserts exist in low-income urban neighborhoods and in rural areas. Figure 30 displays the location of low-access areas, which are equivalent to food deserts. This analysis is normalized for urban, suburban, and rural areas because the definition of acceptable distance to a large supermarket varies based on density.

While hunger is a symptom of poverty that is not necessarily related to local food, it is still useful to consider in the context of food systems. The U.S. Department of Agriculture (USDA) estimates that 9.5 percent of Illinois households between 2005 and 2007 lacked access to enough food to fully meet basic needs due to lack of financial resources, which is termed “food insecurity.” The system of food banks and programs that provide hunger assistance is hard to navigate, and participation in food assistance programs is relatively low compared to need. Food banks depend on donated food and may lack an adequate supply of nutritious or fresh food.

### 4.3 Indicators and Targets

**GO TO 2040** proposes to measure the region’s progress towards a sustainable local food system using two indicators: production is measured using acres of land in the region harvesting food for human consumption, and access is measured using the percent of the region’s population who live in a “low access” area.

**Food Production**

This indicator will track the acreage of land in the region that is being used to harvest food for human consumption using USDA data. Currently, the region has approximately 5,600 acres harvested for direct consumption, representing 0.72 percent of the total harvested acres.
(772,308) in the region as of 2007.\textsuperscript{11} The goal is to dramatically increase this regional acreage over time.

1.04\%  2015 target: 8,000 acres
2.59\%  2040 target: 20,000 acres

\textbf{Food Deserts}

Along with production, food access must also be measured. Food deserts and food access are inversely related. As food deserts are eliminated, food access is increased. Currently 11 percent of our region's population (excluding Kendall County, for which data has not yet been collected) is located in a food desert or a low-access area relative to a large supermarket. Food deserts in the region are shown in \textbf{Figure 30}. The goal is to eliminate food deserts in the region by 2040.

- 2015 target: 9\%
- 2040 target: 0\%

\textbf{4.4 Recommendations}

GO TO 2040 recommendations for sustainable local food cover three areas: food production, food access, and overarching needs such as raising awareness and improving available data and research. The purpose of these recommendations is to move local food from a “niche” market to self-sustaining, thriving system. More detail of these and other recommendations can be found in a report on local food prepared by the Chicago Community Trust, Chicago Food Policy Advisory Council (CFPAC), and the City of Chicago in partnership with CMAP.\textsuperscript{12}

\textbf{Facilitate Sustainable Local Food Production}

An important requirement for food production is land availability. Two distinct approaches are to promote urban agriculture within already developed areas and to pursue agricultural preservation in areas that are currently farmed or preserved as open space. Urban agriculture provides opportunities to convert land and space to local food production and includes backyard gardens, community gardens, allotment gardens, greenhouses, aquaculture, and small scale commercial sites in more dense locations. In addition to producing food, urban agriculture increases open space and community vitality, adds value to underutilized land, increases economic activity, and can provide on-site job training. The process of acquiring and converting vacant or underutilized lots and rooftops into agricultural uses needs to be

\textsuperscript{11} National Agricultural Statistics Service of the U.S. Department of Agriculture, Census of Agriculture, Desktop Data Query Tool, 2007.

\textsuperscript{12} GO TO 2040 has been informed by GO TO 2040 Food Systems Strategy Report, 2009. See https://www.gotot2040.org/foodsystems/.
streamlined and simplified. Site maintenance including landscaping, stormwater and fencing requirements should be compatible with local food practices. As soil conditions concern for urban agriculture, standards need to be established for acceptable soil conditions and procedures to achieve those standards to ensure the land is safe for food production.\textsuperscript{33} Often soil testing and remediation costs can be high, but there are alternatives such as capping the lot and growing in raised beds.

Comments submitted by CITY OF CHICAGO

Protecting and adding value to existing agricultural land also supports local food production. Agricultural preservation programs typically facilitate the purchase or donation of development rights of current farmland, which restricts development on the site but allows farming to continue. Kane County’s Farmland Protection Program is based on this concept and to date has preserved 39 farms totaling over 5,000 acres of farmland, with numerous properties on a waiting list for future funding. Since 2001, Kane County has invested almost $20 million from gaming and riverboat revenue in the program, supplemented by $12.6 million in federal funding from the Farm and Ranch Lands Protection Program. Although currently none of the properties in the program are used for local food production, they may be in the future because land in this program will remain in agricultural use in perpetuity. McHenry and Kendall Counties also have similar farmland protection programs in place, but all three programs would benefit from a more permanent funding source, which would increase the amount of land protected. CMAP supports these programs and recommends that they continue and be strengthened. Furthermore, innovative developments can also support local food production; for example, Prairie Crossing in Lake County permits residential and commercial development while preserving agricultural land and operating a on-site farm.\textsuperscript{34} Where land ownership by local food producers is not an option, leasing farmland can provide an alternative.

Federal farm policies, such as the Federal Farm Bill, should promote viable local food systems through incentives and funding that encourage resource conservation, minimize the distance food travels, mitigate environmental degradation, and promote techniques that assure food safety and the production of nutrition-rich healthy foods. Furthermore federal production and processing standards should reflect needs of small scale operations to process food locally while still ensuring food safety.

Once certain regulatory barriers are removed, widespread wholesale institutional procurement of local food products will give farmers confidence in future demand and may entice new farmers to enter the farming profession. The 2009 Local Food, Farms and Jobs Act established a 20 percent institutional procurement goal by 2023 and provides incentives to participants by permitting institutions to pay 10-percent premiums for local foods. Federal and state government should work with school districts to link nutrition assistance programs with local food production through school, afterschool, summer, and weekend nutrition sites. “Farm to School” programs are gaining momentum and several successful models already exist in school


\textsuperscript{34} Prairie Crossing website. See http://www.prairiecrossing.com.
Increase Access to Fresh, Nutritious, and Affordable Foods

Every resident in the region should have access to fresh healthy food within a reasonable distance, which means eliminating food deserts. Various local food strategies such as community gardens, farmers' markets, and alternative food retail outlets can be used for this purpose and could serve as demonstration programs to expand the diversity of retail options.

Fresh food financing, an emerging strategy, both supports local food production and provides greater access to fresh food. Pennsylvania has developed a model that other states, like Illinois, are considering. In 2004, the Pennsylvania Food Financing Initiative began as a public, private and nonprofit collaboration. With an initial state investment of $30 million, the program leveraged an additional $165 million dollars in private investment to fund supermarket projects in underserved areas. This resulted in access to nutritious food for 400,000 people and created or retained 5,000 jobs. Similarly, Illinois has recently created (but has not yet funded) a $10 million Fresh Food Fund to stimulate supermarket development in underserved areas by assisting with land acquisition, equipment purchases and infrastructure, and an additional $20 million is being sought from philanthropic groups to enhance the program. The proposed 2011 federal budget includes a $345 million Healthy Food Financing Initiative, a program also modeled after the Pennsylvania program that provides financing for local grocers. GO TO 2040 recommends continuing and strengthening these fresh food financing initiatives.

Linking local food policy with anti-hunger strategies can provide mutual support to both systems. Every year nearly 700,000 people in the region rely on food banks and other anti-hunger programs for basic food needs. Programs and policies should link local food production programs with those that address food access issues, particularly for residents who live in hunger. For example, linking urban agriculture programs with food pantries could combine solutions to workforce development, nutritional education, and hunger. Similar programs can already be found in our region. For example, Ginkgo Organic Gardens in Chicago donates all vegetables, herbs, fruit and flowers, approximately 1,500 pounds a year, to Uptown-area nonprofit organizations such as the Vital Bridges' GroceryLand, a food pantry dedicated to serving low-income residents living with AIDS. Furthermore, the USDA, state and local governments, and farmers' markets should permit and encourage the use of public assistance (Link benefits) at farmers' markets and other outlets for local, fresh products. Additional benefits such as “double voucher” programs may be needed to increase the

affordability of local food at these locations. Nutrition and anti-hunger programs should be coupled in a streamlined, seamless fashion, regardless of whether they are federal, state, municipal or private in nature.

_**Raise Awareness by Providing Data, Research, Training, and Information to Support Local Food Systems**_

A regional food system policy organization should be established to position the region as a leader in regional food systems and allow rapid response to national and state initiatives. The goal of such an organization should be to build capacity of other local food policy councils and nonprofits, increase economic activity, utilize and protect the region’s assets, promote innovations, and foster a healthier region through better access to local foods and nutrition education. To achieve this goal, the regional food organization should support policy development, identify training and technical assistance needs, and work to identify initiatives that support the marketability of locally grown food to meet business needs. The organization should have comprehensive representation of the types of organizations involved in sustainable local foods, and is likely to require a combination of private, public, and philanthropic support.

Through the Regional Indicators Project, CMAP should be the central repository for local food data. A variety of local food data should be collected, standardized, and analyzed to provide policy makers, farmers, businesses, retailers, and residents with the tools to make responsible and realistic funding and policy decisions. Beyond simple collection of data, research is needed to understand how local food can best be supported. Food systems require production, transportation and distribution infrastructure, and new forms of infrastructure may be needed to support local foods. While currently the global food market involves high volumes of food being transported, stored, and distributed, local food systems are typically lower volume and will need to consolidate and coordinate distribution strategies. The travel patterns of food within our region are another important part of the puzzle. In the Philadelphia area, the regional planning agency (Delaware Valley Regional Planning Commission, or DVRPC) analyzed food freight to understand how far food typically travels from producer to consumer. The study showed that 99 percent of food tonnage is moved by trucks through the region, and the movement of accounted for 13 percent of total freight movements for the region in 2002, with significant future increases projected. CMAP and its transportation partners should conduct a similar study for our region, which is particularly relevant due to the region’s status as the nation’s freight hub.

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42 For further recommendations concerning hunger -- going beyond its relationship with local food -- see GO TO 2040 Hunger Strategy Report, 2009, at [http://www.goto2040.org/hunger/](http://www.goto2040.org/hunger/). The recommendations of this report are supported by GO TO 2040.

43 Described further in the GO TO 2040 section Access to Information.

Comments submitted by CITY OF CHICAGO

As local food production is still an emerging industry, workforce training, technical assistance, and information sharing will be needed in the near future. Initiatives at the local level through university extensions and other agriculture workforce training programs should connect farmers to available resources and provide the education necessary to create viable economic models for local food production. Information sharing between farmers, particularly those involved in sustainable farming practices, urban agriculture, or other non-traditional practices, is especially valuable. Finally, developing information resources to connect farmers, distributors, and retailers would help local foods to grow as a stand-alone economic sector; this should be a responsibility of the regional food policy organization described above.

GO TO 2040 supports including local food components in local plans, ordinances, and planning decisions. In CMAP’s role as a technical assistance provider, the agency should assist with the incorporation of local food components into county and municipal comprehensive plans and ordinances. This should build on existing work and best practices; Kane County will be including a local food system component in their upcoming comprehensive plan. Another resource for planners is the American Planning Association (APA) Policy Guide on Community and Regional Food Planning, which gives direction on how to incorporate food systems in communities.

In other regions, regional agencies (such as DVRPC) have integrated local food system planning as part of their land use planning and as a part of envisioning a sustainable future for their residents. Municipalities such as Seattle, Detroit, Madison and Kansas City are including local food in comprehensive plans, adopting zoning regulations and districts that permit urban gardens and composting, and removing policy barriers to farmers’ markets. Within the urban garden district in Cleveland, community and market gardens are permitted as well as greenhouses, hoop houses, chicken coops, beehives, compost bins and seasonal farm stands. In our region, farmers’ markets are located throughout in a variety of municipalities such as Chicago, Schaumburg, Evanston, and Zion. Furthermore, Chicago is looking to develop codes and standards to encourage growing space for local foods. The region’s local governments should continue these efforts.

Finally, providing information to the general public about sustainable local food systems is important, and should be a responsibility of the proposed regional food policy organization. Although public awareness is increasing, ambiguity still exists about where our food comes from, as well as who raises it, processes it, and makes policy decisions about it. This lack of awareness is a formidable barrier to creating a more sustainable system. Education begins at the consumer level through school and community gardens, farmers’ markets, and agricultural endeavors close to where consumers live. While such ventures provide a limited proportion of the food consumed in the region, they reconnect individuals to how food is grown and produced, and they prepare the region’s consumers to become active participants in decisions about the food system. The economic viability of a sustainable local food system depends on a strong market for its products. Local governments, business organizations, philanthropic groups, and advocacy groups can build demand for sustainable local food through public education campaigns that promote the benefits of local and healthy eating to all citizens.
4.5 Implementation Action Areas

The following tables are a guide to specific actions that need to be taken to implement GO TO 2040. The plan focuses on three implementation areas for promoting sustainable local food:

- Facilitate Sustainable Local Food Production
- Increase Access to Fresh, Affordable, and Healthy Foods
- Increase Data, Research, Training, and Information Sharing
### Implementation Action Area #1: Facilitate Sustainable Local Food Production

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support urban agriculture as a source of local food</td>
<td>Federal (U.S. EPA), state (IEPA), municipalities, nonprofits</td>
<td>Urban agriculture can be a productive use of vacant or underutilized urban land. Local governments should simplify and incentivize the conversion of vacant and underutilized lots and rooftops into agricultural uses. Research groups should support this by developing an inventory of underutilized publicly owned land that could be appropriate for urban agriculture. Brownfield remediation funding can and should be used to support community gardens and farmers' markets.</td>
</tr>
<tr>
<td>Continue and expand farmland protection programs</td>
<td>Counties, forest preserve districts and conservation districts, municipalities, park districts, land trusts</td>
<td>The region's local governments should maintain and improve their current farmland protection programs and develop new programs where needed. Counties and municipalities should work together to remove barriers to local food production on their respective lands and encourage inter-jurisdictional business opportunities. Where appropriate, agriculture should be supported as part of preserved open space, such as forest preserves, park districts, and land trusts.</td>
</tr>
<tr>
<td>Encourage revisions of federal policy to promote local food</td>
<td>Federal (USDA)</td>
<td>Food regulations at the federal level should be reassessed to accommodate small farm operations. Most federal incentives are geared toward large industrial farming practices, and regulations can inhibit small farm production. Recent federal policy changes to recognize the importance of local food should continue and be strengthened.</td>
</tr>
<tr>
<td>Support local food production through other institutional support</td>
<td>State agencies and institutions</td>
<td>In line with the 2009 Local Food, Farms and Jobs Act, a procurement process for state institutions that favors local foods (such as schools, hospitals, and other government facilities) could bolster the local foods economy by creating a stable demand for local food. Sharing of best practice information between participating institutions is also recommended.</td>
</tr>
</tbody>
</table>

I made this a sub-set, not a major program. See comments on memo.

Add a box on comminify transition programs to food production.

Maybe move 3rd box on pg. 149 here.
Implementation Action Area #2: Increase Access to Fresh, Affordable and Healthy Foods

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
</tr>
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<tbody>
<tr>
<td>Increase community access to fresh food through demonstration programs</td>
<td>Federal (USDA), state (DCEO), counties, municipalities</td>
<td>Support and expand various demonstration programs, such as farmers' markets, farm carts and stands, fresh food delivery trucks, food cooperatives, and other alternative retail options and direct sales from community vegetable gardens. On-site school farms could also be used to increase access and develop a local food curriculum. Funding should be identified to implement these programs. These programs also can be supported by examining health and licensing regulations to ensure that they do not create barriers to local access to fresh food.</td>
</tr>
<tr>
<td>Implement fresh food financing initiatives</td>
<td>Federal, state, nonprofits, philanthropic, private investors</td>
<td>Illinois should replicate the Pennsylvania Fresh Food Financing Initiative, which used state funding to spur private investment in supermarket projects in underserved areas. The recently created Illinois Fresh Food Fund could provide a similar opportunity for Illinois; however, sufficient funding is required. The federal government should also continue and strengthen its efforts to fund similar programs.</td>
</tr>
<tr>
<td>Link hunger assistance programs to local foods</td>
<td>Federal (USDA), state (IDOA), food pantries, individual farmers' markets</td>
<td>A partnership between hunger assistance and local food production can benefit both parties. Food pantries can work with local food producers to increase their quantities of fresh food. Additionally farmers' markets and other alternative local food outlets should accept SNAP benefits and outreach to Supplemental Nutrition Assistance Program (SNAP) recipients to utilize these locations to purchase food. To support this effort, the Illinois General Assembly passed the Farmers' Market Technology Improvement Program Act (pending Governor's approval), which establishes a fund to provide financial assistance for equipment (such as electronic benefit transfer (EBT) card readers) and transaction fees to facilitate the use of SNAP benefits at farmers' markets and other alternative retail locations. Resources such as grants and loans should be provided to support the fund and the other efforts listed above.</td>
</tr>
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### Implementation Action Area #3: Increase Data, Research, Training, and Information Sharing

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
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</thead>
<tbody>
<tr>
<td>Build regional nonprofit capacity for local foods systems</td>
<td>Nonprofits, philanthropic</td>
<td>Identify and support a regional food entity (nonprofit). The entity should be represented by a variety of members (economic, environmental, transportation, etc.) to analyze and support food policy issues from a comprehensive perspective and coordinate federal grant and loan programs. This entity should coordinate with the activities of the Illinois Food, Farms, and Jobs Council. It should also host summits and informative meetings for local officials and policymakers, including health departments, community organizations, and environmental groups.</td>
</tr>
<tr>
<td>Improve data and research on local food production and needs</td>
<td>CMAP, nonprofits, universities</td>
<td>The region needs improved data on the production and distribution of local food and specialty crops. Also, infrastructure needs for the transportation, storage, and distribution of food (such as distribution hubs or refrigerated storage facilities, for example) should be identified and analyzed.</td>
</tr>
<tr>
<td>Provide training and information sharing</td>
<td>Universities, other education and training providers, philanthropic</td>
<td>Local food training and technical assistance programs for farmers and laborers should be provided to assist in the transition to local food production. These should be linked with workforce development programs. Sustainable and conservation oriented farming techniques should be particular focuses. Also, information sharing between practitioners on a variety of local food topics, including food waste reduction, processing, and reuse, should be encouraged. Develop comprehensive information resources for farmers, distributors, and retailers to connect producers and distributors.</td>
</tr>
<tr>
<td>Provide technical assistance to incorporate local foods systems in comprehensive plans and ordinances</td>
<td>CMAP, municipalities, nonprofits</td>
<td>Assist government officials and planners to incorporate local foods into comprehensive plans and ordinances. Technical assistance should accommodate the full spectrum of local food production from community gardens to commercial farm operations, and could include activities such as removing barriers to local food distribution or designating certain zones for permitted small-scale food production.</td>
</tr>
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</table>
4.6 Costs and Financing

Supporting the development of sustainable local food systems is not free, and some of the recommendations contained on the previous pages would involve costs to the public sector which, though small, are not negligible. However, this needs to be placed in context. The U.S. already spends a significant amount of money on agriculture production through the Farm Bill, legislation passed every five years to guide national agricultural policy. The most recent Farm Bill (the Food, Conservation and Energy Act of 2008) has a cost of $307 billion dollars between 2008 and 2012.\textsuperscript{45} While the majority of this funding, $209 billion, is directed toward nutrition programs like food stamps (SNAP), nearly $35 billion dollars over the next few years will be spent on direct payment subsidies, or about $5.2 billion annually.\textsuperscript{46}

Federal policy is shifting toward supporting local food, as seen in modest monetary gains found in the 2008 Farm Bill for both production and access of local food. Supportive programs such as the Farmers’ Market Promotion Program or the USDA “Food Desert” Study have either been expanded or created to elevate local food as a viable agricultural use. But this transition will require further investment. Commodity and local food farming require different machinery, tools, maintenance, training, labor, packaging, marketing, and transport. Our region’s food infrastructure is currently set up to produce and export commodity crops such as corn, soybeans and alfalfa. While there will be a cost associated with transitioning to local food production, much of this would likely be borne by the private sector, without public cost, if the playing field for local food was leveled.

Furthermore, as a result of the 2009 Local Food, Farms and Jobs Act, publicly funded or owned institutions are encouraged to buy local food, and can pay a 10-percent premium for locally grown produce. In the past these institutions were required to choose the lowest reasonable bid. This increase in spending is voluntary, and depends on the budget situations of these institutions, but creating demand for local food among large food producers could support the emergence of local food as a viable economic sector.

The preservation of farmland or conversion of vacant lots to urban agriculture can have positive financial impacts for the public sector. Although the initial land purchase may be costly, agriculture generates local tax revenue and has very low service costs, meaning that it generally has more favorable fiscal impacts than residential development. Municipal-owned vacant lots that are converted to local food production provide another opportunity to add local tax revenue.\textsuperscript{47} Investments in urban agriculture by local governments can pay off over time.

Improving food access also has associated costs, but initial, small-scale investments by the public sector can leverage larger private sector investments. In the Pennsylvania Food Financing Initiative, private investors matched public funds at a ratio of 5.5:1. Overall, public investments and financing in the short term can create a local food system (including both production and access) that will sustain itself in the long term.

Tuesday August 3, 2010

Randy Blaenkorn
Executive Director
Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive, Suite 800, Chicago, IL 60606

RE: City of Evanston Comments in Regards to GO 2040

Dear Executive Director Blankenhorn,

The City of Evanston applauds the Chicago Metropolitan Agency for Planning (CMAP) development of GO TO 2040, the regions first comprehensive plan helping chart future growth in Cook and the collar counties. The City of Evanston sees value for the region to address land use, transportation, environment, economic development, housing, education and wellness in an integrated way. While GO TO 2040 has numerous recommendations that are admirable, some proposals need to be altered. This letter will outline many recommendations the city supports as well as those that can be improved.

As CMAP realizes, municipalities are the critical element to the successful implementation of GO TO 2040. Municipalities ultimately are the responsible agent for land use decisions creating a better environment for livable communities throughout the region. By trying to “create the most livable city in America,” Evanston’s elected officials have already outlined numerous proposals that will benefit not just the city, but the region as well. Whether it is the city’s green building ordinance, Climate Action Plan or Multimodal Transportation plan, Evanston continues to provide leadership in numerous areas that will blend well with GO TO 2040.

Environment and Sustainability
Evanston’s environment and sustainability priorities already match many of those laid out in GO TO 2040. For example, the Evanston City Council adopted a forward looking strategic plan that included a concrete commitment to sustainable practices. In Evanston’s Climate Action Plan (ECAP) more than 200 strategies are outlined to reduce greenhouse gas emissions in Evanston and the region. Evanston continues to be a
leader in many of the areas GO TO 2040 attempts to address, and the plan reflects many existing Evanston ordinances.

Although CMAP should incorporate many of Evanston and other community's best practices, no uniform solution should be imposed upon the region. Evanston believes cities must maintain the flexibility to develop their own locally specific ways of defining the concept of livability and to support development that meets their definitions. One consistent element across all municipalities is the importance of proactive planning; regardless of how they apply livability principles, municipalities have the right and the responsibility to actively plan for their futures and implement their plans. CMAP should embrace this type of thought and incorporate it a bit more into GO TO 2040.

**Water and Energy**

With Lake Michigan the regions east border, conserving scarce water and energy resources must be a priority as it is to the City of Evanston. GO TO 2040 makes some appealing recommendations in this matter. For example, CMAP's regional plan discusses using alternative energy sources to help power utilities. Evanston Water Utility is currently installing solar panels as part of a pilot program with the goal of relying a bit more on renewable energy as part its overall portfolio. If successful this type of innovative program will lead to less energy consumption and serve as a model for other communities throughout the region to implement.

Another recommendation of GO TO 2040 that the city supports and where Evanston is already a leader is building ordinances. Evanston City Council passed an ordinance in 2009 requiring new commercial and municipal buildings over 10,000 sqft meet USGBC LEED Silver certification. While green building ordinances are becoming more commonplace the vast majority apply only to government buildings and/or government-financed developments. Evanston leads a handful of municipalities that have mandated green building standards for privately-funded commercial buildings as well. If implemented regionally, as the city has done, it will lead to an overall drop in energy consumption by some of the largest users of energy.

Despite the city's support on the prior recommendations, there are a few that CMAP might need to adjust. Evanston believes municipalities should maintain the freedom to construct its budget with various revenue sources needed to support critical services; including water revenue. Although decoupling water utility budgets from the municipal general revenue fund might work to increase capital and operations budgets, it is not very practical in the current economic times to place such a restriction on a municipality. This restriction would place even more additional strains on municipalities as revenues from the state continue to decline.

Another recommendation in GO TO 2040, that the City of Evanston believes should be revised, is the suggestion that utilities adopt full-supply cost pricing structures in their water billing. By requiring municipal water utilities to develop conservation plans that set annual water use targets and to report these plans to Illinois Environmental Protection Agency as a condition for granting loans, you place severe limits on the communities to
gain access to this critical funding source. Without any real state or federal funding available to water utilities for retrofit, maintenance or capital projects, adding such a stringent condition would make it impractical for municipal water utilities to make critical repairs to an aging infrastructure. Without the IEPA revolving loan program to fund many of these repairs, it places in jeopardy the water supply for many communities in Northern Illinois. CMAP should consider revising this recommendation.

Transportation
Evanston is fortunate that both the Metra commuter train and the Chicago Transit Authority’s "L" systems run throughout the city. Thousands of passengers are connected everyday to the City of Chicago as well as the entire region. In the case of the Purple line, some sections being over 80 years old, are in need of complete reconstruction. The city completely supports GO TO 2040’s recommendation to change the criteria for federal New Starts grants, which are a significant funding source for transit, to support reinvestment in existing infrastructure rather than solely new expansions. This necessary policy shift would allow new dollars to flow to the existing train systems that need a significant investment in order to maintain a "state of good repair". It would allow high priority projects, like the Purple line, to receive critical funding immediately. Without this modification the Purple line will continue to decline threatening to disrupt commerce and mobility throughout the region.

Further investment in the maintenance of the system at a safe and adequate level must be a top priority for the region as it is critical for the City of Evanston. GO TO 2040 rightly makes a critical recommendation to make maintenance a priority. As already stated, with an aged system the focus needs to remain pursuing opportunities to modernize and upgrade the system as part of routine maintenance to bring the system to a world-class level. While structurally sound, Metra and Purple line viaducts need major repair, or in many case to be completely redone. The city stands ready to work with all service boards to make this happen.

Planning
Many of the planning policy recommendations laid out in the CMAP Go To 2040 Plan reflect the practices of Evanston’s planning efforts that have been in operation for decades. Being a first ring suburb and land locked since the 1960’s the city has been forced to critically examine density, brownfield redevelopment and transit oriented development to help accommodate future growth of city that is only eight square mile city but home to 77,000 residents. In the first part of the 21st Century, Evanston saw a rapid growth of high density condominium development in the downtown district, leading to a growth of pedestrian oriented retail and solidifying Evanston’s position as a city on the North Shore that is diverse, mixed-use, walkable and transit oriented. We support CMAP’s recommendations that effective change happens most often on the local level, and emphasizing local comprehensive plans as a means to accomplish this goal is encouraging.

The plan needs a strong statement concerning the sustainability and enhancement of existing urban centers. This includes emphasizing new capital investment, placing a
higher priority on infrastructure improvements in these centers and developing strategies to market infill sites to potential investors. These strategies would address sprawl more directly and acknowledge disparities that exist today in funding new projects in our existing urban centers. Our greatest strength in the region is the heritage of dynamic urban centers, but their biggest challenge today is having access to capital dollars to help rebuild, modernize and reinvent their infrastructure to handle 21st century needs of their citizens. The cost of replacing older infrastructure might seem insurmountable but the timely investment will allow for future economic growth in urban areas that can accommodate and welcome compact development.

CMAP's plan establishes best practices for the region in terms of transportation, sustainability, land-use and housing availability for all, but it stops short in providing consistent region-wide quantifiable goals that can be achieved locally that will in turn accomplish a region-wide goal. While we recognize that there is no "one-size-fits-all" scenario, establishing goals that can be formulated locally to accomplish the action items listed in the plan will help measure the success or failure of initiatives in the GO TO 2040 Plan. The actionable items that are actually placed into the plan are often buried in the back of sections and are not highlighted as substantially as the action items are. Bring these items to the front of the sections; provide a summary/synopsis at the beginning of each chapter that specifically outlines all of the quantifiable goals with the actions to achieve those goals.

By promoting these quantifiable goals and action items, it increases the region's competitiveness for federal and state grants. It provides a greater importance to the plan, a sense of urgency that is currently lacking in the plan. Placing actual goals into the plan will increase the viability that programs, technical assistance and policy recommendations will be implemented at a greater scale.

Again we commend CMAP and its GO TO 2040 regional roadmap. The City of Evanston stands ready to be a strong partner with CMAP and assist in its implementation. Please do not hesitate to contact me or the City of Evanston's Intergovernmental Affairs Coordinator Matt Swentkofske at 847-859-7835 to regarding this letter.

Sincerely,

Wally Bobkiewicz
City Manager
Mr. Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
Willis Tower, 8th Floor
233 S Wacker Drive
Chicago, Illinois 60606

July 26, 2010

Dear Mr. Blankenhorn,

As one of the first commuter rail proposals in the nation to address the need for large scale suburb to suburb service rather than just suburb to city service, the STAR Line represents a valuable transportation option for the Chicagoland region. The City of Naperville has long been a major supporter of the STAR Line as an active member of the STAR Line Steering Committee and Municipal Task Force. Additionally, the city has made significant investments towards the STAR Line, including the purchase of over 45 acres of property for two future STAR Line stations.

In reviewing the Chicago Metropolitan Agency for Planning’s Go To 2040 Plan, we recognize the limited resources available to fund major transportation projects in our region, and also acknowledge that all major capital projects cannot be placed on the constrained funding list. While we understand these limitations, the STAR Line represents a significant and innovative regional transit project, and the city wants to make certain that the STAR Line’s placement on the unconstrained list will not prohibit the project from moving forward. Additionally, we would like to ensure that CMAP will be open to an amendment to the plan in the future once funding for the STAR Line is secured, so that the project can be placed on the constrained list and continue to move forward in the planning process.

Thank you for your consideration and for allowing us to comment on CMAP’s Go To 2040 Plan. If you have any questions or concerns, please feel free to contact me at (630) 548-1133 or roblesk@naperville.il.us.

Sincerely,

Karyn Robles, AICP
Transportation and Planning Team Leader
City of Naperville

CC: Naperville City Council
Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
Willis Tower, 8th Floor  
233 S Wacker Drive  
Chicago, Illinois 60606

Dear Mr. Blankenhorn:  

August 6, 2010

The Cook DuPage Corridor has been studied for years by numerous agencies and local governments. In recent years, these stakeholders have taken a collaborative approach to examining this heavily traveled part of the region under the auspices of the *Cook DuPage Corridor Study*, initiated by the Regional Transportation Authority (RTA) in 2006. The *Study* has at its heart the goal of improving mobility throughout this regionally important corridor. As the *Study* has progressed, the Cook DuPage Corridor Policy Committee has played a central role in examining the Corridor’s problems, building consensus around solutions, setting priorities for transportation improvements, and promoting implementation. The Policy Committee is comprised of 11 elected officials representing county and municipal government in Cook and DuPage Counties, including the City of Chicago. The Policy Committee is supported by a Technical Committee, comprised of twenty-four professionals from municipal, county, regional, state, and federal government, operating agencies and planning agencies. In 2008, the Policy Committee approved the *Cook DuPage Corridor Action Plan*, which identifies the most effective and desired multi-modal solutions to the mobility issues of the Corridor.

Several of the capital projects identified as priorities in the *Action Plan* appear in the Chicago Metropolitan Agency for Planning’s (CMAP) draft *Go To 2040 Plan*, specifically in the section on Regional Mobility. We, the members of the Cook DuPage Corridor Policy Committee, appreciate having this opportunity to express our comments regarding the

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draft *Go To 2040 Plan* and how it will impact the Cook DuPage Corridor and the entire Chicago region.

We understand that since there is insufficient funding available to support all major capital projects, a prioritization of major projects is necessary, and that CMAP’s evaluation of major capital projects is intended to help the region set priorities. We support CMAP’s efforts to focus regional resources on projects with the greatest positive impact on the region. Additionally, we support CMAP’s general approach to using improved methods – including performance metrics tied to desirable regional outcomes – to identify, prioritize, and advance projects of greatest benefit to the region. However, we believe this process can be explained more effectively in the current version of the plan and improved upon for future updates to the plan.

**Capital Projects Evaluation:** The draft *Go To 2040 Plan* should more clearly outline how major capital projects were evaluated, from start to finish of the evaluation process. For example, it should provide an explanation of how the projects were selected for evaluation, what criteria were used in the evaluation, and the results of the evaluation. In addition, CMAP could strengthen the plan by describing how and to what degree the major capital projects achieve the goals and objectives outlined in the draft plan. Finally, the draft plan should make it clear what process will be used for future plan modifications and amendments.

**Clarification of Fiscally Constrained vs. Unconstrained Projects:** CMAP should clarify how major capital projects were designated as fiscally constrained versus fiscally unconstrained. For example, several projects listed as fiscally unconstrained are actually farther along in the engineering process than those listed as fiscally constrained. It is our understanding that placement on the list of fiscally constrained projects is a key element of the Federal Transit Administration planning and programming mandates; thus, it would appear that being listed as an unconstrained project will actually prevent a transit project from advancing into Phase 1 engineering. The draft plan would benefit from an added explanation of how transit projects can advance in planning without being listed as fiscally constrained in the 2040 plan.
**Reference to Priorities In Addition to the Capital Projects:** The lists of fiscally constrained and fiscally unconstrained major capital projects exist in a broader context alongside other lists of priorities within the region – i.e. RTA and IDOT's Strategic Improvement System, CMAP's Transportation Improvement Program, etc. The draft plan would benefit from an added explanation of how these lists (and their funding sources) interact and impact each other.

**Regional Leadership:** Ultimately, the Cook DuPage Corridor Policy Committee believes that CMAP and the *Go To 2040 Plan* should guide the process for determining future regional transportation priorities. The *Go To 2040 Plan* should not simply be a place for the transportation agencies to list their capital priorities. It should reflect the results of a dynamic and inclusive process that responds to the changing needs of the region as voiced by a broad-based partnership of communities, organizations, and agencies. Furthermore, we would encourage CMAP to conduct on-going outreach to these partners and seek feedback from their unique perspective not only on how plan implementation is progressing but also on what major capital projects should be considered in future plan amendments and updates.

The Cook DuPage Corridor Policy Committee appreciates CMAP's ongoing willingness to accommodate our concerns about the I-290 project as included in the list of fiscally constrained projects. We hope that we can continue to work with CMAP to address issues of concern to improve the overall transportation system in the western suburbs and the Chicago region.

Thank you again for this opportunity to comment on CMAP's draft *Go To 2040 Plan*. If you have any questions or concerns, please feel free to contact Patrick Higgins, Chair of the Cook DuPage Corridor Technical Committee at (708)-246-1800 ext 169 or prhiggins@wsprings.com.

Sincerely,

Paul Fichtner, Chair
Policy Committee
Member, DuPage County Board

David Pope, Vice Chair
Policy Committee
President, Village of Oak Park
August 4, 2010

Mr. Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning (CMAP)
Willis Tower, 8th Floor
233 S. Wacker Drive
Chicago, IL 60606

ATTN: GO TO 2040 Comments

Dear Mr. Blankenhorn:

Thank you for your recent appearance and comments to the DuPage County Board regarding the draft GO TO 2040 (Plan). I want to also thank you for your follow-up meeting with County staff on July 14, 2010 to discuss this historic document.

The Plan guides growth in the seven-county metropolitan area. I am confident it fulfills the federal requirements for a long-range transportation plan and requirement imposed by the Illinois General Assembly to integrate land use and transportation in all future planning documents. I believe these tasks have been successfully accomplished and commend you and your staff for an excellent work product.

Having said that, however, it would be unreasonable to assume the County did not have any specific comments to offer in a document of over 400 pages. I do want to assure you, however, that we do so in a spirit of constructive and positive guidance.

LIVABLE COMMUNITIES

The Departments of Economic Development and Planning and Human Services strongly support the concept of livable communities. It is understood, and appreciated, that developing an action plan for such a large geographical area with diverse stages of development is a formidable task. DuPage currently has many municipalities that have developed livability principles (as defined by small “downtown” cores with reasonable density near train stations, bus stops, restaurants, shopping, etc.) and at the same time worked diligently to preserve park lands and open spaces.
As many of our communities are older and virtually built out, there is little opportunity for new development that would implement the livability principles as described above. Some of our municipalities do not have the resources available for a livability and sustainability retrofit. I believe this is an excellent opportunity for CMAP staff to provide local planning guidance to communities as they redevelop.

The Plan promotes proximity and availability of transportation and public transit as an integral component of livability. We strongly agree with that premise, however, the Plan fails to identify funding sources. We understand the Plan focuses on the maintenance of existing service, however, as the population of DuPage County ages and is populated with more immigrants and persons who do not have access to private vehicles, this need becomes more pressing. There must be useable, affordable home-to-work public transit in the suburbs.

Finally, the Plan makes reference to livability and planning implementation of a pilot program modeled after the cities of San Francisco and Atlanta. While we acknowledge much could be learned from this urban model analysis, the County would like to see a similar pilot program with an emphasis on suburban transportation and mobility issues as the significant majority of the land mass under the Agency’s planning jurisdiction is suburban.

**REGIONAL MOBILITY**

We are very pleased Western Access-Elgin O’Hare is referenced as a project of regional significance and are also grateful the roadway improvements associated with the improvements appear on your Major Capital Projects as a constrained project.

DuPage has been a strong and vocal proponent of these improvements. Benefactors include the State of Illinois, the City of Chicago and the entire region of northeastern Illinois. Local government revenues are expected to increase significantly as a result of new business and will outpace expected expenses annually. We are excited about the planned mixed-use transit oriented development that can revitalize our local central business districts while concurrently promoting multi-modal transit options. The proposed impacts to our economy will be significant; 44,000 new jobs will be created with the Western Access and the OMP (O’Hare Modernization Plan) improvements.

We fully support the Plan’s increased commitment to public transportation. We understand that to be competitive in the global economy, the region must invest in a world-class transportation system that provides the modern and efficient connections between the region’s major population concentrations and employment centers.

Additionally, we support and endorse the recommendation to pursue 3P (public-private partnerships) and other innovative financing sources for transit projects. Partnerships can provide additional funding as an alternative to raising public taxes and fees and be more efficient in project design and construction.
Absent additional public transit options, congestion pricing may mitigate traffic congestion, provide options, and is relatively inexpensive to implement. Our critical concern, however, is how the advancement and implementation of this alternative affects the local roadway system. Will there be more congestion on our local major and principal arterials? We cannot impose any additional local costs on governments practicing fiscal constraint.

As noted previously, the County understands limited financial resources have led the Agency to focus on maintaining and improving the existing public transit system rather than expansion. Because the existing system was unilaterally intended for carrying commuters to and from the City of Chicago, there are few quality transit options for the millions of persons in the region who now live in the suburbs, but most importantly, now also work here as well. A postponement of the implementation of quality transit connections for major population and employment centers in the suburbs leads to a further decline of overall regional mobility. This is particularly true for DuPage County residents who, now more than ever, are engaged in reverse commutes and intra-county commutes. It is critically important that we continue to develop a sustainable transportation system that implements transit services to reduce or contain highway traffic congestion in our primary corridors, subareas and employment centers. As you know, a recent Chicago Tribune poll reported residents believe more public funds should be invested in transit improvements versus roadway improvements. A common thread among a series of focus sessions as the County was preparing its updated Strategic Plan was the need for transit alternatives and a growing frustration with roadway delay. We simply cannot build our way out of congestion.

The draft Plan states that transit expansion should be accompanied by land use planning, local infrastructure improvements, and other local actions that support a transit-friendly environment. The County and the DuPage Mayors and Managers Conference (DMMC) are fully committed to ongoing collaboration and the implementation and engagement of the DuPage Area Transit Plan. The overarching component of the Plan is a high-speed BRT or light rail corridor – the “J” Route – that provides connections between the large population concentrations in Naperville/Aurora, the I-88 corridor, Oak Brook-Lombard centers, trips to O’Hare, and Woodfield-Schaumburg employment and population centers. It is intended that the “J” Route will ultimately link with the STAR Line. The “J” Route is of critical priority for the County and the region, and I am disappointed to see it has been included on the unconstrained list of the major capital projects. We understand the methodology and rationale that was engaged in the constrained versus the unconstrained scenario. One cannot argue that past Plans both from our planning agencies and our service boards have identified numerous projects far exceeding available resources, many of which may never be constructed. We do not disagree with the notion that our efforts must focus on those projects that can be funded, and more importantly, constructed. We must focus on finding realistic funding mechanisms for public transit growth.
I do wish to offer just a few comments on why we believe the 'I' Route should be considered as a constrained project. The route has been included in both the Pace Vision 2020 Plan, and the 2030 Regional Transportation Plan. It is a major component of the Systems Recommendations of the Cook-DuPage Corridor as adopted by the Policy Committee. This is a critical transit link to the proposed I-290 corridor transit extension into DuPage County and Schaumburg. The Route is also a key element of the Elgin-O’Hare-Western Access Improvements, which is included on the list of fiscally constrained projects. The favorable reconsideration of the Route would strengthen the multi-modal dimension of the project. The proposed improvement will provide quality transit accessibility to the Airport for thousands and thousands in DuPage County. Finally, and perhaps most importantly, the Alternatives Analysis (AA) for the Route is funded and work should commence late this year or early 2011.

The Illinois Department of Transportation (IDOT) has launched a preliminary engineering and environmental study for the improvement of the Eisenhower Expressway between Mannheim Road and Cicero Avenue. Serving as the western gateway to the City of Chicago, I-290 is a major link in the transportation network serving northeast Illinois. The corridor is also an important regional multi-modal transportation corridor that includes freight railroads and various modes of public transportation. I am pleased this study has been initiated and will include an examination of all transportation needs, including an HOV (High Occupancy Vehicle) Lane in each direction within the study area. Congestion mitigation and reduced travel times in this corridor are very important not only to the City of Chicago, but also to the Cook County suburbs and the residents of DuPage County. The overall health of our regional economy is dependent upon mobility and the movement of goods, services, and employees. There is an expectation of reliable and convenient multi-directional transport in this heavily travelled corridor. Thank you for acknowledging the regional importance of these improvements by placing the I-290 Multi-Modal Corridor on your constrained list of Major Capital Improvements.

The County fully supports the recommended Major Capital Projects in the fiscally constrained plan. We believe these projects are representative of the region’s emphasis on increased funding for transit as well as addressing congestion, mobility and accessibility needs along critical new or existing highway corridors to better connect population concentrations with major employment and other designation centers. Not unlike predecessors to this Plan, we agree the region must continue to prioritize funding to maintain and strategically enhance our existing transportation systems and investments. Advances in pavement management and preservation techniques will allow local agencies to implement systematic and scheduled maintenance activities to extend the useful service life of our roadways more cost effectively than in the past. Increasing construction costs have dramatically decreased the purchasing power of our limited financial resources. While the region may have little control over these cost increases, more efficient project delivery can offset the adverse cost impacts due to delays in bidding projects. It is essential that preliminary and design engineering procedures, schedules and oversight be streamlined so projects can advance to construction as quickly as possible.
The County recognizes and respects the ultimate authority of the MPO Policy Committee with regard to additions, changes and/or amendments to the Transportation Improvement Program (TIP). However, past practice has been for the Committee to rely heavily on the programming decisions brought forth by the various agencies through a structured evaluation and/or selection process which reflects the priorities of the region. The County is not aware of any instance wherein agency-driven projects have not been consistent with the priorities to the predecessors of this Plan. In that regard, we would recommend that the Plan Action Area #1 (Chapter 5) – Item #3 be modified to reflect the current established process.

**Human Capital**

The draft Education and Workforce Plan stresses the importance workforce development has on the overall economic vitality of the region. The DuPage Workforce Board is a strategic partner in DuPage County with the Regional Office of Education, the College of DuPage and the Choose DuPage Regional Economic Development Corporation. As a strategic partner with these others, the following comments are offered for your consideration.

A coordinated system with workforce development, economic development and the P-20 educational system as partners is critical. Solely strengthening the role of just the Community College System will not resolve any issues. The workforce development boards must be used as a bridge between education and business to make sure our educational institutions are meeting the needs of area businesses. DuPage County has a highly educated workforce, many of whom are currently unemployed because their skills do not match the needs of business in this new economy. Every training institution needs to be better connected to the ever-changing needs of business. The importance of business actively participating in workforce and education on a continual basis cannot be overstated. Without them, career pathways do not exist. Employers are a critical partner in developing a competitive workforce, and their role needs to be better and more strongly articulated.

One obvious omission in the *Data and Information Systems* section is the National Career Readiness Certificate. A great deal of work has already been done by ACT by mapping the certificate levels to job skill requirements. What better coordination than for Economic Development to have the number of workers with the right skills for an employer?

Under *Improve Delivery of Workforce Services*, the State is a recipient of workforce funds through WIA, and those funds must be better integrated to support and expand regional programs.

Educational attainment over the course of an individual’s career should be stressed. Building blocks of transferable credits and skills as individuals move between employers and change careers over a lifetime are the new reality.
With regard to more general economic development issues, the County is pleased to see the cluster-based approach to economic development is consistent with language in the Plan, particularly as it relates to the established framework for future retention and attraction efforts.

We note the Plan is somewhat remiss in not emphasizing more strongly the need and importance of private sector leadership, particularly in the area of cluster research. This is an area where the private sector employers have extensive experience and unparalleled expertise.

The Plan should either address or empower local economic development staff to lay out a working plan that strives for more collaboration and improved working relationships between the various layers of economic development planning at the local, county and state levels. Roles and responsibilities at each level should be more clearly delineated. While staff understands this is a regional plan with a long-term investment and life, it may be helpful to articulate some tactical strategies that can be utilized and implemented as economic conditions vary from year to year. Perhaps an example that resonates would be an annual element component to a multi-year plan.

**EFFICIENT GOVERNANCE**

The County agrees with your statement that State, and particularly local tax policies, should encourage local decisions that make appropriate use of land, generate sound employment and a strong workforce as well as sustaining robust economic activity.

I believe DuPage County government, through its County Board, Forest Preserve Board, Board of Public Health, and municipal governments, functions very well on behalf of the people of DuPage County. I further believe every special unit of government should be regularly reviewed to determine if it is of value to the constituents it is deemed to serve and that they truly receive value for their tax dollars.

DuPage County appreciates the opportunity to review the draft Plan and submit commentary during the public comment period. Once again, we commend the efforts of CMAP and staff in drafting a comprehensive, regional Plan that we believe will provide positive guidance in attaining unprecedented prosperity both now and in the future.

Sincerely,

Robert J. Schillerstrom  
Chairman  
DuPage County Board
August 6, 2010

Mr. Randall S. Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

Dear Mr. Blankenhorn:

Thank you for the opportunity to comment on CMAP’s draft Go To 2040 Comprehensive Regional Plan. As you know, DuPage municipalities participated in two primary informational venues regarding the draft plan – the DuPage County public open house on June 15, and a Joint Transportation and Planning forum hosted by DuPage Mayors and Managers Conference (DMMC) on June 24. Thank you for conducting this outreach to our municipalities.

Through these venues, as well as DMMC staff review of the draft Plan document, we have compiled the following comments, which are submitted to CMAP on behalf of DMMC.

• **The process and the product, overall, have been well-organized and representative of a broad base of consensus.** DMMC appreciates CMAP’s three-year planning effort. Moreover, we are hopeful of continued engagement as CMAP finalizes the plan, undertakes implementation, and works toward the first plan update in 2014. We encourage CMAP to make Go To 2040 implementation a dynamic and engaging process.

• **Include an implementation chapter or appendix.** The Implementation Action Area subchapters are excellent resources (listing action, implementers, and specifics). However, implementers will be better able to understand their role across the recommended action areas if these subchapters are compiled into one document.

• **Provide a role for the broader business and economic development community to play.** The Context and Best Practices Chapter outline a role for the development community, including financial institutions, to play in plan implementation. However, a regional plan of the scope of Go To 2040 also needs public private partnerships to succeed. The overall tone of the plan is that government will help the region achieve the vision by changing how it operates or by itself being supported in the use of best practices. But actions across sectors are needed that encompass the broader business community, and the plan would benefit from including these types of actions.
The capital projects evaluation process, overall, is a rational approach to focusing regional resources on projects with the greatest positive impact on the region. DMMC supports the methodology employed to prioritize the projects in a manner that will create the most optimal conditions to advance a project to construction.

Clarify the capital projects evaluation process for future plan updates. While the approach is rational, the description of the methodology – and the process to engage regional stakeholders – would benefit from improved clarity, greater transparency, and more opportunities for participation. The goal should be complete understanding on the part of sponsors as to how their actions will affect the advancement of their projects, especially projects for which significant study, consensus building, and planning has already been accomplished (i.e. DuPage J-Route, STAR Line, etc.).

Approach policies related to congestion pricing and parking pricing with great care and attention to local input. Congestion pricing, despite the recent studies and forums, is still a very sensitive policy area. Parking pricing is much less studied and is an equally sensitive policy area. DMMC encourages CMAP to fully engage local stakeholders throughout the region and to base implementation on principles of fairness, equity, and mitigation of local impacts. Moreover, DMMC encourages CMAP to transcend case studies and modeling to better understand and “ground truth” the operational realities of introducing these proposed systems.

Clarify the role of municipalities in the actions listed in the chapter Increase Commitment to Public Transit. DMMC appreciates the inclusion of Implementation Action Areas (IAA) around several transit recommendations (i.e. improve fiscal health of transit, modernize the region’s transit system, pursue high priority projects, and conduct supportive land use planning). In these IAAs, though, municipalities are included as an implementer, in several cases alongside RTA and the service boards. It is appropriate to consider municipalities as partners in promoting public transit. However, DMMC encourages CMAP to identify a specifically different role for municipalities/local governments than for RTA and the service boards. This will help to clarify the relationship between these different players and help municipalities better understand the implications of their plans and actions.

Include opportunities for the participation of older ring suburban communities in reinvestment and redevelopment strategies. DMMC appreciates the attention to sustainable communities, transit-oriented development, and other redevelopment strategies outlined in the chapter Achieve Greater Livability Through Land Use and Housing. But reinvestment potential is strongly linked to redevelopment costs, and these costs can be higher in older suburbs that are developed to different codes (e.g. the width of older roads and the dimensions of access to older buildings, compared to the size and access demands of current delivery and service vehicles). DMMC encourages CMAP to fully explore the implications of the recommendations in this chapter to ensure that all interested communities can participate in reinvestment.

Promote affordable housing within a broader context of supportive land use. DMMC commends the link made between transit, land use, and housing. But, beyond regulations and incentives for mixed use, higher density, and access to transit, policies that promote affordable housing should also account for more
broadly supportive land uses. This includes proximity and access to shops, retail services, community facilities, and social services. Without a context of supportive land use, affordable units and developments can limit residents’ opportunity to enjoy many basic elements of the quality of life. DMMC encourages CMAP to include language to this effect in the chapter Achieve Greater Livability Through Land Use and Housing.

- **Account for municipal differences in tax policy potential.** Forming a Regional Tax Policy Task Force offers the welcome prospect of focusing thorough research and multiple viewpoints on this very sensitive policy area before making policy recommendations. DMMC encourages CMAP to fully study and understand the implications of tax policy approach in Home Rule communities vs. non-Home Rule communities. Ideally, CMAP will support policy approaches that allow all municipalities to achieve their potential in this area.

- **Clarify the process for creating new advisory bodies** (i.e. Regional Freight Authority, Regional Tax Policy Task Force, etc.). DMMC supports CMAP’s incremental approach toward making new policy, especially the recommendation to seek additional input in key policy areas. DMMC encourages CMAP to specify how these advisory bodies will be recruited, formed, and managed. DMMC also encourages CMAP to include both technical experts and policy makers on these bodies.

- **Clarify how the CMAP Organizational Structure will support plan implementation.** At its beginning, CMAP formed working committees to support the development of the plan. These committees included broad-based representation. DMMC encourages CMAP to include mention in the plan of how these committees will help to implement the plan.

If you have any questions, please don’t hesitate to contact me or Executive Director Mark Baloga. Thank you again for engaging our members in the creation of this important tool for regional planning. We look forward to CMAP’s next steps in *Go To 2040*.

Sincerely,

David L. Brummel  
President, DuPage Mayors and Managers Conference  
Mayor, City of Warrenville
CMAP Meeting with:
Housing Authority of Joliet

- General support for the plan.
- They support the connection of transportation, land use, jobs and housing
August 4, 2010

Mr. Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Willis Tower
Chicago, IL 60606

Dear Mr. Blankenhorn:

It was a pleasure meeting with you and your staff to discuss the draft GO TO 2040 Plan. I commend CMAP’s efforts to build on the region’s valuable resources in order to address the challenges facing the region. A comprehensive plan that is to guide the long-term growth and investment decisions for northeastern Illinois is a tremendous undertaking and requires foresight on many levels in order to prepare the region through the year 2040 and beyond.

Our region is capable of achieving great economic strides over the next half century. The Plan strives to reflect a vision of innovation and excellence that will drive our planning decisions in the upcoming years. I was pleased to see that a wide range of issues discussed in the Plan are consistent with Kane County’s vision of the future. Kane County’s planning efforts support the principles of livability, mixed use development, transit opportunities, land preservation, balanced housing/employment, access to healthy foods and physical activity, integrated water resource planning, and coordination between governments. I applaud CMAP for the quality of the planning effort and the introduction of important concepts including sustainability and development impacts on public health.

I appreciate the opportunity to respond to the draft GO TO 2040 Plan and offer the following recommendations for your consideration in your final version of the Plan.

- **The Role of Counties:** As stated in the Plan, counties have a strong and significant role within the region, particularly in “Intergovernmental Collaboration”. To adequately reflect the responsibilities of counties and their role as “implementers” of the plan’s goals and objectives, they must be recognized for all of their contributions to planning and the development of the built environment. I encourage CMAP to work with the counties to better define and strengthen their broader roles in regional planning efforts, boundary and joint land use negotiations and agreements, and technical assistance to municipalities. Improvements to the Executive Summary, Livable Communities, and the Context and Best Practices sections are recommended.
Counties provide scientific knowledge, financial support, and resource planning, management and infrastructure improvements. There are many success stories in the region involving planning and management as well as open space preservation. For example, the counties’ roles with the COGs in the newly forming Northwest Water Supply Planning Area Alliance should be acknowledged.

- **Capital Investments:** The Preferred Regional Scenario (PRS) stressed the maintenance, enhancement and expansion of the transportation systems within the region and indicated that local priorities and regional infrastructure investments are interrelated and are to be mutually supportive. As policies and recommendations were translated into an achievable vision for the region in the draft *Go To 2040* Plan, the local priorities for Kane County were not fully recognized.

The capital investments in the Plan are intended to promote sustainable prosperity and improve the region’s status as a global economic center. However, the draft Plan is not reflective of Kane County’s future transportation priorities and funding commitments. The region’s future growth and needs include such improvements as the Prairie Parkway, STAR Line, and Metra BNSF extension. The benefits and burdens of economic growth within the region are to be fairly shared throughout the region. By not including these projects among the “Constrained List”, the County is placed at a disadvantage as compared to the region’s central core, both of which will be impacted by future growth.

- **Land Use and Housing:** The draft Plan boldly states that the region’s development over the last several decades has resulted in a pattern of land use that is not sustainable. I encourage CMAP to further support this critical message throughout the document along with other themes such as “applying livability principals” and the importance of “trained decision makers”. Local governments, particularly municipal governments, must grasp this reality, especially in the context of how the development and travel patterns in the region will continue to be the sum of their individual land use decisions. The Kane County Board and Regional Planning Commission have adopted the land resource management planning strategy, as defined by the 1985 Local Land Resource Management Planning Act (50 ILCS 805). The County’s planning, zoning and subdivision activities reflect this approach to growth. The fact that the region is moving in this direction should be mentioned in the Plan.

- **Manage and Conserve Water and Energy Resources:** This section has many good points and ideas and confronts issues with solid thinking. The relationship between water and energy resources is apparent. However, there are broad issues related to each of these subjects that planners and policy makers need to understand and consider when making hard political decisions. Interweaving the discussion in the chapter may actually detract from understanding the individual issues surrounding water and energy resources. These topics should be discussed separately throughout the section and then brought together at the end of the section.

The basics of hydrologic science and the hydrologic cycle need to be explained early in the section. Water resources and the hydrologic cycle have been altered with land development, public infrastructure and the non-sustainable belief of compartmentalized ‘potable’ water, ‘storm’ water or ‘waste’ water. In order to be sustainable, future planning and policy decisions must view water resources as an integrated system.
I am encouraging Kane County staff to contact CMAP representatives to discuss these views in more detail and further illustrate Kane County’s long term plans and goals that can be achieved in the timeframe of the GO TO 2040 Plan. The continued evolution of this Plan can result in a vibrant course of action that will allow the region to reach its highest potential.

Sincerely,

Karen McConnaughay, Chairman
Kane County Board

cc: President Marilyn Michelini, Village of Montgomery
Mayor Jeff Schielke, City of Batavia
Chairman Ken Kochler, McHenry County
Chairman Suzi Schmidt, Lake County
Chairman Robert Schillerstrom, DuPage County
Chairman Anne Vickery, Kendall County
CEO Lawrence Walsh, Will County
Hi Amy

Thanks so much for your patience in getting my comments on the food chapter. Unfortunately I won’t be at the CMAP open house next week, as I am on vacation. The food chapter is very well done – congratulations. I also spoke with Lenore Beyer-Clow about these suggestions and Openlands concurs as well with the following comments.

I think the relationship between local foods and agricultural preservation cannot be too strongly stated. It is important to note that in order to provide for more local production, jurisdictions must both remove regulatory impediments and add new policy and regulations to support land uses that both allow and protect uses such as community gardens, commercial urban production, and smaller specialty production in suburban locations. Methods to overcome the impediments of production, processing and distribution are important to note for further research by CMAP and local jurisdictions. I believe there is mention of linking food access policy with transportation (transit and walkability). This concept could be expanded for better Livability and Sustainability.

I also recommend that CMAP recommend integrated the topic of Food Policy into Sustainability Plans and Sustainable Comprehensive Plans created at the County, Township and Municipal levels. American Planning Association explores this topic in A Planners Guide To Community and Regional Planning: Transforming Food Environments, Facilitating Healthy Eating. Kimberly Hodgson is the best contact at APA’s Planning and Community Health Research Center.

I also reviewed the draft document entitled Key Recommendation: Achieve Greater Livability through Land Use and Housing. CMAP’s definition of Livability emphasizes reinvestment, mixed uses, walkability, environmental protection, etc. for community. I recommend this definition be expanded to include local food production, specifically community gardens and urban agricultural for healthy communities. There is mention of the open space and natural resource protection for livability, but the topic of food is not addressed. There can be acknowledgment of the increasing trend of planned residential farm development such as Serosun in Kane County or White Stable Vineyard in Lake County. The Washington Post on March 25, 2010 ran an article entitle Developers bet the organic farm, which states there are several hundred such projects planned around the country.

Thank you for your consideration on these items. I look forward all of us working together on these topics. Janice
Comments on Draft CMAP Go to 2040 Plan

Paul M. Schuch, P.E., CFM
Director Water Resources
Kane County, Illinois

August 6, 2010

The following paragraphs are comments in regards to the subject of Water Resources and Water Supply Planning as presented in the Draft CMAP Go to 2040 Plan:

In the Livable Communities section of the report, Section 2 “Manage and Conserve Water and Energy Resources” has many good points and ideas and confronts many issues with solid thinking. We understand the nexus between water and energy resources, however there is much more for planners and policy makers to understand and take ownership of when making hard political decisions regarding the water resources of the region than making this single broad connection between the two. Interweaving the discussion in the chapter may actually take away from understanding the individual issues with water and energy resources. The novice reader is being pulled from one discussion to the other and may lose their train of thought. Water and energy could be separately discussed throughout the section and then brought together at the end of the section.

The water resources of the region are connected by the hydrologic cycle. Until European settlement began, the region was in harmony with the hydrologic cycle and our water resources were self sustaining. European settlers came to the area and wanted to harness and conquer the environment. We are living with their legacy, and regrettably not in a sustainable fashion. We have altered the hydrologic cycle with land development and public infrastructure. We have compartmentalized our thinking of water by calling it 'storm' water, 'potable' water or 'waste' water, when they all contain the same water molecule. This draft of the Go to 2040 Plan tends to perpetuate that thinking instead of bringing in the hydrologic cycle into the discussion early on in the section. This is a fundamental weakness of the entire discussion. Perhaps a diagram and a sidebar of the hydrologic cycle would be in order, and instead of trying to weave the connection of water and energy resources together throughout the section, the connection between the hydrologic cycle and the Go to 2040 Plan should be woven throughout the section, from identification of issues through the final recommendations.

Another fundamental deficiency in the section is the lack of even one mention of the state’s 1985 Land Resource Management Planning Act. We realize that the potential programs under the act are not funded by the state and not all the counties in the region are utilizing the authority granted to counties to plan for the natural resources of their region consistent with the act. However, there are a few counties in the region that do utilize the authority given to them to look at their natural resources in a holistic fashion and have developed land resource management plans, programs and ordinances using
the enabling legislation. Kane County and other portions of the region have had much
success in this method of planning and implementation since the availability of this
legislation. We feel it is time for the region to begin looking at the bigger picture related
to land resource planning in order to help the state preserve its natural resources.
Perhaps another was of stating our desire for the region and the state is through the
mission statement of the Water Resources Division in Kane County: “Preserving,
protecting and enhancing the water resources of Kane County through enforcement of
County Ordinances and orderly planning, development of and management of water
related resources and infrastructure in harmony with nature”. Kane County has gone
through a series of planning choices over the years so that our planning, zoning and
subdivision programs are responsive to the land resource management approach to
growth. Yes, the region is moving in this direction as well, but this needs to be said
early on in the Go to 2040 Plan.

There is a lot of discussion in the section on “Green Infrastructure”, but it is not well
defined until the end of the section. Perhaps a sidebar with a diagram and some
discussion is needed early on in the chapter, since this is a relatively new and important
concept to many in the region and fundamental to the understanding of the section.

Stormwater management, especially flooding, is given much discussion in the section.
While we are in agreement with much of the discussion, again it seems to almost be
compartmentalized rather than part of the holistic discussion of our water resources. If
stormwater quantity and quality is the key to our future water supplies in much of the
region, then that should be said in the holistic context of the hydrologic cycle.

Stormwater is the ‘newest’ supply of water available to us (compared to shallow and
deep aquifers with deep aquifer water being the ‘oldest’ water) as long as there is not a
drought. There is no mention of drought and drought planning for those communities
reliant on inland surface water, yet it is recommended that communities on groundwater
should move towards inland surface water supplies. Drought planning and water
conservation are interrelated and it should be mentioned as such. In addition, it could
be mentioned then that for groundwater dependent areas of the region that can go to
inland surface waters, that the shallow and deep aquifers be held in reserve for drought
times.

There will remain in the region certain communities who cannot move to Lake Michigan
or inland surface water supplies. They will need to rely on groundwater. The deep
aquifer in certain outlying areas may be a sustainable supply of water for some of the
outer reaches of the region. However, the deep aquifer is not sustainable in most of the
region, and this should be amplified in this section of the Go to 2040 Plan. The shallow
aquifer may be sustainable in some portions of the region, but much scientific
knowledge will need to be gathered to demonstrate this.

There needs to be a mention of the need for and importance of additional up to date
scientific knowledge, planning and management of the region’s shallow aquifer systems
in order to plan for a sustainable water supply for the entire region in a holistic fashion.
There will be many unincorporated users of the shallow aquifer systems that will rely on these systems in perpetuity. Additional scientific knowledge is needed to protect the quantity and quality of these waters. We recognize that the SARA method is promoted in the Go to 2040 Plan as a first step in preserving shallow aquifers from contamination, but additional work is necessary in truly defining the shallow aquifers ability to provide sustainable quantity and quality of water.

On page 90 of the section, it is mentioned that “GO TO 2040 supports an integrated approach to water resources planning. This assumes actions that protect and enhance water quality and quantity at all parts of the water cycle. The main theme for these actions is source protection through water use conservation and stormwater management” [underline added]. The underlined statement is disturbing in that it eludes that only water conservation and stormwater management, as mentioned in the Plan are needed for the successful planning for water supplies in the region. True Integrated Water Resource Planning involves numerous other facets of science and technology and integrates them with wastewater, both gray water and brown water, for a truly holistic approach.

The beneficial uses of both gray water and brown water are not discussed in the section in a positive light. The use of gray water is touched upon slightly, but its use discouraged because of the cost. It is not clear if this is meant as the cost to retrofit or initially construct gray water systems. Certainly the cost-effectiveness of new land application systems in Kane County and other parts of the region has been demonstrated as being successful in newly constructed water reuse and recycling systems in several developments, and in other parts of the nation, the use of gray water is being implemented. The water molecule in gray water and brown water is still part of the hydrologic cycle, yet the Go to 2040 Plan seems to ignore these uses of water and compartmentalizes them out of the discussion, while there are successful uses of these waters in parts of the region. It is recommended we build on success wherever we can.

With regards to success, we feel that the lack of success in the region on the implementation of stormwater user fees has already set the tone for the future discussion of them as a run-around of the real tax cap in northeastern Illinois. If this method of funding is desirable, then an argument will need to be given, why this is a preferable method of funding as opposed to potential other methods.

The idea of consolidating water and wastewater systems will also meet resistance from many municipalities who wish to remain autonomous and in control of their own utilities. They will view this as a power grab by others and that it will somehow be a treat to their growth. An argument must be prepared for this comment if utility regionalization is to viewed at in the light of economies of scale. Also, regionalized waste water systems, will concentrate remaining wastes in a single point source discharge unless other methods of wastewater reuse are considered with the regionalization.

There is a dichotomy in the phrase ‘effective impervious area’ used in the section. Effective has the connotation of being good. It is then used with the term impervious in
a way where actually less impervious area brings about the greater good. We are not sure of the origination of the term ‘effective impervious area’. If it is a term coined by CMAP, then perhaps it should be changed to something like ‘ineffective impervious area’, whereby less is then better.

We believe the discussion is still undergoing refinement concerning the giving of detention volume credits for green infrastructure practices. There are arguments in many circles in the nation that stormwater detention should be computed to retain the entire volume of additional stormwater runoff from a development site. Giving stormwater credits based on a stormwater ordinance that regulated the peak runoff from a site may be contrary to Illinois Drainage Law in many circumstances. The idea of stormwater detention credits needs to be carefully reworded if it is to remain in the section.

The discussion on retrofitting of plumbing fixtures in a home to water conserving fixtures at the time of real estate closings if going to meet resistance from many parties, including real estate professional, home owners, mortgage companies and others. If there is a way to build in an incentive for this to occur, financial or otherwise, then that argument should be included in the discussion in the section in order to better justify the recommendation.

Finally, the role of counties in water resource planning and conservation is left unsaid in many areas of the section. For example, there is a lack of mention of the role of counties in sub-regional water supply planning, when there are many success stories in the region of involving the role of counties with stormwater management planning. The counties roles with the COGs in the newly forming Northwest Water Supply Planning Area Alliance are also not recognized. Nor is the role of Kane County and other counties recognized in providing scientific knowledge, grant and loan monies, planning assistance and staff time for resource management, water supply planning and infrastructure improvements. The roles of the counties needs to be at least further recognized in the implementation tables at the end of the section if not more in the text of the section as well. I can forward specific additions in a marked up copy of the section if would help.
CMAP Meeting with:
Kendall County Health Department

- Water is very important as people come on line from ground water.
- Farmers markets are more expensive than grocery stores. This is going to take a bigger community role to be able to address the local food issues.
- Simple availability of transit isn’t going to solve our problems, we need an integrated transit system and educational awareness of the benefits. Until people and communities are ready to use transit it will be difficult to make an integrated system.
- Amtrak should be invested in this plan
- We should look to re-expand our train system to stimulate the economy.
- What is a reasonable scope for CMAP? Can see the connection between most of the recommendations but do not see energy resources or human capital as being part of CMAP’s limited scope. Should focus on what we can affect best.
- Think about how we’re efficiently using public resources on issues that are already being covered.
- Concerned about CMAP’s role in new areas.
- Data too – we should narrow our scope.
- Concerned that CMAP hasn’t decided what it wants to be just yet and this is just too broad.
- CMAP should be involved in the think tanks but not always when it gets to action steps.
August 3, 2010

Randal S. Blankenhorn
Executive Director
233 South Wacker Drive
Suite 800
Chicago, IL 60606

RE: Draft GO TO 2040 Plan

Dear Mr. Blankenhorn:

I. Context of Comments

Thank you for the opportunity to share our input into the GO TO 2040 Draft Comprehensive Plan. I commend CMAP for involving stakeholders and the public in this important process that will guide the future of our region.

The plan recommends numerous actions in four themes that certainly must be addressed for our region to grow and thrive. While the actions are well-intended, the plan is rather grandiose, and raises significant concerns related to its implementation.

Any implementation of the GO TO 2040 Plan will be determined by legislative action. The items currently in the plan are just too immense to approach the General Assembly all at once. The plan’s implementation should be programmed by CMAP which will be more extensive, inclusive, and more costly. Without a prioritization strategy, the good work and positive results thus far will not advance, and progress will be stifled. We shouldn’t let that occur.

Many of the topics in GO TO 2040 are also included in the Lake County Strategic Plan. The County recognizes that to achieve these goals, we need legislative authority, and that is one of our strategic objectives.

For example, "congestion pricing" is proposed as a revenue source for transit modes in a highway corridor. Politically, congestion pricing would have to be first installed on a new highway facility, not an existing highway facility. Further, the public purpose of asking drivers to pay more would have to be well understood to be politically acceptable. Take the Central Lake County Corridor Facility (AKA IL Rte 53)—it’s one of the few new highway facilities. Would the public accept congestion pricing to keep the traffic down to the capacity provided, and use the revenue to provide other corridor...
improvements, highways and transit, for those who choose not to pay the congestion price? An interesting component of a CSS, EIS study.

II Meeting of July 20, 2010

The County appreciates the high level meeting that took place with CMAP to discuss the GO TO 2040 Plan. As discussed, the County has general topic areas of interest that serve as the basis of our written comments:

- Lake County Strategic Plan
- Transportation Capital
- Work Force
- Health
- Livable Communities

1. What can be done?

2. The County is concerned about implementation and the priorities. What are the top 3 or 4 of the plethora of the many policy issues in Go TO 2040 Plan for Lake County?

3. What does Lake County want to have happen in the future?

The items of importance to Lake County for “regional agency advocacy” can be assembled from the Lake County Strategic Plan:

A. Make Transportation improvements happen.
The Central Lake County Corridor Facility is built.

B. Put job creation in better balance.
Economic job growth not continued over-built residential growth is a Lake County need to sustain our quality of life.
(Poor understanding of job creation leads to poor description of how to assist-Page 10).

C. Lake Michigan Drinking Water.
Northwest Lake County receives Lake Michigan water.

D. Change in Illinois Tax structure.
Counties are particularly structurally limited by revenue sources and this will impede their supporting regional goals in a sub-regional environment.
III  Specific Comments on IMPLEMENTATION

Lake County feels that the regional consensus approach that is imbedded in the enabling statutes of CMAP needs to be carried forward as a statement in the GO TO 2040 Comprehensive Regional Plan. This must be a guiding principle for the establishment of any and all Task Forces reporting to the CMAP Board on the immense policy items on which the General Assembly will need to act. It is not sufficient that the CMAP Board will have to act in a regional consensus fashion because Task Force recommendations have to have been formulated in a regional consensus fashion in the first place. Of particular need is the adequate and effective representation of local governments, county and municipal, on such Task Forces.

IV  Specific Staff Comments

The attachments include comments from County staff on aspects of the GO TO 2040 Plan.

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<td>Major Transportation Capital Projects</td>
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<td>Lake County Division of Transportation</td>
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<td>Livable Communities</td>
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<td>Lake County Planning, Building and Development Department</td>
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Sincerely,

Suzi Schmidt, Chair
Lake County Board
GO TO 2040 Comments

Attachment A. Major Transportation Capital Projects
LCDOT

Lake County agrees with premise stated in the plan that the region's transportation network is integral to the prosperity of northeastern Illinois. Concurrently, we also agree that investment in our transportation system has not kept pace with other industrialized areas of the world potentially jeopardizing our position as a major player in the global economy. Having said this, Lake County supports the fiscally constrained major capital projects included in the GO TO 2040 Plan. More specifically, we are pleased with and strongly supportive of those major capital projects identified for implementation in Lake County. Foremost of these is the Central Lake County Corridor project that has been included, in one iteration or another, in each of the regional transportation plans adopted for northeastern Illinois since 1962.

The Lake County Strategic Plan is in concert with the implementation of the major highway projects in the GO TO 2040 Regional Plan. Lake County spearheaded the completion of a two-year feasibility study by the Governance Board of the Route 120 Corridor Planning Council. The end result of the feasibility study is a Unified Vision for land use and transportation facilities for what we now call the Central Lake County Thruway. Eleven municipalities and the county have endorsed the Central Lake County Thruway.

The recommendation for the Central Lake Thruway is for a four-lane, limited access regional arterial highway, with a by-pass along seven miles of the existing road. This project coincides with the east-west portion of the Central Lake County Corridor in the GO TO 2040 Regional Plan. The funding for this hybrid highway will in all likelihood also be hybrid of public and private financing.

What needs to happen next is undertaking of a federally-eligible Phase I Preliminary Engineering study, by a regional highway authority. The County is leading the effort to add onto the federal earmarks already in place for the Phase I Study.

The north-south portion of the Central Lake County Corridor in the GO TO 2040 Plan, the Route 53 extension, was the subject of advisory referendum on the April 7, 2009 ballot in Lake County. The results were 75.7% Yes and 24.3% No.

The Lake County Board's Strategic Plan calls for building regional consensus on transportation solutions and supporting regional highway authorities, such as IDOT and/or the Illinois State Toll Highway Authority, in their use of context sensitive design and solutions for an integrated system of roads and transit improvements for the IL 53 and IL 120 corridors.

TRANSPORTATION FINANCING & TAX POLICY

The Go To 2040 Plan differs from its precursor plans in terms of the number of capital projects included in the constrained list. Past plans have generally included ambitious lists of projects but the list of those that have been accomplished or actually implemented is comparatively sparse. The method employed to reasonably ascertain the financial resources that will be available to implement components of the 2040 plan
is worth mentioning as it is apparent that ever larger portions of what we may expect to have at our disposal over the next thirty years will be necessary just to maintain the existing infrastructure. This will result in far less money available for capital projects. Past plans have included language relating to alternative funding sources and mechanisms but we really think it is time to have a serious public discussion on how we are going to fund the infrastructure for the 21st century and beyond. And this discussion needs to go beyond just transportation funding. A discussion of transportation funding "in camera" without addressing the current tax policy would seem to be of little use as how we currently fund schools, municipalities, transportation and a plethora of other public agencies and institutions is interrelated. We really cannot realistically continue on as we have in the past; it is just not sustainable. Lake County supports having a meaningful public debate on the various possible alternative funding issues that leads to meaningful change.
At the last Executive Committee meeting, a representative from CMAP (Annie Byrne) gave a brief overview of the draft plan now out for public comment. The Committee had questions on how the Plan would support regional industries, in particular focusing on assistance to help in the identification of industry sectors and how best to assist their competitiveness. There was also discussion about support for regional efforts to provide technical assistance for development of a Technical Corridor. Annie indicated that CMAP stands ready to participate with technical assistance, particularly in the area of data collection and analysis.

As for comments on the draft plan, the Workforce Boards of Metro Chicago will provide comments directly.

Generally the comments focus on:

- Overemphasis on proposed use of Community Colleges
  - While the College of Lake County is an active training provider and a large number of Lake County participants go through their programs, they are one of thirteen training providers that operate under the jurisdiction of the Lake County WIB.
  - The Community Colleges have been working to move beyond their semester based systems, but to date, the vast majority of their offerings remain tied to that schedule. For the vast majority of WIA participants that schedule results in unnecessary delays in starting training.
  - Statewide, community colleges account for 15% of the Workforce Investment Act training dollars used to provide training for individuals – proprietary schools account for 23% with universities accounting for 15%.
  - Efforts for promotion of workforce development should be explored and expanded with all levels of education system and not just reliance on one sector.

- Improving coordination between Community Colleges, Economic Development and Workforce Development
  - The Workforce Boards of Metro Chicago, which is comprised of the eight workforce boards encompassing Cook, DuPage, Grundy, Kankakee, Lake, Livingston, McHenry, and Will counties, has been working since its inception some eight years ago to collaborate on regional efforts to promote workforce development.
  - There have been new attempts to increase coordination with community colleges. Those attempts are at an early stage – a small working group will be formed to develop some projects of mutual interest.
  - Agree with statements that availability of trained workforce is key aspect for promoting economic development. Workforce development programs

GO TO 2040 Comments
are vital to ensuring that the full range of incentives is available for a successful economic development program.

- Data Collection and Use of Information
  - Advocates the expansion of the CWICstat (Chicago Workforce Information Council) data collection and analysis system throughout the region.
  - IDES is a vital provider of information that has been excluded in the draft report. They should be included in the implementation section.

- Increased flexibility for use of training funds
  - The federal government has placed strict guidelines on use the training funds. Education efforts have been undertaken to provide information to legislators at federal and state levels promoting benefits of vibrant workforce development system. More work is underway with particular focus on reauthorization of Workforce Investment Act.
GO TO 2040 Comments

Attachment C.

Livable Communities
Lake County Health Department and Community Health Center’s

Lake County Health Department and Community Health Center’s Comments
CMAP’s Go To 2040 Plan

One of the GO TO 2040 plan’s central goals is to create livable communities. Livability supports reinvesting in existing communities, pursuing opportunities for more compact, walkable, and mixed-use development, and providing a range of housing options – investments that provide significant cumulative effects on overall regional livability, economic prosperity and a community’s local health status.

Health’s inclusion in Go To 2040 regional master plan provides a rare opportunity for public health to be engaged in long range planning for which the Lake County Health Department and Community Health Center is appreciative. As “health” is more than medical care; as a variety of factors determine the health of individuals and a community. Referred to as “underlying determinants” these factors include income and poverty, employment, social status, cultural beliefs and practices, level of educational attainment, environmental conditions, genetics, individual behaviors, in addition to the quality and utilization of health care services.

Why should health be included? GO TO 2040 points out public sector spending on health is high. Health ranks third among discretionary expenditure for the federal government behind transportation and education (p329); first among state expenditures, when grouped with social services (p337-338, 344); and first among county expenditures (p362.). Counties are identified particularly relevant places to address the link between health and the build environment, because they have the authority to address transportation and land use as well as health (p.12, 367,369)

Go To 2010 also does a good job at identifying those connections between physical planning and encourages those with responsibilities for land use regulation, ordinance development and transportation planning to take into consideration their ability to influence education, recreational land use, food and hunger, civic engagement, workforce and health. The Lake County health Department and Community Health Center would like to see county departments of health be included in these planning and development efforts so they can represent public health strategies and evidence based interventions – issues we know will work to reduce health care cost and improve health and well-being. Focusing on prevention strategies and promoting wellness, enhances our physical health by connecting it to our physical environment issues beyond health insurers and individual medical providers.
GO TO 2040 Comments

Attachment D.

Livable Communities

Lake County Planning, Building and Development Department

Review of the Livable Communities Section of the Chicago Metropolitan Agency for Planning GO TO 2040 Comprehensive Regional Plan

With respect to land use, the most important finding of GO TO 2040 is that "The region's development over the last several decades has resulted in a pattern of land use that is not sustainable" (page 511), and therefore, "the region should alter the trend of land use that emerged over the past several decades, in favor of a development pattern that promotes livability" (page 52).

Whether or not GO TO 2040 will go beyond primarily being a manual and actually prove to be a plan, a plan that is able to enhance livability as it is described throughout GO TO 2040, will depend upon how aggressively CMAP approaches implementation. The Lake County Planning, Building and Development Department looks forward to the prospect of working with CMAP in implementing the recommendations that will promote livable communities in Lake County and throughout the region.

Lake County supports the concepts outlined in the plan but caution you on implementation. Directing resources into "established" communities on the surface is a positive statement can in fact stall economic growth in Lake County. Lake County has a Brownfield program and offer financial incentives to redevelop but we don’t limit infrastructure to greenfield sites. Wisconsin is our northern boarder. For us to say we drive where a company will locate is a fairly tall. We provide site analysis and assist companies on expansion and or relocation. Any limitation with infrastructure funding or economic incentives that put these sites at a disadvantage would have a negative impact on our ability to attract and retain jobs. There should be additional incentives for Brownfield cleanups but not associated with infrastructure funding or economic development incentives.

1 Quotes and page numbers are to the GO TO 2040 Comprehensive Regional Plan Draft on the CMAP website.
GO TO 2040 DRAFT Feedback Form for CMAP Staff

<table>
<thead>
<tr>
<th>Meeting:</th>
<th>Submitted By:</th>
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<tr>
<td>McHenry Council of Mayors</td>
<td>Janet Bright</td>
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The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010.

Please use the check boxes below and note any questions or comments we received.

**PART 1: LIVABLE COMMUNITIES**
The following areas were introduced and/or discussed:
- [ ] Achieve greater livability through land use and housing (Redevelopment Projects)
- [ ] Expand and improve parks and open space
- [ ] Manage and conserve water and energy resources
- [ ] Promote sustainable local food

**PART 2: REGIONAL MOBILITY**
The following areas were introduced and/or discussed:
- [ ] Invest strategically in transportation
- [ ] Increase commitment to public transit
- [ ] Create a more efficient freight network
- [ ] Major Capital Projects

*Names of capital projects identified at meeting (notes can be added on other side if needed):*

Illinois 53 and 290

**PART 3: HUMAN CAPITAL**
The following areas were introduced and/or discussed:
- [ ] Improve education and workforce development
- [ ] Support economic innovation

**PART 4: EFFICIENT GOVERNANCE**
The following areas were introduced and/or discussed:
- [ ] Improve access to information
- [ ] Coordinated investments
- [ ] Reform state and local tax policy

**QUESTIONS/COMMENTS:**
ART Osten, Fox River Grove wanted to know what models were used and what were the transportation suggestions in the plan.

The committee decided they would submit comments to Chalen, the McHenry Council of Mayors Planning Liaison, who was instructed to forward them to CMAP.
August 3, 2010

Chicago Metropolitan Agency For Planning
Attn: Go To 2040 Comments
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear CMAP Board Members:

As the elected representatives of McHenry County, thank you for providing us the opportunity to comment on the draft Go To 2040 Regional Plan on behalf of our 320,000 residents. Although we are a small portion of the entire region, McHenry County is a significant component of the region’s developing edge where many of the Plan’s land use and transportation policies will be implemented. We support CMAP’s overall planning vision of creating livable communities, improving transportation mobility, expanding our economy, and protecting our natural resources. Our recently completed McHenry County 2030 Comprehensive Plan contains many of these same goals. However, we have concerns with some of the specific policy direction and implementation measures proposed in the draft Go To 2040 Plan.

We are disappointed with the amount of time that we have been allotted to review the Plan and provide our comments. Due to the timing of our meetings, the County Board has not had an opportunity to fully review, debate, and come to a conclusion on the Go To 2040 Plan. Thus, we are only able to provide relatively general comments regarding our concerns.

The County Board’s largest concern is with the Plan’s many recommendations for reforming state and local tax policy. Our general consensus is that the State has both a spending problem and a taxing problem. We believe the tax structure needs to be systematically reviewed and overhauled. The competition between municipalities for
retail sales tax needs to be addressed. But, we do not believe that if certain taxes are expanded, that the State will reduce other taxes. We do not support any new taxes at this time.

We are concerned about the possible increased regional regulatory control that is implied in many of the Plan recommendations and policies. The Plan appears to support shifting control and funding for land use, transportation, and water resources from local to regional entities. We do not support the expansion of government to run programs such as vehicle mile tracking and congestion pricing on our highways.

The Plan makes many assumptions about McHenry County that do not fit the collar county scenario. We will never have the density to support public transportation in a grid system. Our road structure is rural to semi-rural. Discussions about changing the funding allocation models for transportation to "performance driven" gives some pause.

The plan references the Sustainable Communities Grant program that, at the time of publication of the Draft, was not officially released. Further, the Grant is competitive, and is a one-time program. The statement that the Federal Government should commit sufficient funds to this is an illustration regarding the lack of concrete solutions to offer funding for the level of collaborative planning that the Plan recommends. Funding for the Plan seems to be based on wishful thinking.

The Plan goes way beyond transportation and land use. But to think one size fits all is just not realistic. We have serious reservations how this will affect McHenry County and would appreciate the opportunity to discuss our concerns further with the CMAP Board.

Sincerely,

Kenneth D. Koehler, Chairman
McHenry County Board
and the members of the McHenry County Board
McHenry County Division of Transportation
Comments provided to CMAP regarding
GO TO 2040 Comprehensive Regional Plan
Public Comment Period: June 11 to August 6, 2010

Page 32: Transportation Challenges and Opportunities

- “Transit is a central part of our future prosperity and livability, it provides a far cheaper transportation alternative than driving, allows commuters to avoid congested roads, raises the value of nearby land, and is a more environmentally friendly travel method than driving alone.”
- For whom is it cheaper – Users? Transit operators? Local government? Other government? Is it actually more cost-effective or efficient?
- “Raises the value of nearby land” should be revised to “can raise the value of nearby land” because it doesn’t do that in every case. Specifically, is there any research indicating that this occurs for transit other than rail transit? See a similar statement on p. 61 in the first paragraph under “Link Transit, Housing, and Land Use” – land values are not always higher near transit services.

Page 57-58: Funding and Financial Incentives

- At the bottom of page 57, “GO TO 2040 recommends coordinating these three funding sources [RTA Planning Grants, IDOT’s Planning and Research, UWP] to more effectively provide funding and technical assistance for studies and implementation projects that link transportation, land use, and housing, in support of GO TO 2040.” CMAP is suggesting a single program combining these funds – are they suggesting a pass-through grant program run by CMAP? Why would this function better than the existing programs? And why is this in the “Land Use and Housing” section, if these are all transportation planning funds?

Page 147: Add Counties to “Support urban agriculture as a source of local food.” County Health Departments are critical.
Page 149: Add Counties to “Provide technical assistance to incorporate local food systems in comprehensive plans and ordinances.” County Health Departments are critical.
Page 154: Figure 31 the word “much” in the title should be better defined. The graphics do not make sense and aren’t very useful without additional information.
Page 156: Regional Mobility – Transportation Investments

- Second paragraph, last sentence: “The region should strive toward fostering an environment to attract residents who will create innovative new technologies and industries – one where ease of mobility is ensured and where car ownership is not a requirement for living, working, and recreation.”
- These two concepts (creative class & car-free living) are not necessarily related (or if they are, provide a reference for the claim) and this reference to creating a creative class through transportation investments doesn’t belong in this chapter and section.

Page 157: Regional Mobility – Transportation Investments

- First full sentence on page: “The Federal Highway Administration (FHWA) has estimated that congestion pricing could cut annual investment in transportation infrastructure by 28 percent.”
- It may be helpful to add a brief statement here explaining how this will benefit consumers to make the case more clearly.
Page 173: Should HOV lanes be added to Implementation Action Areas? Why aren’t HOV lanes explored further?

Page 176: This page contradicts page 172.

Page 178: Regional Mobility – Transportation Investments
- Action: “Require that sub regional planning studies include a parking pricing component.”
- Would parking pricing be relevant to ALL sub regional planning studies? Here, and anywhere else where parking pricing is discussed, more info should be included on how parking pricing could work throughout the region. Does it make sense to include this at the edges of metro areas, such as Harvard? Maybe the requirement for sub regional planning studies is that they examine “parking management options” that can include parking pricing.

Page 181: Regional Mobility – Transportation Investments
- Last paragraph on this page: “This fact requires the region to find more cost efficiencies and to implement more aggressive strategies like congestion pricing and parking pricing.”
- These two strategies were included in the “reasonably expected revenues” so explanation is needed as to how they are also “more aggressive strategies”.

Page 183: Regional Mobility – Transportation Investments
- Under “Definition of Major Capital Projects”: “Arterial expansions and intersection improvements are not defined as major capital projects…”
- Clarify whether arterial expansions and intersection improvements were included in the Safe and Adequate (Capital Maintenance)” expenditures or if they were not included at all in the cost estimates.

Page 187: UPNW improvement goes to Harvard

Page 194: Regional Mobility – Transportation Investments
- End of paragraph under “Metra UP Northwest Improvements/Extension” has two periods.

Page 201: Regional Mobility – Public Transit
- Figure 36 – Regarding the chart on the right, the header “Transportation Policy” doesn’t seem self-explanatory. What does “Maximize” or “Increase” Transportation Policy mean?

Page 203: Under 6.2 Current Conditions information about County, municipal, and township programs would be valuable. Transit service is provided by more than three agencies.

Page 213: townships and human service agencies need to be added to “Use other innovative funding sources”

Page 214: Add counties, municipalities, and townships to “Focus investments on maintenance and modernization” and “Establish seamless coordination between modes”.

Page 215: Add counties and municipalities to “Prioritize among potential bus service increases, extensions... etc.”

Page 216: Add counties to “Align funding...”, “Identifies and exploit... etc.”, and Use livability... etc.”

Page 217: Add counties to “Promote housing.. etc.”
Page 225: Isn’t Rockford, Milwaukee, and Gary part of the Chicago Airport System? Saying we need the South Suburban Airport because O’Hare is limited is a little awkward. Gary is 20 miles from the loop, Peotone is over 30 miles, Milwaukee and Rockford are around 75 miles for the loop.

Page 368: Context and Best Practices – Counties and Councils of Government

- In the second paragraph under “Transportation Finance”, “STP funds can be used to improve arterial and collector streets or to implement transportation control measures, like bicycle facilities, commuter parking lots for suburban transit, or similar strategies.”
- Is the phrase “transportation control measures” appropriate, especially for bicycle facilities? Is the goal to control or manage congestion rather than transportation?

Page 368: Context and Best Practices – Counties and Councils of Government

- Under public transit, a brief discussion of the role of counties as a funding partner for public transit and their role in policy decisions for transit is lacking.

Page 381: Local Food – Why stop at small-scale food production? Municipalities could encourage large-scale hydroponic operations. Also, we should be encouraging bee-keeping throughout the area.
CMAP Meeting with:
McHenry County Housing Authority

- Interested in many aspects of the plan and said she would review and make comments if needed and would look for opportunities to partner with implementation.
July 28, 2010

Anne Vickery, Chair
Kendall County Board
111 West Fox Street
Yorkville IL 60560

Dear Ms. Vickery:

A number of months ago, you requested Metro West’s support for the Prairie Parkway. At its July 22, 2010 meeting, our Board of Directors voted to endorse support of that project. They approved the following statement, which was recommended by our Transportation Task Force: “Metro West Council of Government, representing municipalities in Kane, Kendall and DeKalb Counties, supports the construction and completion of the Prairie Parkway. The construction of the highway would create jobs and generate considerable economic activity for the Chicago metropolitan area, while providing a new roadway that would alleviate congestion in the region. Completion of the road would also implement an important component of the Burnham Plan, which called for a major north-south route on the western perimeter of the Chicago area.

In support of the Prairie Parkway, the Metro West Council of Government

- Encourages our elected representatives in Washington D.C. to support and advocate for the completion of the Prairie Parkway, including the preservation of federal funds previously targeted toward the construction of the highway.

- Requests that Governor Quinn and Illinois Secretary of Transportation Hannig refocus IDOT resources toward the design and implementation of the Prairie Parkway, starting with the Route 34 to Route 71 segment, which is consistent with IDOT’s investment plans.

- Further requests that IDOT engineers design the Prairie Parkway to address the needs and concerns of the communities along the corridor.”

Please contact me if you have any questions.

Sincerely,

Valerie Burd, President
Mayor of Yorkville

cc: CMAP Executive Director Randy Blankenhorn
August 6, 2010

Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Blankenhorn,

On behalf of the forty-three members of the Northwest Municipal Conference, representing over one million residents, I would like to thank you for the opportunity to comment on the Draft Go To 2040 Comprehensive Regional Plan. We applaud the hard work of CMAP staff and committees during the three year long development process. The repeated outreach efforts to municipalities and councils of government throughout the development of the Plan were appreciated. As is indicated in the Plan, much of the implementation relies on municipal participation, furthering the case for cooperation between CMAP and municipalities. We urge CMAP’s committees to consider the following comments during the final adoption process.

Challenges and Opportunities / Achieve Greater Livability Through Land Use and Housing Sections

The challenges facing municipalities while planning for the future within the larger metropolitan region were well-defined. The overall theme of funding coordination across agencies is very important to local governments and we are encouraged that CMAP looks to become an advocate on the regional level. As our member municipalities plan towards 2040, we are encouraged that CMAP will respect municipalities central role in land use decision making, while at the same time acting as a planning partner and information “warehouse”. As municipalities, both individually and cooperatively plan for better communities it is important to have a regional advocate like CMAP for technical assistance and best practices. The implementation recommendations in the Achieve Greater Livability Through Land Use and Housing section is specifically encouraging, especially the compilation of local plans, creation of model ordinances, and continued Planning Commission Workshops.

Invest Strategically in Transportation / Increase Commitment to Public Transit / Create a More Efficient Freight Network sections

We are encouraged by the inclusion of Northwest Municipal Conference priority project Illinois Route 53 extension and two other important projects in the NWMC
area, the Elgin O’Hare West Bypass Project and Metra’s Union Pacific Northwest Line upgrades in the fiscally constrained transportation plan. However, we urge the inclusion of projects which have shown positive impacts on the transportation system namely Metra’s STAR Line project and the CTA Yellow Line Extension to Old Orchard. Both of these projects are well into the federal Alternatives Analysis process and risk being delayed if not included on the federally constrained project list.

CMAP’s modeling results estimate that the STAR Line will cause the largest reduction in auto trips, the largest increase in transit trips and the largest increase in the number of jobs accessible by transit when compared to all other major capital projects. All communities along the line have contributed significant staff time and resources to acquire land or make zoning and comprehensive plan changes at potential station locations. These local investments are consistent with the Go To 2040 Preferred Regional Scenario, which states “The plan will support new transit service or expansion of service into areas that are currently underserved, provided that it is complemented by land use planning and infrastructure investment that supports transit.” Additionally, the STAR Line will connect with three existing Metra lines and provide transit access to O’Hare Airport from the suburbs.

CTA anticipates the Yellow Line Extension to carry 1.8 million riders per year by 2030. While the municipalities surrounding the proposed STAR Line are planning for compact transit-oriented development, the current land use and development in the Yellow Line Extension study area is built-up urban development, with a mix of residential, commercial, industrial uses and supporting infrastructure. Significant commercial, office and civic uses are located along Old Orchard Road at the proposed terminus.

The Conference urges the inclusion of these projects on the constrained list to avoid any risk of further delay. Concurrently, the Conference will continue to work with our member municipalities and the implementing agencies on these projects to finalize the Alternatives Analysis process and produce a feasible financial plan.

The Northwest Municipal Conference is supportive of the recommendations made in the Public Transit system. NWMC members take pride in the commitment that our communities have made to the transit system, including numerous transit-oriented development projects, and recognize the great benefits that the transit system offers.

In the Freight Planning section, we are encouraged by the recommendation to develop a CREATE II program. As you are well aware, the recent purchase of the Elgin Joliet and Eastern Railroad by the Canadian National has significantly added capacity to a previously low volume freight track, with few funding opportunities now available to mitigate the vastly increased congestion at rail crossings.
Reform State and Local Tax Policy section
The draft Go To 2040 regional plan recommends reforming state and local tax policy with the stated goal of providing adequate revenues and minimizing economic distortions. The draft plan avoids specific recommendations and instead proposes evaluation and analysis of potential reforms. Nonetheless, the Conference urges CMAP to be cautious in pursuing structural reforms. Tax structure and fiscal policy are complex subjects and reform will require thorough examination to reach fair outcomes that ensure the fiscal stability of local governments. Municipalities have invested in and planned for their communities based on current fiscal structures. Consequently, the Go To 2040 plan needs to carefully consider the outcomes, both positive and negative, of potential changes to fiscal policies.

Thank you again for the opportunity to comment and we look to working with CMAP as the final document is developed. If you have any questions on the comments or if the NWMC can be of any assistance, please do not hesitate to contact me at 847-296-9200 ext. 25.

Sincerely,

Mark L. Fowler  
Executive Director  
Northwest Municipal Conference
CMAP Meeting with:
Oak Park Development Corporation
Nicolette Vandermeer, Vice President

Met with Nicolette Vandermeer, as well as Sara Faust (President, OPDC), Tom Barwin (Village Manager of Oak Park), Craig Failor (Village Planner of Oak Park), representative from the Historic Preservation Commission (Doug Kaare?); K.C. Poulos (Sustainability Manager of Oak Park)

- Tom Barwin, Village Manager, Village of Oak Park:
  - He voiced a real concern about IDOT’s plans for I-290, particularly whether an extension of the Green Line will receive equal consideration in IDOT’s analysis. He believes that all studies should be on equal ground, and analysis of an extension of the Green Line should not only be considered as an “alternative.”

- Although he admitted to having not yet read through the draft plan, Tom also made note of a few areas of particular concern, including:
  - Early childhood education: Tom said that he’s become convinced, based on recent studies he’s been reading about, that this is essential, as we look toward the future as a region. He gave the example that daycare standards appear to be “all over the map.” He’s wondering about how (and if) the plan addresses this concern; I have sent him an email with relevant text from the draft plan.
  - Neighborhood “violence”. Staff emailed him a link to the CCT-partnered strategy report on Public Safety/Crime & Justice.

- In discussing the plan’s recommendations, and how Oak Park and CMAP could partner on implementation, several examples of sustainability programs in Oak Park were mentioned. Craig Failor (Village Planner, Village of Oak Park) mentioned that the Village is requiring LEED for all new developments

- Tom Barwin mentioned that the Village of Oak Park has just hired a Sustainability Manager (K.C. Poulos, who joined the conversation later in the meeting)

- The representative from the Historic Preservation Commission also noted that the HPC is trying to incorporate sustainability into the Village’s design guidelines. The key will probably involve the education of residents on the issue and options—for example, retrofits—to overcome understandable concerns among residents about costs.
• Implementation partnership discussion: Oak Park is obviously ahead of the curve on many of the principles, goals, strategies, etc. Oak Park has collaborated with other communities, in order to share their experience, best practices employed, etc., Sara Faust (President, Oak Park Development Corporation) answered that they have done this (including Downers Grove and River Forest). The entire group assembled seemed eager to partner with CMAP as we seek to implement GO TO 2040, especially the recommendations grouped under “Livable Communities.”

• There is apparently a plan in the works to create a corridor focused on green technology, sustainability, green business, etc. on Madison Street. This former auto row could focus on green-oriented home improvement, incubator space for green businesses, etc. It’s a TIF district.

• Walgreen’s at the corner of Oak Park and Madison is the corporation’s first sustainable building.

• Craig (the Village Planner) is looking for any support that CMAP can provide, especially on sustainability-related initiatives.

• Toward the end of the meeting, Sara Faust asked whether the Village’s work on a key viaduct (I believe she was referring to the Harlem Avenue viaduct) is relevant to CMAP’s involvement with transportation projects.
CMAP Meeting with:
Park District of LaGrange

Tim Kelpsas, President of the Board
Dean Bissias, Executive Director

- Facing community opposition to selling 2.8 acres of parkland that is underutilized to fund the redevelopment of an existing park with baseball diamonds and other recreation.
- Wanted to make sure we are in contact with the South Suburbs Parks and Recreation District (John Curran)
- Would like to see more urban trails like the system they have in Indianapolis, IN. It brought the entire community together.
- Wanted to make sure we were talking to the Illinois Association of Park Districts’ President, Peter Murphy
- Will forward CMAP info on to their members in their e-news announcements.
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000
Website: www.vah.com

Arlene J. Mulder
Mayor
August 3, 2010

Mr. Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning (CMAP)
GO TO 2040 Comments
233 S. Wacker Dr., Suite 800
Chicago, IL 60606

Dear Randy:

I attended the July 29, 2010 public meeting in Arlington Heights regarding the GO TO 2040 Draft Regional Plan and presented some public comments at that time. The following is a summary of my comments.

1. The list of fiscally constrained major capital projects has an extremely heavy emphasis towards roads and lacks creativity and imagination by excluding innovative transit projects.

2. The STAR Line running from O'Hare to Joliet, is one of the few transit projects that would provide suburb-to-suburb commuting and ridership options, reduce congestion, and is truly an innovative and creative transit solution for the region. The STAR Line has been supported by all communities along the corridor. Not including the STAR Line on the fiscally constrained major capital projects list, will significantly damage the STAR Line’s ability to obtain Federal Funding, as well as showing little creativity in the transportation component section of the plan.

3. The O’Hare to Schaumburg transit service project seems to conflict with the STAR Line and presents limited alternatives. The STAR Line has a greater long term regional impact affecting more communities and the potential to reduce congestion and have a significantly larger ridership than the O’Hare to Schaumburg transit service. While both projects have merit, the STAR Line should be prioritized above the O’Hare to Schaumburg transit service.

4. Congestion pricing is somewhat misleading in the plan and should either be redefined or re-categorized.

5. A creative regional funding source should be developed and dedicated for transit improvements if this region is to be successful and compete on a national and international level in the long term. CMAP should look at examples such as Oklahoma City and Denver that have implemented dedicated funding sources for transit improvements.

6. The list of major capital projects is probably one of the most important elements of the Draft Regional Plan. It appears that the list of capital projects is heavily weighted to road projects and includes no creative transit projects on the fiscally constrained list.

In closing, the STAR Line needs to be included as a priority major capital project. Discounting the benefits of STAR Line solely on the potential cost is wrong and completely puts money ahead of our environment for future generations.

Sincerely,

Arlene J. Mulder
Mayor, Village of Arlington Heights

CMAP 100
August 6, 2010

ATTN: CMAP GO TO 2040 Draft Plan Comments
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: 2040 Draft Plan Comments

CMAP GO TO 2040 Staff:

The Village of Barrington has reviewed the GO TO 2040 Comprehensive Regional Plan Draft and offers several comments. Of particular concern to the Village are several of CMAP’s recommendations related to reforming state and local taxes, water management, freight and transportation.

The Village does not support the following CMAP recommendations that impact local government revenues:

1. Evaluate state and local revenue sharing criteria with particular emphasis on the sales tax.
2. Evaluate property tax classification and the property tax extension limitation law.
3. Evaluate expanding the sales tax to the service sector.
4. Evaluate a graduated State income tax.
5. Evaluate the various ramifications of local tax capacity.
6. Consider devoting the cost of power under franchise agreements to retrofit and rebate programs instead.

The Village also has concerns regarding the recommended water management practices. First and foremost, the Village is against CMAP’s recommendations of shifting groundwater dependent communities to surface water supplies and consolidating local water supply and wastewater treatment services. The extremely high cost of modifying and constructing the infrastructure associated with CMAP’s recommendations has not been addressed by the Plan. The Village is also against the institution of stormwater utility fees.

The Village has strong concerns with the recommendation to establish a Freight Authority that would have the ability to collect revenue and issue bonds. Considering the current fiscal crisis of the existing transportation agencies, the Village does not support a Freight Authority with such strong powers to be created within an existing agency. Furthermore, a regional Freight Authority essentially already exists as the voluntary group known as CREATE. Regardless if a new Freight Authority is established, it is critical that all regional railroads fully participate in and fund CREATE.

Lastly, the Village objects to the following transportation related CMAP recommendations:

1. Implement an eight cent increase of the state’s motor fuel tax and index it to inflation.
2. Conduct a detailed study of potential gas replacement revenue mechanisms, particularly “pay-as-you-drive” fees like a vehicle miles traveled fee.
3. Implement congestion pricing projects.
4. Implement parking pricing projects locally.
5. Conduct detailed value capture studies.
6. Require that subregional planning studies include a parking pricing component.

If you have any question please contact me at 847-304-3460.

Sincerely,

Peg Blanchard
Director of Economic and Community Development
Mr. Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  

August 4, 2010  

Re: Go To 2040 Comments  

Dear Randy,  

I would like to congratulate CMAP on the completion of the Go To 2040 Plan and thank you for giving me the opportunity to comment on CMAP’s Go To 2040 Draft Plan. Detailed comments from the many organizations I am involved with have or will be forwarding detailed comments for your consideration. I have decided to write you because I believe it is important to recognize that regional cooperation between municipalities has and continues to be the focus of my leadership throughout the region. Because the municipalities around the region have maintained the priority of cooperation for all issues including planning, I have concerns with both the wording and more importantly the perspective of which the plan was developed.  

In the Executive Summary, you claim that there has been recognition “that business as usual is not acceptable, by the stakeholders and decision makers across northeastern Illinois.” This statement begs the question of who does CMAP recognize as “stakeholders and decision makers.” If CMAP recognizes the 273 municipalities of Northeastern Illinois as either, then I challenge CMAP to prove this statement. The plan also states, “The region can no longer afford not to plan effectively,” and that “CMAP was created because local officials and business leaders understood that reality.” Your critical assumption that prior to CMAP the region did not effectively plan is without merit and neglects to recognize the quality planning municipalities have been engaged in prior to CMAP’s creation. The plan’s claim that the reason CMAP was created was due to the recognition by local officials and business leaders of the lack of effective planning is simply not true.  

CMAP’s perspective when drafting the plan and structuring the strategies may have influenced the draft plan. Knowing that CMAP’s staff fully recognizes that past municipal planning has had a positive impact on the region, would lend greatly to the confidence that municipalities must have in CMAP’s ability to develop a planning document. The fact that CMAP staff either does not or refuses to recognize municipal planning contributions gives us reason for cause.  

I respectively request that CMAP reviews the previously mentioned critical statements and remove them from the plan. Most importantly I ask that CMAP does a full assessment of the draft plan in determining whether or not CMAP’s failure to recognize how the region has benefitted from previous planning has skewed the plans assumptions and strategies.  

Sincerely,  

Joe Cook  
Mayor Village of Channahon  
President Will County Governmental League  
Chairman Chicago Metropolitan Mayors Caucus  
Vice President Illinois Municipal League
I enjoyed being a part of the open houses and workshops you had getting ready for this plan, and it is quite an impressive document. I read through CMAP’s Go To 2040 Comprehensive Plan with a view to identifying policies / statements that would affect southern and eastern portions of Will County. These are my personal views, and I have not reviewed them with Crete village officials.

**Land Use and Housing**

On page 47 you mention supporting “a range of housing options broadly distributed throughout the region.” Many seminars I have attended dwell on the topics of how to legislate against tear-downs, how to convince residents to allow more affordable housing in their midst, etc. But in our area of southern and eastern Will County, affordable housing is generally not an issue. Most of our area has always been affordable, and most municipalities are attempting to upgrade their housing stock. I applaud your statement about broadly distributing affordable housing, but I haven’t seen it happen yet.

On page 60 you discuss intergovernmental collaboration. Everyone knows that there are large pockets of areas within our region with higher number of low-income residents, and pockets where there are very few. The latter usually happens because the price of housing is kept high. I don’t feel confident that it can be done, but it would be great if CMAP and other agencies such as HUD could get involved with making sure that low-income residents who want to move or who have been displaced out of Chicago developments have other places to go rather than south of I-80.

**Energy Efficiency, Water Conservation**

Page 97: In the list of actions that should be taken by municipalities, I would resist the passing of any ordinances that would require property owners to have appliances inspected for energy efficiency upon requesting a building permit or initiating a real estate transfer. This would be an onerous task for the municipalities to perform the inspections, plus it isn’t always easy for an inspector to determine the energy efficiency of an appliance that is already in place. Although I personally have above-average concerns about conservation I don’t think any government has the right to tell me that the refrigerator I picked for my kitchen rehab is not “legal”, or that I cannot sell my house until I have replaced all the appliances. Municipalities can help citizens learn about conservation topics, but requiring it is another matter.

I think your suggestion that some kind of fee can be assessed based on the amount of impervious services in a development is an interesting one, and something I will perhaps bring up to my board.

**Environment / Open Space**

On page 106, you state that a goal is to acquire an additional 150,000 acres of land. An admirable goal, and although forest preserve referendums have a high success rate of passing, I’m hoping there are enough other funding opportunities available to allow our region to achieve that goal.

I do question your categorization of 3,500 acres of golf course land as being “open space” (page 110). I have always considered this as a business use, since golf courses have no promise of being kept open, and although they are nice to look at, the general public cannot use them without purchasing the company’s services.

You state that we should meet the NRPA standard of 10 acres per 1,000 people. I am confused, however, about the Figure 27 map on page 114 that supposedly shows how the region meets that goal. First, the orange and
pink are indistinguishable. Even blowing up the image shows the legend as being unreadable. The southern and eastern areas of Will County are blank. I’m assuming that that means our area was not evaluated for these statistics? If we were not evaluated, did that affect what areas you think should have additional open space?

Figure 28 on page 116 shows the Green Infrastructure Plan. I read the text several times and I did not understand whether this map shows the current protected open space, or whether it incorporates suggested new areas. Does CMAP have areas where it thinks new open space should be acquired? Is that in the plan somewhere, either in text or on a map?

I think your emphasis on conservation design is spot on, although it can be a tough sell to residents. Even if significant space is left open, adjacent land owners tend to look at only lot size and determine that the density is too high.

**Local Food**

I know that “food deserts” is one of the new “it” topics, but I don’t think CMAP should concern itself with a topic like this (page 133). Preservation of agricultural land, yes, but ensuring communities have a grocery store? That is and always will be an economic decision. In a nearby town, at least 3 grocery stores have come and gone in a strip mall. No matter what incentives are thrown at it, each store has pulled out due to business decisions. I think the entire chapter has no place in your plan.

**Regional Mobility**

In the list of “fiscally-constrained priority” projects listed on p.185, there are no projects listed that affect communities south of I-80. The Illiana Expressway and the Metra Southeast Service Corridor are listed under “other projects”, but I feel deserve more importance attached to them. The needs assessment for the Metra SE line exceeded the ridership numbers we expected to see. With backups on 80/94 East still happening even after increasing the number of lanes, the Illiana will be an important commercial bypass route for the region. Recent legislative action by the General Assembly I think shows the support of this project. To sum, I’m disappointed that that area south of I-80 is neglected.

**Freight Network**

I am glad to see CMAP putting emphasis on the importance of expanding the region’s freight network, and increasing its efficiency. I think freight will continue to be a significant employer in our particular area. We are lucky that freight allows both high and low level workers to find good employment. On page 220 you state impressive statistics about the current and projected levels of rail tonnage, truck traffic, length of trains, etc.

Yet there is very little specific mention of intermodal facilities. There are impressive facilities already in our region, and at least 2 other new intermodal facilities already approved. There is no mention of CMAP support of these projects or any other projects that might benefit these developments, such as railroad crossing grade improvements, over/under passes, etc. Your map on page 230 (figure 40) shows all projects as being north of I-80. As a matter of fact, our area of the region isn’t even on the map at all! Our area is blessed with having multiple freight lines running through our area, with great possibilities of increasing rail efficiency, yet it is not acknowledged in your plan. I think your list of projects should include a few that will help these new intermodals to come on line as quickly as possible, and help mitigate any negative effects to surrounding areas.

On page 225 you briefly mention air freight. In that paragraph you mention the South Suburban Airport as a new facility if air freight is to be expanded. Please correct me if I’m wrong, but I believe that is the only mention of the South Suburban Airport in your entire 400-page plan. Is CMAP’s taking a position on the “third airport”? I don’t think the airport is placed on any of the maps in your plan, and is not mentioned in either regional mobility or economic discussions.
On page 232 you talk about starting a regional freight committee. I’m concerned about the makeup of such a commission. I expect a lot of future intermodal activity to happen in our area of Will County, and worry that a commission made up of individuals not in our area will control our development decisions. I liken this to Bensenville thinking it has the right to dictate activities at the proposed South Suburban Airport.

**Efficient Governance**

On page 282 you begin talking about tax policy. You are correct in that right now every municipality competes with all others to attract business. There will always be a municipality / county right next door that will have higher or lower taxes. Even if the entire CMAP region was unified under one tax structure, you are simply creating one big municipality that will still have something just across the border. I believe that veiled behind your stance on taxes is a way to bring all other areas up to Chicago’s level of taxation so that Chicago can compete with outlying areas. Your recommendation on page 294 of a regional task force to study tax issues, with its heavy makeup of Chicago and Cook County members, is further proof that those 2 areas are going to have a big say as to how things should be taxed in the entire region. As mentioned in the freight section, I can envision no one from Will County being on the board, yet having a commission telling us that we need to raise our taxes so that we aren’t unfairly competing.

I personally agree with your stance that the State income tax should immediate be changed to a graduated rate. I do not agree with your statement on page 284 that preferring a retail development over industrial/office uses presents a problem. I think there are plenty of opportunities for industrial/office to locate. I can’t imagine any municipalities refusing to allow those developments, just perhaps carefully considering where they should be located so that prime “retail” corridors are reserved for those types of uses.

On page 321 you talk about redundancies in units of governance. I believe that townships are the first place to investigate. Most townships I’ve seen have few areas of authority. Seems that a township supervisor, road commissioner and a clerk are essential, but there are many other positions that require very little work, are paid well, and whose authority is often usurped by the county anyway.

On page 330 you talk about the federal government’s role in land use and housing decisions. As mentioned above in the section on Land Use and Housing, federal and state agencies can help our area by attempting to spread their housing aid more equitably to areas north and west of Chicago.

The role of municipalities is explained on page 373. I plan on having this chapter reviewed by our commission in detail. A cursory reading shows some great ideas that could possibly be incorporated in a revised local comprehensive plan.
August 6, 2010

CMAP GOTO 2040 Draft Plan Comments
233 S. Wacker Drive
Suite 800
Chicago, IL 60606

Dear Sir/Madam:

The Village of Crete wishes to commend the CMAP staff on the development of the GOTO 2040 draft plan. The plan is very comprehensive in nature and provides good direction and vision on how the region may address growth and development issues in the coming years. The Village of Crete appreciates the opportunity to provide comments on the draft plan and looks forward to continued input as the plan is finalized.

First of all, the Village of Crete supports the comments and recommendations provided by the Will County Governmental League.

While the plan contains many appropriate goals and objectives, the main issue, with any plan of this nature, lies within its implementation. We must be very careful to ensure that the local governing bodies maintain the authority bestowed on them by constitutional provisions. Many issues by their nature are regional and are best addressed through a regional decision making process. However, many issues such as land use and specific budget expenditures are local in nature and must be decided upon by the officials elected to represent these local populations. Local decision making by elected representatives must not be compromised.

We must also make sure that access to any established or future funding mechanisms for local municipalities are not unduly or unrealistically tied to actions proposed in the plan. This may create undue expectations and/or a strain on local resources on the municipality that may render the opportunity for funding lost.

Sincerely,

Thomas J. Durkin, AICP
Village Administrator
CMAP Meeting with:  
Village of Hanover Park

Ron Mozer, Village Manager  
Rodney S. Craig, Village President (aka Mayor)

- Concern about municipalities like theirs that don’t have extensive planning staff to implement GOTO2040, or even aspects of their own comprehensive plans.

- They have a large area near the train station, and they are interested in TOD.

- The expansion of the Elgin O’Hare Tier 2 will play a significant role in future development.

- They have lower income housing in the southern part of Hanover Park, and “stalled” development in the north side.

- Bus service Route 554 (Elgin-Schaumburg?): new and very limited. Mentioned past RTA study. Have been discussing expanding bus access, especially north-south (which is key corridor), with neighboring communities/leaders/planners (e.g. Bill McClos, Hoffman Estates). Also working with the DuPage County Transportation Director.

- Very interested in planning for multi-modal transportation.

- MAIN QUESTION: How do municipalities like Hanover Park “sign up” to help implement GOTO2040 recommendations/principles? (Hanover Park is on-board with many of our recommendations and principles, but wants to know implementation will work—how will the system for working with communities like theirs work?).

- Similarly, while they are eager to work with us on implementation, they are concerned about receiving technical assistance for planning projects that don’t have funding (to implement/build).

- They would like to have a central place to go (i.e. web) on a weekly basis to see any opportunities (which CMAP, partners, federal government are offering).

- Interested to learn more about the energy retrofits program. Also interested in energy retrofits for public buildings.

- Very interested in working with CMAP on workforce development issues. (When Ron looked at the executive summary of our workforce development recommendations, he
responded, “This is exactly what we’re doing!”) They have been working with 3 nearby community colleges (and neighboring communities, I believe) to develop workforce development programs for Hanover Park residents. Apparently Hanover Park is in a difficult position because “We’re between everything.”

- They have a relatively-large Latino community, and they have had some initial success reaching out and connecting, but they would welcome any help/collaboration with CMAP or partners to do an even better job. They developing a rather strong relationship with sister city Valparaiso, Mexico, which has helped.
August 5, 2010

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

RE: CMAP GO TO 2040 Village of Hoffman Estates Comments

Dear Mr. Blankenhorn:

The Village of Hoffman Estates is pleased to have the opportunity to comment on the draft CMAP GO TO 2040 Comprehensive Plan. CMAP provides a vital role for the Chicago region. Creating a comprehensive plan for the region is a large undertaking and we appreciate your efforts. Hoffman Estates takes pride in participating in the regional planning process and looks forward to remaining involved as this plan process continues. A number of staff persons from different Village departments have reviewed the plan and we have assembled the following comments for consideration as the final draft is completed:

1. As a long time supporter and advocate for transit along the I-90 and Canadian National corridors, we are surprised and disappointed that the STAR Line is on the “unconstrained” major project list. We understand the draft plan’s comments about the project status of the STAR Line. However, when comparing with other projects on the “constrained” list, it is hard to rationalize the status comment because some of these are apparently well behind the STAR Line in terms of study progress. We do not want to enter into a “naming names” exercise, we just want to stress that there seems to be inconsistencies between statements in the draft plan regarding project readiness versus the inclusion of projects in the “constrained” list. The STAR Line’s scope is truly regional as is its support. It fits all of the primary visioning criteria of the draft plan. In fact, we feel if you look solely at creating a project scope consistent with and reinforced by the draft plan’s Policy Goals, the STAR Line concept would be one of the strongest imaginable.

2. The long term goals and vision of the STAR Line are wholly consistent with several major categories of the GO TO 2040 Plan. It is hard to conceive of a regional transit project other than the STAR Line that meets so many of the plan’s stated objectives.

3. The STAR Line also has been shown to benefit the region with the largest reduction in auto trips, the largest increase in transit trips, and the largest increase in the number of jobs accessible by transit when compared to all other major capital projects according to the CMAP modeling results.

1900 Hassell Road
Hoffman Estates, Illinois 60169
www.hoffmanestates.org

Phone: 847-882-9100
Fax: 847-843-4822
4. Many items will involve significant local agency review and public discussion. We look forward to participating in this process. Examples include the increase in State motor fuel tax, implementation of congestion pricing on tolled and untolled roads, proposed modification to allow New Starts funds for reinvestment in existing capital, etc. Careful consideration must be given to the impacts any of these changes could have on local government budgets and planning efforts. It is critical that local input be a major component of any discussion.

5. Future revenue projections assume receiving new funds from congestion pricing and State gas tax increase. These assumptions should be made very clear up front in the 2040 Plan and Executive Summary. If these changes do not occur or if they are significantly delayed, the implications on project implementation need to be stressed. There is reference now, but the reader must infer what the consequences will be if the new revenue concepts are not implemented.

6. Local agencies need a prominent role in decisions for defining and modifying evaluation criteria, local parking requirements, land use philosophy, etc.

7. The Village does not support and strongly opposes CMAP's proposed change to the federal New Starts program to allow diversion of these funds to be available for reinvestment in existing transit capital. While we understand the severe funding challenges faced by transit operators, the proposed change is a disservice to startup projects especially when competition for these federal funds is extremely competitive and the amount of funds available is very limited. New Starts projects must give full consideration to capital and operating expenses and should not be put at the back of the line as a result of a change that allows intensifying reinvestment in existing transit infrastructure. The need for maintenance of existing facilities is great enough that a separate funding source is needed, not borrowing from an established program intended to help local agencies and transit providers respond to increasing demands for new transit service. The proposal simply would cause further delay, stagnation, and barriers to expanding transit services into areas that do not have them now. The "haves" win, the "have nots" lose. This proposition does nothing to advance the plan's goal of investing in transit and we are discouraged that it is even raised as an option.

8. Rating and selection of projects based on performance criteria using objective measures is fine but the selection process needs to be very aware of and sensitive to the needs of the local communities. Preference should not go to the just "biggest" projects at the expense of helping to improve conditions on the local system. It all depends on how these criteria are established, interpreted, and applied. Our concern is that the evaluation will be biased towards only the biggest roads and transit deficiencies. These measures/selection criteria need to reflect some geographic distribution of projects too, especially in cases where the sources of revenue are locally based.
9. The proposed CMAP increase in the State motor fuel tax from 19 cents to 27 cents will be a point of much discussion across the State. We concur with CMAP's assessment that the current MFT rate and allocation is not adequate for sustainable transportation improvements over the long term. At a minimum, indexing the motor fuel tax to inflation probably should have occurred long ago to avoid the debate over big step increases in MFT. However, that did not happen and we look forward to hearing how this change would be accomplished, as well as participating in the discussion.

10. Longer term, replacing the flat MFT per gallon method with a funding mechanism tied to the utility or level of use by road users is more sustainable. The more users drive, the more they pay in keeping with trying to more closely relate the true costs of building and maintaining road infrastructure. Key questions will be the technology used to measure use (such as vehicle miles of travel) while dealing with privacy concerns, the method of collection for a VMT based fee, and distribution of these funds to the State and local communities. The balance of encouraging fuel conservation, promoting high efficiency vehicles, and levels of pollution must also be part of the discussion of any alternative method that might replace the current MFT methodology.

11. The Village supports discussions on modifying the historical split of MFT revenues to 55% downstate and 45% for the District 1 IDOT region.

12. The Village supports CMAP's proposal to create an ongoing and regular State capital fund program as part of the annual budget cycle instead of the large program announcement of every 10 years or so that has been the case in recent times.

13. More information is needed on the development, implementation, and distribution of funds generated through the Value Capture concept in the GO TO 2040 draft plan.

14. The list of priorities for transit infrastructure seems to be missing consideration of geographic distribution of funds and projects. While we understand the intent of the performance based evaluation, as revenues are generated from around the region, some factors related to where proposed projects are located is needed.

15. Many questions arise from the congestion pricing concept. The Village commented earlier in reviews conducted by the Illinois Tollway on the Green Lanes that potential revenue from such a program must be used to support new transit services in the corridor. The method of collection and distribution of these revenues must be thoroughly discussed and defined in order to create an equitable solution. Transit services, offered at a competitive level, should be established prior to the implementation of a congestion pricing strategy in a corridor. Low income users and those not choosing to pay a premium toll or travel on the managed lane facility will then have the choice of using a parallel transit service. Local impacts due to diversion are mentioned in the draft discussion. Both short term and long term shifts must be considered and impacts to the local (State, County, Local) arterial system mitigated, again desirably in advance of creating the managed lanes. At a minimum, a commitment to implement such mitigation on the non-managed system must be part of any such proposal.
16. The concept of parking pricing has limited realistic application in many suburban settings with established parking facilities for existing uses. There may be some consideration for parts of the region, but again the allocation and distribution of these funds is a fundamental question to be answered through discussion involving those at the local level. Another issue is the availability of transit in the area to allow users to choose that mode instead of paying a higher fee for parking. In a similar way, the balance between development attraction and the parking supply is a dynamic that cannot be overlooked. The Village supports a flexible approach to parking supply through our Village code by presenting guidelines for typical uses while affording flexibility to size the parking supply commensurate with the characteristics of a specific use rather than applying just standard parking rates. Land banking for future parking can also be a component of such an approach.

17. Under Congestion Pricing, there are some inconsistencies in the project limits on I-90. One map (Figure 35) and description shows a significant length of I-90 for consideration of congestion pricing while another narrative references only the section between I-290 and I-294.

18. What does the Tollway Act say about collection and use of toll revenues? We believe a legislative modification would be necessary to allow the expenditure of tolls for other than tollway purposes, such as helping to fund transit and paying for improvements to the local road system.

19. We presume if managed lanes are not implemented that those managed lane projects in the constrained list will move to the unconstrained list. This is turn allows projects to move from the unconstrained list to the constrained list. However, the funding levels will decrease if congestion pricing is not implemented. Specifics on the relationship between congestion pricing revenue and the inclusion of these projects in the fiscally constrained list are needed.

20. How reliant are the I-88 Add Lanes project and the I-294/I-57 interchange projects on toll revenues? These should be funded through toll revenues, in particular the I-88 improvement. It is unclear how much non-toll costs are assumed for these projects.

21. There is a need for more explanation about the Illiana Expressway project. Is it true that the list of projects includes engineering for this very costly project when essentially no studies have been completed yet? Why is this referenced at all when other projects like the STAR Line have advanced further through the evaluation process yet are listed in the set of fiscally unconstrained projects?

22. The I-90 managed lane project from the Elgin Toll Plaza to I-294 references an expansion of the Barrington interchange among others, which the Village strongly supports.

23. Truck and rail freight discussion requires work with affected communities in planning and implementation of solutions.
24. Establishing a Regional Freight Authority to finance improvements through freight transfer fees that could include some tolling is proposed. This needs further review at regional level.

The Village of Hoffman Estates once again thanks CMAP for the opportunity to comment on the Draft GO TO 2040 Comprehensive Regional Plan. Please let our staff know if you have any questions on the comments presented above. The Village’s lead contact on this review is Mike Hankey, Director of Transportation, Transportation and Engineering Division. Mr. Hankey’s phone is 847.252.5801.

Sincerely,

William D. McLeod
Mayor

PJG/kr
cc: J. Norris
    M. Koplin
    M. Hankey
    P. Gugliotta
    G. Skoog
    M. Walczak (Northwest Municipal Conference)
CMAP Meeting with:
Village of Homer Glen

- Excited about what the plan is saying, need to take time to fully read it and will submit comments before the deadline
August 6, 2010

Mr. Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Re: GO TO 2040 Comprehensive Regional Plan Draft

Dear Mr. Blankenhorn:

The Village of Manhattan would like to take this opportunity to comment on the draft GO TO 2040 Plan. The Will County Governmental League (WCGL) has provided comments and the Village has used these attached comments as a template. The Village of Manhattan’s comments follow the WCGL’s comments in bold. Like the WCGL, the Village has identified both areas of concern, and agreement, within the plan.

The GO TO 2040 Plan introduces the concept of a matrix ranking process for projects. We believe that each project proposed in the Chicago Region is unique and must stand on its own merits rather than a predetermined set of criteria. CMAP/NIPC has always been focused on regional issues such as proposed interstates, future airports, future rail extensions, the regional housing market and Great Lakes water issues. The location and development of projects such as business parks, shopping centers and local transportation infrastructure should ultimately be decided by the elected officials of individual municipalities.

The Village of Manhattan would like to thank CMAP for the opportunity to comment on this important plan.

Sincerely,

William Borgo  
Village President

cc: Mr. Hugh O’Hara  
      Will County Governmental League
The following comments were generated by the Will County Governmental League (WCGL). The Village of Manhattan has provided additional expanded comments in bold below certain WCGL comments that are of greater concern to the Village.

Livable Communities Section

Land Use & Housing
#2 Provide Technical Assistance
The WCGL fully supports CMAP creating a “menu of assistance offerings.” This would allow communities to be fully aware of all the services offered by CMAP and would allow the municipalities to take advantage of CMAP’s technical expertise when they feel it necessary.

Manhattan’s Comment: We agree with this comment as this would provide a better relationship between the individual Villages and CMAP.

#3 Support Intergovernmental Collaboration
The COGs currently provide much of this support to our member communities when it is a priority of the respective memberships. CMAP may not be fully aware of all of the collaborative efforts that the COGs are involved in with their member communities. Perhaps some of this confusion could be solved by appointing a single CMAP staff member to work with each COG on their issues instead of steady rotation of which ever staff member is available the day of COG meetings. The WCGL is very supportive of the initiative of bringing communities from different COGs together that may be facing similar issues. This is something that the COGs currently do in major issues but not on smaller planning ones that CMAP would be more aware of because of their specific role in the region.

Manhattan’s Comment: We agree and believe that this should be expanded to a day to day availability for regional issues.

#4 Link Transit, Land Use, and Housing
WCGL would like to be sure that when CMAP suggests requiring supportive land use for new transit investment that having plans for supportive land uses if funding for the transit investment becomes available, is acceptable. Requiring supportive land use before the transit investment can be made would put our member communities, and any in the growing areas of the collar counties at a crippling disadvantage.

Manhattan’s Comment: Each community should be able to determine the appropriate land use adjacent to transit stations and the timing and development of each land use or project. The Village supports the idea of the availability of regular technical assistance from CMAP and other regional organizations to maximize the potential of our transit station.
Financing of Local Planning
The opening paragraph of this section needs to be reworked. Local elected governments do not need a lecture from a bureaucratic organization like CMAP on their fundamental responsibilities. Local governments are responsible to the people by whom they were elected. Their responsibility is the responsible use of those citizen provided tax dollars, which may, or may not include the ideas included in this plan.

Manhattan’s Comment: Creative planning is inhibited when trying to identify definitive financial resources. If Daniel Burnham had concerned himself with funding for his plans, we would not have the progressive approach to development that we have had over the last 100 years for regional planning.

Water & Energy
#1 Implementing Energy and Water Retrofit Programs

Requiring water retrofits as a condition on the sale of a home could add enormous expenses to the the sale of a home for both the buyer and seller. Additionally, the cost to municipalities to inspect will be very high as most municipalities do not currently inspect homes when they are sold. The Northeast Illinois Regional Water Supply Planning Group has already rejected this idea, during their 3 years of meeting. WCGL is disappointed to see this rejected idea brought up again in this plan.

Manhattan’s Comment: We would support encouraging plumbing retrofits rather than requiring them, as long as it doesn’t lead to a future requirement.

#3 Pricing
The issue of municipalities taking over maintenance responsibility is one that needs further review before it should be recommended. This has possible legal ramifications in terms of liability that municipalities may not be willing to take on. The costs could far exceed any fees brought in from charging a storm-water fee.

Manhattan’s Comment: The Village would agree with this comment as the costs associated with taking over private stormwater facilities would be burdensome to communities that are already seeing declining revenues. The Village has also instituted a dormant SSA in most of its new developments which would asses a tax on individual property owners in a development in the event the Homeowners Association fails to maintain the stormwater facilities in an adequate manner.

#5 Local Governments as Early Adopters of Sustainable Practices
There are many good ideas in the section but the WCGL is concerned about the costs associated with these measures. Where are municipalities going to get these funds?
Manhattan’s Comment: We encourage the establishment of a task force comprised of bankers, developers, growing municipalities and others to explore how the housing market can emerge from this extreme downturn and potentially incorporate sustainable practices.

Parks and Open Space
This section contains many points on improving cooperation between local taxing bodies for the purpose of improving parks and open space a goal the WCGL supports. The one concern that comes up throughout this section are the many calls for increased funding from the federal and state government for these types of projects. These dollars have to come from somewhere and with the federal and state budgets being in the state they are the WCGL is concerned about where these dollars would be generated.

Local Food
This entire section seems beyond the scope of CMAPs mission as well as, their technical ability to provide assistance in this specific area. This section also calls for increased federal and state funding to support fresh food initiatives that those levels of government currently do not have available.

Regional Mobility Section

Transportation Investments
#1 Find Cost and Investment Efficiencies
The WCGL is in full support of a change in the traditional 55-45% split between northeast Illinois and downstate. This traditional split will only continue to allow the degradation of infrastructure in northeast Illinois. One area of concern in this section is the development of evaluation criteria for the selection of major capacity adding projects. The WCGL would like to see this criteria be flexible to allow for the different types of development patterns that have, and will continue to occur, across our diverse region. The measures used should not favor one part of the region over another. The evaluation should be against areas and projects of similar size not simply all lumped together into one matrix for evaluation purposes.

Manhattan’s Comment: We certainly support the concept of shifting the formula for transportation funding for northeastern Illinois versus downstate. The growth and traffic concentrated in this part of the state far exceeds that in downstate areas.

#2 Increase Motor Fuel Taxes in the Short Term, and Institute a Replacement in the Long Term
At this time the WCGL is in agreement that there does need to be an evaluation of how our nations infrastructure is funded as cars become more and more fuel efficient, however, at this time we are not ready to support any changes without further study.

Manhattan’s Comment: We support an evaluation of infrastructure funding before any changes are made.
#3 Implement Congestion Pricing on Select Road Segments

The WCGL’s concern with congestion pricing is its impact on local streets. Impacted local streets could put a large financial burden on communities with already limited resources. This burden could be eased with a portion of the revenue being generated from the managed lanes being set aside for improvements on the impacted local streets. WCGL favors pilot programs to gather that data.

Manhattan’s Comment: We agree that this practice could potentially move congestion from expressways to local roads. This would also add to unsafe conditions for bicyclists and pedestrians on local roads.

#5 Find Other Innovative Finance Mechanisms

The WCGL fully supports the continuing development of public private partnerships in Illinois for infrastructure projects. That is why our organization supported legislation for a pilot program to be conducted on the proposed Illiana Expressway for this type of development.

Manhattan’s Comment: We support public private partnerships for the development of future infrastructure projects.

Public Transit

The WCGL is in agreement with the implementation action areas under public transit. There is only one area of concern, density around transit. The WCGL wants to be sure that the density levels surrounding public transit fit within the context of the surrounding community. There should be no cookie cutter standard for density surrounding transit. It should be based on what is appropriate for each situation.

Manhattan’s Comment: We completely agree with this response. Additionally, we believe market studies should be incorporated into the plans to ensure viability of future Transit Oriented Developments.

Freight

#2 CREATE Rail System Improvements

With the increase in rail traffic in Will County associated with the BNSF and UP facilities rail system improvements have become a top priority for the WCGL. The WCGL has supported CREATE in the past and continues to do so, however, the WCGL would like to see an emphasis placed on adding additional improvement projects to CREATE or an expedited development of CREATE II for the collar counties. As improvements are made under the CREATE plan and intermodal facilities the size of the UP Joliet Yard and BNSF Elwood Yard open the need for a comprehensive freight plan is more important to our communities than ever before.

Manhattan’s Comment: We agree that additional projects should be added to the CREATE program as additional freight facilities are being constructed in the collar counties each year.
#3 Regional Trucking Improvements
Along with an increase in rail traffic in Will County truck traffic has continued to rise as our county becomes a global inland port. The WCGL supports the study of truckways or dedicated truck lanes on future infrastructure improvements.

Manhattan’s Comment: We support planning for appropriate adjacent land uses or “spinoff” businesses to support the intermodal facilities. Adjacent land uses should also minimize the need for trucks to travel through communities. They should encourage easy access to expressways for truck transportation. Study needs to be conducted during the Illiana feasibility process to accommodate rail transportation within the Illiana right-of-way. This would serve to minimize truck trips between intermodal facilities and other destinations.

#4 Organization and Public Policy
Establishing a Freight Authority should be studied further before recommending its creation. This issue should be fully vetted before it is recommended.

Manhattan’s Comment: Establish a regional authority for rail freight and truck transportation to raise revenues to support infrastructure improvements, similar to the Illinois Toll Highway Authority

Human Capital Section

Education and Workforce
Economic Innovation
(we don’t have the expertise in these areas to really comment. The Will County C.E.D. and the county itself should be providing sufficient comments on these two areas for our region.)

Efficient Governance Section

Tax Policy
The WCGL recommends having one municipal representative from each of the counties not just the two recommended in the plan. The WCGL also recommends having a county representative from each county and not just one from Cook and one from the collar counties. Each county faces different challenges and should be afforded the opportunity, as the groups with authority over some of these issues, to have a seat at the table as these recommendations are made.

Information Access (this section is all about CMAP becoming a data warehouse for the region and their goals for the regional indicators project that is already on going. There is really no need for us to comment on this particular section)
Coordinated Investments

#1 Take a Regional Approach to Federal and State Investment
The WCGL supports working together collaboratively as a region on increasing funding for our region and finding new innovative funding mechanisms. The concern the WCGL has is that when making funding decisions that each part of the region is looked at in its own context. A project that may be very beneficial in a smaller community may not be able to match scores with a similar project from a larger community but would nevertheless have an important impact in that smaller community. There needs to be some level of recognition of the importance of improvements throughout the region, not just in the more densely developed city centers.

Manhattan’s Comment: The Village would like to emphasize that each project should be evaluated on its own merits.

#2 Reform State and Federal Policies and Programs
The WCGL is concerned over what is meant by “empowering existing regional institutions, especially MPOs.” The WCGL would oppose any empowering of the MPO at the expense of local governments autonomy. The WCGL has in the past opposed making the MPO the ultimate decision making authority on regional investment.

#3 Support Efforts to Consolidate Local Services
The WCGL is continuing to work the MMC on these types of issues. It is important that these types of issues are fully vetted and all of the consequences are understood before any changes are made.

We would like to thank the CMAP staff for this opportunity to comment on the GoTo 2040 Plan and for their efforts to see that the needs of our members are met.
August 6, 2010

Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Re: Public Comment on the GO TO 2040 Plan

Dear Mr. Blankenhorn:

I am writing on behalf of the Village of Montgomery and Board of Trustees to provide comment on the GO TO 2040 Plan.

The Village would like to thank the Chicago Metropolitan Agency for Planning (CMAP) for its dedication and commitment to planning in the region and its efforts in the creation of this plan. The Village understands the plan’s importance and significance for planning for the future of the region. It is a great framework for the region and will serve as a transition from Daniel Burnham’s plan for Chicago.

The Village does have some areas of interest it would like addressed in the plan and offers the following for consideration:

In 2009 the Village approved a study for a future park-n-ride and Metra station in its downtown. This study was supported by Metra, the Regional Transportation Authority and PACE in order to promote alternative transportation options through transit oriented development practices while strengthening the area’s economic base. The GO TO 2040 Plan discusses various transportation capital improvement projects, some of which are listed on the Fiscally Unconstrained project list. One of those projects is the extension of the Burlington Northern Santa Fe Railroad Line south from Aurora. The project description only discusses an extension to Oswego and Plano. The Village respectfully requests that Montgomery be added to that project name and description due to this study and the support it received from the region’s transportation agencies. The Village believes it will have a fully operational Metra station by 2040 and believes it is critical for the Village to be included on this capital project list.

Another area of concern is the Prairie Parkway project. While this project is also on the Fiscally Unconstrained project list, the Village, through the Metro West Council of Government, has shown support for this project and asks that more emphasis be placed on such a significant project. The construction of the highway would create jobs and generate considerable economic activity for the Chicago metropolitan area, while
providing a new roadway that would alleviate congestion in the region. Completion of the road would also implement an important component of the Burnham Plan, which called for a major north-south route on the western perimeter of the Chicago area.

A final comment is in regards to future growth west of the identified geographic region in the GO TO 2040 Plan. The Village believes that as growth continues it will reach DeKalb County by 2040. CMAP should consider adding DeKalb to its future geographic region as the Village believes it will play a pivotal role in the region's future. Proper planning should be undertaken to provide for adequate services and infrastructure to support the anticipated growth.

It has been a pleasure working with CMAP on this project and the Village looks forward to the continued cooperation between our agencies and the successful growth of our region through the implementation of this plan.

Sincerely,

Marilyn Michelini
Village President

Cc: Village of Montgomery Board of Trustees
KAREN McCONNAUGHAy, Kane County Board Chair
Anne Vickery, Kendall County Board Chair
Anne Marie Gaura, Village of Montgometry Village Manager
Jane Tompkins, Village of Montgomery Director of Community Development
August 6, 2010

Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
Willis Tower, 8th Floor
233 S. Wacker Drive
Chicago, Illinois 60606

RE: Village of Oak Park Public Comments Regarding the Draft GO TO 2040 Comprehensive Regional Plan

Dear Mr. Blankenhorn:

The Village of Oak Park is pleased to submit these comments on the draft GO TO 2040 comprehensive regional plan. In general, GO TO 2040 has greatly improved over both the 2020 and 2030 efforts along many dimensions, most notably the innovative and effective public outreach and engagement process employed, its expanded consideration of a broad range of complex regional issues, and the effort to transition major capital project prioritization processes toward a more transparent, fact-based, goal-oriented, and multi-dimensional quantitative assessment of project benefits and drawbacks. Relevant decision-making processes occurring within the political complexity of northeastern Illinois, as represented by the volume and diversity of political subdivisions, will benefit significantly from the support and guidance provided by GO TO 2040’s consensus-based vision of the region’s future and associated recommendations for safeguarding and improving it. While this draft clearly represents a significant improvement over prior planning initiatives, we remain concerned about a number of aspects, particularly those associated major capital project assessment and prioritization. Our specific comments follow.

Importance of the Major Capital Project Element

While all aspects of GO TO 2040 will help to shape regional form and function over the planning horizon, its most direct, immediate, and long-lasting influence on the region’s future is through its assessment and prioritization of major capital projects. The future impact of the associated findings and recommendations can not easily be overstated; literature is replete with peer reviewed studies and expert analysis examining the outcomes of our past transportation-related policies, practices, and decisions. Transportation decision-making over the past several decades has yielded sub-optimal outcomes on many levels.
Angela Glover Blackwell, PolicyLink Founder and CEO, writes in the preface to Healthy Equitable Transportation Policy: Recommendations and Research:

Transportation impacts health directly: it affects air quality, injury risk, physical activity levels, and access to necessities such as grocery stores. Transportation is also one of the largest drivers of land use patterns; it thus determines whether communities have sidewalks and areas to play and be physically active as well as whether communities are connected to or isolated from economic and social opportunities.” She adds, “Research shows that low-income communities and communities of color often do not have access to the benefits our transportation system can provide, yet they bear the burdens of that system. For example, many low-income neighborhoods have little or no efficient, reliable public transportation to get them to jobs and essential goods and services. But these communities are often situated near bus depots, highways, and truck routes, where pollution levels are high—and not coincidentally, asthma rates are high as well.”

Historically, the critically important linkages between land-use and major transportation investments have been neglected and/or undervalued in transportation planning. Failure to effectively consider the relationship has resulted in faulty analysis confirming the cost-effectiveness of significant investments that have enabled and encouraged “urban sprawl” and associated adverse social, environmental, and economic impacts to the region; many inner-ring communities in the CMAP area have been in long-term economic decline due, in large part, to the consequences of sprawl-inducing and sprawl-supportive transportation investments. The Illinois legislature has increasingly focused on this problem since this plan’s predecessor, the 2030 Regional Transportation Plan for Northeastern Illinois, was first completed in October 2003 under the auspices of the Chicago Area Transportation Study (CATS). The state legislature’s concern is reflected, in part, by Public Act 095-0677, which merged CATS with the Northeastern Illinois Planning Commission to establish CMAP in 2005 “... to plan for the most effective public and private investments in the northeastern Illinois region and to better integrate plans for land use and transportation.” In addition, Illinois Public Act 93-0545, which became effective January 1, 2004, amended the Illinois Highway Code to require the Illinois Department of Transportation (IDOT) to “… embrace the principles of Context Sensitive Solutions (CSS) in policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities.” The legislative intent of the CSS mandate was made clear and unambiguous through incorporation of the following language into the Illinois Highway Code:

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1 Shireen Malekafzali, ed., Healthy, Equitable Transportation Policy: Recommendations and Research (Convergence Partnership, 2009), 6; available from http://www.convergencepartnership.org/pdf/ct/%7B245a9b44-0ded-4adb-a392-ac583809e350%7D/HEALTHTRANS_FULLBOOK_FINAL.PDF; Internet; accessed 6 August 2010.

2 Illinois Compiled Statutes, Regional Planning Act, 70 ILCS 1707.
It is the intent . . . to ensure [that IDOT projects] adequately meet the State’s transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve . . . A hallmark of context sensitive design and context sensitive solutions principles for the Department of Transportation shall be early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects.3

Despite legislative efforts to redirect planning energies in ways that support improved regional outcomes through effective consideration of the linkages between land-use and transportation, there has been institutional reluctance to do so. For example, the traditional approach to highway planning, characterized by the Decide, Announce, and Defend (D.A.D.) model where highway engineers decided what was best, announced their decisions to the public, and then spent significant time defending decisions, has been difficult to modernize in Illinois despite decades of ever increasingly specific state and federal legislative mandates intended to both encourage and require much improved processes and procedures to identify transportation needs, potential solutions, and ensure effective consideration of a broad range of potential impacts; IDOT Institutional resistance to necessary change has been high. Illinois Department of Transportation Context Sensitive Solutions training materials relate that there has been a “real tendency to hang on to the old way of project development [D.A.D.] for the majority of projects,” adding that “[The IDOT] need[s] to avoid the old way of making decisions.”4 The tendency to “hand on to the old ways of doing things” has resulted in a sustained focus on auto-oriented investments, much to region’s detriment.

In discussing the consequences associated with a sustained focus on auto-oriented investments and the failure to effectively link land-use, transportation, and environmental and public health outcomes, Congressman James Oberstar, Chairman of the Committee on Transportation and Infrastructure, writes, “The asphalt poured and lane miles constructed enhanced our mobility and strengthened our economic growth; but too often, this auto-centric mindset took hold and crowded out opportunities to invest in a truly sustainable intermodal transportation system . . .”5 Although highway investment economic returns were high during the 1950s and 60s when the U.S. Interstate was first developed, the relatively small incremental gains associated with modern highway expansions have become poor investments.6 To that point, the Illinois Department of Transportation wrote in its Context Sensitive Solutions Detailed Guidelines for Practice, “The mandate given by the National Interstate and Defense Highways Act of 1956 was to build a new national highway system which would move

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5 Shireen Malekzafzali, ed., Healthy, Equitable Transportation Policy: Recommendations and Research 5.
large volumes of traffic safely and expeditiously at the highest design standards. By any measure, that effort succeeded beyond anyone’s wildest expectations. However, that era is over.7

While highways will continue to be of great importance in decades to come, a multidisciplinary population of scholars, experts, and stakeholders, including everyday citizens, have come to realize that highway expansions in urbanized areas have not — for a very long time - been the right thing to continue funding and constructing. Despite widespread awareness of the severely diminished short and long-term effectiveness of highway expansion investments in urban areas, and common knowledge of the inescapable adverse outcomes attached thereto, intuitively superior alternatives remain at a competitive disadvantage in regional planning, with analysis results oftentimes supporting additional roadway capacity over improved and expanded transit options.

Major Capital Project Assessment and Prioritization

The steps CMAP has taken in an effort to transition major capital project prioritization processes toward a more transparent, fact-based, goal-oriented, and multi-dimensional quantitative assessment of project benefits and drawbacks are absolutely essential and we commend that initiative CMAP has taken to begin a journey along that path. Analysis completed for purposes of recommending major capital projects with long-term implications for individuals, municipalities, the region, and the nation must be transparent, accessible to the general public in form and content, and yield results that intuitively make sense to citizens, planners, decision-makers at all levels of government, and other stakeholders. Scientific rigor of the analysis, including data control, degree of public transparency, and methods used for qualitative scoring are all prerequisites for public acceptance of findings and recommendations, and is central to Oak Park’s full support of the draft plan. The analysis completed in support of the GO TO 2040 major capital project element falls short of that public acceptance standard and should be improved for this and future plan iterations; care should be taken to assure that when a revision or data correction is authorized it is carried through to all relevant references and analysis.

Our concerns are heightened by the following observations (note that while our examples may focus on the Blue Line Extension and I-290 projects, some of the issues and concerns we cite are applicable to other projects that we have not taken the time to review — our comments are drawn from consideration of the projects we are most familiar with):

- Project scoring is reported, but key assumptions regarding project characteristics are not related, or are not accessible to the non-technical reader.

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- Project costs/benefit analysis seems frozen at the moment a project is completed, but should include a forward-looking assessment for each project 5, 10, or 15 years after completion given growth in traffic, both associated with population growth and generated traffic associated with an expanded highway facility, etc. Major capital projects are supposed to encourage benefits well into the future beyond their construction and their effectiveness must be evaluated through that lens. We are not sure that the modeling procedure looks very far into the future to calculate anticipated benefit survivability. For instance, the Victoria Transport Policy Institute writes, “Under typical urban conditions, more than half of added capacity is filled within five years of project completion by generated traffic, with additional but slower growth in later years.”

- Project cost estimates sometimes vary with the particular document being viewed. While this may be the product of iterative revisions and project refinement exercises, all the data for each project must be consistent from one document to the next, e.g., the fiscally constrained list summary sheet should match the individual project summaries, and both of the foregoing should match the regional indicators performance summary. As of today, they do not.

- Significant unexplained differences in project performance were observed between 2009 and 2010 draft analysis. For example, anticipated CO2 emissions modeled for the I-290 Multimodal Corridor project declined over 25% between October 2009 and the current draft GO TO 2040 plan. Similarly, the October 2009 version indicated the I-290 project would reduce system-wide congestion by 49,860 hours, while the most recent version adjusted it to a 23,000 savings. These significant changes, while perhaps representing corrections applied in response to efforts refine project summaries, require explanation beyond merely updating the records with new numbers. What changes in assumptions caused the variation, and were the changes carried through to other modeling efforts that may have contained similar presumably erroneous initial assumptions, e.g., did the corrections have (or should they have had) any impact on air quality conformity determinations? Additional unexplained differences can be found in comparing the October draft to the current draft available for public comment.

- Certain aspects of the analysis appear to lack face validity. For example, how does the I-290 Multimodal Corridor project reduce congestion by 23,000 hours while a CTA Blue Line extension adds 2,000 hours of congestion? While the 2,000 may not be statistically significant, how can a Blue Line have no positive impact on congestion? Imagine if the existing Blue Line were to stop running today and I-290 needed to handle the added trips. Similarly, the I-290 Multimodal Project is anticipated to yield nearly 51% more new jobs than a potential Blue Line extension. Given that the reported performance of the I-290 Managed Lane project did not change along with its title change to I-290

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Multimodal Corridor, one must assume that a highway expansion alternative supports this finding; however, recent CNT analysis completed by the Center for Neighborhood Technology, Smart Growth America, and U.S. PIRG, demonstrates that far more – and better – jobs are created by transit investments than those for highways. Additional counter-intuitive findings are represented in the major capital project analysis.

- Projects titles and descriptions are not consistent throughout the document and associated appendices. The I-290 project, for example, is referenced and described as both “I-290 Managed Lanes” and “I-290 Multimodal Corridor.” All sections of the plan should be made consistent, with supporting analysis reflective of the latest authorized corrections, prior to the plan being finalized.

- While the major capital project evaluation and prioritization process endeavors to calculate metrics for stand-alone projects, it has failed to consider the synergies of projects being implemented in unison; the cumulative benefits of the projects taken as a whole is likely significantly greater than the benefit of the projects evaluated independent of one another. For instance, the Blue Line West Extension should be evaluated in combination with the DuPage County J-Line, Oak Brook area hub, and congestion pricing on all I-290 lanes. The cumulative benefit of the three projects would likely greatly exceed the benefits calculated for each project individually.

**Major Capital Project Descriptions: I-290 Multi-Modal Corridor, and Blue Line West Extension**

The Village of Oak Park is appreciate of CMAP’s efforts to be responsive to stakeholder comments and concerns reference the I-290 corridor. As noted above, there have been a wide range of assessment and evaluation concerns expressed. In addition, a variety of stakeholders, including Oak Park, the West Central Municipal Conference, and others, voiced significant objection to CMAP endorsement of a mode-specific solution amidst the ongoing efforts to evaluate corridor transportation needs in a manner consistent with federal law. The CMAP response, which is partially reflected in draft GO TO 2040 plan, included changing the title and treatment of alternatives for the I-290 corridor. CMAP’s full commitment to impartiality and fair treatment of all alternatives being considered for the I-290 corridor should be documented in the GO TO 2040 plan.

*Constrained verses Unconstrained*

In addition to renaming the “I-290 Managed Lanes” project the “I-290 Multimodal Corridor” project, CMAP staff advised stakeholders that the Blue Line West Extension was reevaluated and found to have not adversely impacted either fiscal constraint or air

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quality conformity. When asked if that meant that the Blue Line West Extension was thus considered to be on the fiscally constrained list in the context of the GO TO 2040 plan, stakeholders were advised that, yes, the Blue Line West extension was now considered to be on the fiscally constrained list and eligible to move forward with federally funded studies, as such authority is conveyed to projects on the fiscally constrained and air quality conformed list; in effect, both the "managed lane" concept and Blue Line West extension are covered by the same project title, thus avoiding a pre-ordained conclusion to ongoing studies of viable alternatives. However, our review of the draft GO TO 2040 plan released for public comment finds that the Blue Line West Extension remains included on the unconstrained list. The Blue Line West Extension can’t be both constrained and unconstrained in the same plan; the oversight should be corrected.

I-290 Project Descriptions

The following bullets summarize our observations and concerns regarding GO TO 2040 references to the I-290 Multimodal Corridor project:

- References to the “I-290 Multimodal Corridor” project are inconsistently titled, but should not be. The “Updated List of Major Capital Projects” and linked description are both titled “I-290 Managed Lanes.” The excel file detailing regional indicator performance bears the same erroneous project title.

- Page 199 of the draft GO TO 2040 plan relates, “For the I-290 expressway corridor, two (one each direction) additional managed lanes are under consideration from Mannheim Road east to Austin Avenue. Also under consideration is the implementation of a transit alternative within the corridor.” The Village of Oak Park requests that the Blue Line West Extension receive explicit reference as an alternative under consideration. As added basis for this request, page 207 relates that “Recommended capital improvements also include managed lanes on the I-90 and I-55 expressways and a multimodal corridor on I-290 that may include Bus Rapid Transit (BRT).” In addition, page 215 not only reiterates the reference to BRT on I-290, but goes so far as to project it as the corridor solution and suggests that interim fake BRT (express buses running in mixed traffic) may be considered: “it also recommends pursuit of managed lanes or multimodal corridors on I-90, I-290, and I-55. These may ultimately feature full BRT service, with high-quality stations, extensive park-and-rides and transfer options, and features that give buses priority, but express bus service should be initiated in the interim as these full BRT systems are being planned.” Thus, while GO TO 2040 explicitly references both managed lanes and Bus Rapid Transit (BRT) for the I-290 corridor, it carefully endeavors, for the most part, to avoid similar reference to a potential Blue Line West Extension along the same alignment. This is contrary to CMAP’s commitment to treat the corridor mode-neutral amidst ongoing federally required and regionally authorized studies, while at the same time imparting unfair status to managed lanes and BRT. The Village of Oak Park respectfully requests impartial treatment
of I-290 alternatives in GO TO 2040; please also note related comment included below regarding page 222.

- Page 199 of the draft GO TO 2040 plan relates, "The expansion of I-290 is a significant concern for a number of communities in the project corridor. Of particular concern is that an I-290 expansion might preclude future transit extensions in the corridor." The Village of Oak Park and other stakeholders it has engaged are not primarily concerned with whether or not a managed lane project forecloses the opportunity for a future transit extension, but rather that a managed lane project is an inferior solution to problems and needs that are best addressed through a westward rail extension. We have previously provided a lengthy list of reasons why we believe this to be the case, none of which included concern that a rail extension could not take place in the future if a managed lane projects comes to fruition. Also, rather than continue to use ambiguous references to describe the Blue Line West Extension, the project should be called out by its name - there is no other "future transit extension" we are aware of that has been discussed for the corridor, and using a vague reference only impedes informed public discourse on the topic.

- Page 199 of the draft GO TO 2040 plan relates, "Regardless of mode, the project should require careful attention to minimizing any negative project impacts on the adjacent communities and preserving options for transit in the corridor." First, it is important to note that any proposed expansion of I-290 should be accompanied by an expressway cap, as previously referenced and described in the 2030 plan (p. 165 and n.143, and as an example of "early and full attention to context-sensitive solutions available for preserving and improving community quality" on p. 118 and n. 119); it also appeared in earlier iterations of the GO TO 2040 plan. The Oak Park Cap is presently undergoing continuation of federally funded preliminary engineering in coordination with the Illinois Department of Transportation. The project is an integral part of I-290 planning and the Village urges it's reincorporation into GO TO 2040. The recognition of the value of this increasingly common approach to addressing major highway projects in fully developed urban areas, whether in reconstruction or expansion, should be included as well. Second, the sentence relates that the project should "require careful attention . . . to preserving transit options in the corridor." This implies that the project will not be a transit project and, as such, should be modified or removed, as a transit alternative appears to be the best solution.

- Page 204 includes a section titled "Cook-DuPage Corridor." That section relates "three projects within this corridor should be further developed and prioritized, ideally as part of the ongoing Cook-DuPage corridor study." The Village of Oak Park fully supports development of the referenced projects (DuPage County J-Line, Inner-Circumferential Rail Service, and the Mid-City Transitway) and implores CMAP to incorporate performance of the Blue Line West Extension in combination with the DuPage County J-Line featuring a hub in the Oak Brook vicinity and congestion pricing on all I-290 lanes. While the major capital project
evaluation and prioritization process endeavors to calculate metrics for stand-alone projects, it has failed to consider the synergies of projects being implemented in unison; the cumulative benefits of the projects taken as a whole is likely significantly greater than the benefit of the projects evaluated independent of one another.

- Page 222 features a chart titled “Implementation Action Area #3: Pursue High-Priority Projects.” The chart includes an action, “Include Bus Rapid Transit components as part of major highway capital projects.” The “specifics” attached to that action relate, “Include planning for BRT within highway projects recommended in the plan, including the Elgin-O’Hare projects, I-290 multimodal corridor . . .” This chart classifies the I-290 Multimodal Project as a highway project recommended in the plan and advocates for including BRT planning for the project. Similarly, page 224 features a chart titled “Implementation Action Area #4: Conduct Supportive Land Use Planning” with an action labeled “Plan for land use specifically around BRT projects.” The “specifics” relate, “Study the best way to conduct land use planning to support BRT services which may be part of the Elgin-O’Hare projects, I-290 multimodal corridor . . .” A similar action item on that page, “Plan for land use specifically around major transit capital projects” makes no reference whatsoever to the I-290 multi-modal corridor. The Village of Oak Park reiterates its request for impartial treatment of I-290 alternatives in GO TO 2040. Each of the foregoing references are clearly informed buy an understanding that the I-290 Multimodal Corridor project is presumed to be a managed lane solution including consideration of express bus and/or BRT. There is strong reason to believe that a rail extension is a far superior solution for the corridor.

- Page 353 incorporates discussion of the Hillside Strangler project in a sidebar graphic. The text reads, in part, that “Such performance measures [congestion data] were calculated before and after the Hillside Bottleneck Elimination Improvement on I-290. The data show that there was substantial improvement in travel times for certain time periods on the Eisenhower along the 31-mile segment from the Circle Interchange to the Jane Addams Tollway in Schaumburg.” This text should not rely on “substantial” to demonstrate benefit of the investment. Rather, the minutes saved should be substituted. In addition, other highway improvements conducted in intervening years should also be disclosed, as they may have impacted traffic as well. We raise this as a concern because of conversations we have initiated in the past with CMAP staff regarding this exact graphic. After $140M having been invested in the engineered cure, the Chicago Sun-Times reported in 2002: “After two years and $140 million spent retrying the notoriously congested Hillside Strangler, travel times on the Eisenhower Expressway remain virtually unchanged, new state data show....What was unexpected, state officials said, was the influx of thousands of additional vehicles since the project to widen and reconfigure the pavement was largely completed last fall. The traffic volumes have increased,” said Ken Jonak, engineer of operations for the Illinois Department of Transportation’s Chicago area district. ‘It’s kind of like the old prophecy, ‘If you build it, they will come.’”
addition, n one of four time slots evaluated, the time savings was 1/10th of a minute over the 31 mile stretch, while the average improvement – over 31 miles – was less than 3.5 minutes. The Hillside Improvement did little other than move congestion east, but is represented in GO TO 2040 as having yielded “substantial improvement.”

Summary Comments

The Regional Vision approved by the Chicago Metropolitan Agency for Planning (CMAP) in 2008 made a commitment that “Regional planning decisions will consider and improve [emphasis added] the health of residents of our region.” CMAP adds, “The region will actively minimize and mitigate the environmental effects of its activities – including climate change – and will be prepared to adapt to future environmental conditions.”

Major transportation investments – regional planning decisions – and their associated land-use implications carry significant public and environmental health import. Longstanding [auto-centric] transportation and land use policies are at odds with serious health, environmental, and economic needs of the country.”

Any form of highway expansion will inevitably erode – not improve – public and environmental health. Since 1982, driving vehicle miles traveled (VMT) has increased by 47 percent per person, from an average of 6,800 miles per year for every man, woman and child to almost 10,000 miles per year. Each mile driven contributes to declines in environmental and public health; by reducing vehicle miles traveled, public transportation reduces energy use in the transportation sector and emissions. The total energy saved, less the energy used by public transportation and adding fuel savings from reduced congestion, is equivalent to 4.2 billion gallons of gasoline. The GO TO 2040 plan should place greater emphasis on transit major capital projects and less faith in the ability of new managed lanes with complementary express bus to support and achieve the laudable goals developed through the extensive public engagement process which constitutes the GO TO 2040 hallmark. Financing mechanisms, such as congestion pricing, offer real promise for increasing the value and cost-effectiveness of transit major capital project investments and more effective consideration of the option in project scoring should be a CMAP priority.

As a region and a nation, we are confronting the leading edge a perfect storm fueled by national security concerns, environmental calamity, economic stress, and a federal highway fund that is insufficient to meet both current and anticipated highway needs. Surely we have the collective sensibility to recognize that more rubber tires on more

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11 Shireen Malekafzali, ed., Healthy, Equitable Transportation Policy: Recommendations and Research (Convergence Partnership, 2009); available from http://www.convergencepartnership.org/att/cl/%7B245a9b44-Gdcd4a5d-a392-ae583898e350%7D/HEALTHTRANS_FULLBOOK_FINAL.PDF; Internet; accessed 4 December 2009.

highway lanes using more and more fuel is not the way to survive the storm. Our assumptions and cultural or institutional biases related to movement of people and goods through heavily congested urban corridors are out-dated and in desperate need of change. While highways continue to provide great value, the manner in which we manage mobility and urban congestion during peak usage periods is receiving a failing grade. It is time for change.

Literature has documented that highway investments have fueled urban sprawl and undercut the economic viability of inner-ring suburbs across the nation. In order to enhance economic competitiveness, corridor communities require reliable, affordable, and timely access to employment centers, educational opportunities, services and other basic needs. Unlike highway investments, literature demonstrates that passenger rail strongly supports these needs. Any I-290 transportation solution involving highway expansion will significantly amplify adverse impacts already disproportionately allocated to socio-economically disadvantaged corridor communities rather than serve to ameliorate some of the adverse consequences of our prior decisions. The Village of Oak Park is confident that improved project evaluation techniques, enhanced data control, and improved transparency associated with project assumptions will allow the best solutions to be identified and prioritized. We are not fully confident that GO TO 2040 has accomplished that important task, though we recognize that follow-on studies will help to better refine alternatives in future months and years.

Finally, please note that as of 9:47 p.m. this evening, the GO TO 2040 public comment page indicates, “Thank you for commenting on the draft GO TO 2040 comprehensive regional plan - the draft GO TO 2040 comprehensive regional plan comment period has now ended.” I trust that these comments will be accepted and incorporated into the public record, as Village of Oak Park staff confirmed with CMAP staff that comments would be accepted up until 11:59 p.m. on August 6th. Hopefully the erroneous update to the website did not deter otherwise interested parties from commenting. The Village of Oak Park appreciates this opportunity to comment on the draft GO TO 2040 plan and looks forward to continuing its productive relationship with CMAP for years to come.

Respectfully submitted,

[Signature]

David G. Pope
Village President
Village of Old Mill Creek

August 6, 2010

CMAP
Attn: Go To 2040 Comments
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear CMAP:

The Village of Old Mill Creek has limited resources and as of this time has only briefly reviewed the extensive volume of the document for the draft Go To 2040 Comprehensive Regional Plan. However, we do have a concern with the potential misunderstanding of the regional nature of the draft plan and future attempts to apply the plan at the local community level. We have had a similar misunderstanding with a County-level plan developed by the Lake County Forest Preserve District and our local Village Plans for over 15 years (see recent letter from the Village of Old Mill Creek to the Lake County Forest Preserve District attached) and we would like to avoid this type of misunderstanding between the CMAP regional plan and our local Village Plans in the future.

The CMAP 2040 Plan includes a map referencing a “Green Infrastructure Vision” with a designated color (light green) that is identified as “Recommended Resource Protected Area”. While taken at the regional scale this “Green Infrastructure Vision” may be appropriate. However, we have prepared an exhibit with an enlargement of the Lake County area of that regional map and we have overlaid the boundaries of the Village of Old Mill Creek (see attached) and as that enlargement indicates, the entire area of the Village of Old Mill Creek is within the light green area of “Recommended Resource Protection Area”. We do not find this inclusion of 100 percent of the Village boundary to be within this “Green Infrastructure Vision – Recommended Resource Protection Area” to be appropriate. As I previously mentioned, we have had a similar misunderstanding with a County level plan for over the past 15 years that shows a regional public trail cutting through the middle of our Village, while the pattern of County open space acquisitions, in the past and present, have been around the outside of our Village boundaries to the north, east and west.

We can support this County and regional pattern of “Green Infrastructure Vision” on or around the borders of our Village to the north, east and west, but not cutting through the middle of our Village, and not including 100 percent of our Village boundary being within an area noted as a “Recommended Resource Protection Area.”
We already have a regional sanitary sewage treatment plant in the middle of our Village boundary and we are currently considering the potential for bringing Lake Michigan water to our area in the future, along with 10 other Villages in the north and west portion of Lake County. We do not want to find that in the future the "regional" vision referenced in the CMAP 2040 Plan is inappropriately applied to local Village level planning, and as such we request that the "Green Infrastructure Vision" map be changed to generally indicate the "Recommended Resource Protection Area" to be around the borders of our Village to the north, east and west, but not to include the interior areas of our Village. Our Village's Comprehensive Plan does include a "private" open space system at the "local" level, interior to our Village, but this "local/private" open space system cannot be compared to a regional or County level public open space system.

Please contact me with any questions or comments and we will appreciate your understanding and support on refining these regional versus local planning matters.

Sincerely,

Tim Smith
Village President

2 Attachments

TS/tt
Chicago Wilderness
Green Infrastructure Vision
Northeastern Illinois

Enlargement of Lake County Area

Old Mill Creek Location

Green Infrastructure Vision Map prepared by Northeastern Illinois Planning Commission

Prepared by RCCA
Dated: 08-03-10
July 12, 2010

Bonnie Thomson Carter, President
Lake County Forest Preserve District
2000 North Milwaukee Avenue
Libertyville, Illinois 60048

RE: LAKE COUNTY FOREST PRESERVE DISTRICT
TRAIL PLANS AND NEW PRESERVES

Dear President Carter:

First, congratulations on your recent purchase of the Dutch Gap Preserve of approximately 750-acres to the northwest of our Village. The Village of Old Mill Creek's Comprehensive Plan supports securing public open space in this area to the north and west of our Village.

Second, this recent acquisition reminded us of our Village's previous observations in regard to the County Open Space and Trail Plan as summarized in the Lake County Framework Plan from 1994. At that time, a proposed trail was indicated on the County Open Space Plan that cut through the middle of the Village of Old Mill Creek with an east-west orientation (see attached map). The Village is aware of various refinements to this conceptual trail since 1994, but these have primarily been minor refinements and this trail concept continues to cut through the middle of our Village. Village officials and property owners in the Village have questioned the value of this trail concept, which does not have the potential benefit of connecting numerous other Lake County Forest Preserves.

In consideration of your recent Forest Preserve acquisition, as well as several other Forest Preserve acquisitions that have occurred to the north and west of the Village of Old Mill Creek since the 1994 Plan (which total over 2,300 acres in 5 Forest Preserves), we again question the value of a proposed trail through the middle of our Village without connecting to any Forest Preserves or planned major public open space areas, versus an alternative trail that could connect with the over 2,300 acres of new Forest Preserve and connect with other regional trail systems as shown on the 1994 County Plans (see map attached).

We request that this alternative trail concept be strongly considered and that the old, out of date trail concept that cut through the middle of our Village be eliminated and removed from the plans and publications of the Forest Preserve District.

While the Village of Old Mill Creek’s Comprehensive Plan reflects the concept of a "private" open space system, known as the Village Greenway, it needs to be recognized that this is an interconnected "private" open space system and the concept of a regional "public" trail cutting through the middle of the Village is not consistent with the Village's plans.

We look forward to hearing from you regarding this matter, and please contact the Village with any questions.

Sincerely,

Tim Smith
Village President

Attachment
August 3, 2010

CMAP GO TO 2040 Draft Plan Comments
233 South Wacker Drive
Suite 800
Chicago, IL 60606

RE: CMAP GO TO 2040 Draft Plan Comments

The Village of Oswego has reviewed the draft GO TO 2040 Comprehensive Regional Plan document and would like to congratulate your agency for the amount of work that went into the draft plan. The years of research, planning, and public participation for the entire region was an incredible undertaking. We would also like to send our appreciation for allowing the Village’s officials, staff, and residents to participate in the planning process.

Upon reviewing the draft document, some items have come to our attention that the Village wishes to comment on or to have CMAP reevaluate prior to the finalization of the Plan in October.

On page 57, the document recommends that land use decisions should be decided on the local level. The Village appreciates the need to look at land use at a local and regional level. It is our opinion to agree with the document in that land use decisions at the local level are more able to address the needs and character of a community.

On page 185, the list of priority transportation projects does not include the extension of the Burlington Northern METRA Line into the Village of Oswego. The station is provided for on page 196 as an addition project, but not a priority project. We are aware that other communities in the region have also identified this item in the Plan document. The Village of Oswego has planned for this new station improvement for some time and has included the station in the Village’s Land Use Plan. Funding sources at the state and federal levels have been identified, studies have been started, and property acquisition has been under way for this improvement. We are aware that CMAP has met with Kendall County regarding the issue and have indicated that the County must participate in the RTA for the project to move forward. The Village’s conversations regarding the federal funds and meetings with METRA indicated that RTA participation was not an immediate requirement. It is the Village’s recommendation that the Oswego MERTA station be included in the priority list to reflect the current status of the project and the needs for our portion of the region.

On pages 282 through 284, the document suggests that sales tax revenue from retail uses have resulted in land-use mixes in some communities that do not properly balance retail, service, and
industrial uses. The document goes further to indicate a need to look at a tax on services as a balance to the retail sales tax. While the Village may agree that the tax structure may emphasize a dependence on retail uses, many communities, such as ours, understands the need for service and industrial uses for property tax and for job creation. If the taxing structure is adjusted, this may adversely affect these uses. We would recommend caution and looking into all aspects of the taxing structure prior to any formal recommendation from CMAP in the future.

On page 402, the document references the Village of Oswego’s electronic recycling facility. We are very proud of our conservation efforts and appreciate the recognition that we have received. Perhaps your including it in your draft document will encourage others in the region to begin a similar program.

The Village has some concerns with some of the presumptions and policies outlined in the draft document. The Village would like additional time to provide input into the document prior to its anticipated adoption in October.

Once again, we would like to thank you for the opportunity to provide comments of the GO TO 2040 Draft document. If you have any questions on our responses, or wish to discuss anything in the future, please feel free to contact me.

Sincerely,

Brian LeClercq
Village President
Village of Oswego
Just two comments regarding the draft plan:

Page 375 – “Pursuing denser, mixed use development can also support GO TO 2040” - What will be key to this goal’s success is ensuring that denser mixed use development is located in areas that provide long term support to the sustainability of the development (e.g. infrastructure, amenities, mass transit options).

Page 386 encourages municipalities to explore ways to coordinate services in order to be more efficient and reduce duplication. In the Counties and Council of Government section, it also addresses this issue, but puts counties in the role as facilitator. It is important to also note that Counties can also be a partner since there is duplication of services between municipalities and counties that could be provided more efficiently by working together.

Thanks for the opportunity to comment.

Michael Mays, AICP
Director,
Community Development Department
Village of Woodridge
Five Plaza Drive
Woodridge, IL 60517
Ph. (630)719-4766
mmays@vil.woodridge.il.us
www.vil.woodridge.il.us
Go to the Economic Development page to learn more about new development in Woodridge!
CMAP Meeting with:
Waukegan Housing Authority

- Biggest issues for clients are jobs and transportation. Getting people to and from housing facilities as well.
- Waukegan is distressed, high unemployment
- Traffic is a big issue, road maintenance
- Don’t understand what townships do
- Asked who is on the Housing committee representing both public housing and Waukegan/Lake County
- This plan seems to have too many overarching goals
- The reality of the housing situation is bad.
- Public housing needs to be better coordinated with transit.
July 13, 2010

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Mr. Blankenhorn,

The West Central Municipal Conference (WCMC) is a regional council of government (COG) serving the communities of west suburban Cook County. The WCMC serves 41 municipalities and townships, covering over 200 square miles situated between the City of Chicago and collar counties surrounding Cook County. The residential population of more than 560,000 is diverse, both in terms of its economic, racial and ethnic composition and in its transportation needs. The WCMC would like to express our concerns regarding CMAP’s draft 2040 Plan that was released for public review and comment.

The WCMC would like to begin by thanking CMAP for addressing our concerns about listing the I-290 corridor project as a managed lanes project. We appreciate CMAP reexamining this issue and working with IDOT to change the title to multi-modal facility which more accurately reflects the focus of IDOT’s Phase 1 I-290 study.

At this time the WCMC would like to express our concern that the Major Capital Projects proposed in CMAP’s GoTo 2040 Plan will have a profound impact on our existing transportation system including the arterial road network. Not only will these projects affect our roads but projects will have a substantial impact on local land use. The WCMC requests that CMAP consider local land use plans and local concerns when considering major capital investments.
In addition, the WCMC has concerns that the GoTO 2040 Plan does not adequately address the non-traditional commute. Studies, such as those done by the Cook DuPage Corridor, show that there are a number of large employment centers outside of the City of Chicago that are affecting travel patterns and commute times. The WCMC has concerns that there are not enough North-South improvements listed in the plan to address the commutes to these employment centers.

Again, thank you for this opportunity to express our concerns regarding the Major Capital Projects that will be included in CMAP’s GoTo 2040 Plan. The WCMC looks forward to being an active part in improving the transportation and land use needs of our region for the future.

Sincerely,

Richard F. Pellegrino
Executive Director

Patrick Higgins
Chair, Transportation Committee
Village Manager, Western Springs

cc: Alan Bennett
Russ Hartigan
CMAP Go To 2040 Draft Comprehensive Regional Plan
~Will County Comments~
7.30.10

Will County leadership commends CMAP for taking on the complex process of developing the region’s first comprehensive plan and for their efforts in identifying many of the key quality of life issues faced by the region. Will County appreciates CMAP’s efforts to put together a policy based plan, versus a detailed land use plan. Community planning assistance, best practices education, large-scale issues identification and regional policy discussion are areas in which CMAP can most effectively contribute to improving the way the region grows and changes.

About CMAP

- While CMAP has admirably put together a regional plan that addresses a large list of interconnected issues to more comprehensively outline all of the issues facing the region, its focus should be more on the day-to-day operating basis consistent with the original charters of its predecessor agencies, CATS and NIPC. Land use issues and transportation issues remain the crux of the regional issues that our counties and municipalities need assistance with and are complex, detailed issues to begin with. If CMAP attempts to provide day-to-day expertise in all areas addressed by the Plan, it will no doubt have a hard time being a true expert in anything. Concern/Suggestion.

Challenges and Opportunities Chapter

- The term “livability” is becoming more mainstream, but the true meaning of the word is still broad and largely misunderstood by the public. CMAP has done a good job of detailing the many potential facets of what “livability” means and in giving good examples of ways to achieve “livability.” Support

- The plan recognizes that “local interpretations of “livability” and that definition of terms like “mixed-use” and “higher density” vary community-by-community and should ultimately be decided by each community based on each community’s unique characteristics and plans. Support.

- The Plan recognizes that there is no “one size fits all” to determining livability in a community. Each community must assess itself to understand how it can effectively and appropriately increase “livability” locally. Support.
The plan recognizes that future growth will occur in suburban areas, not just urban areas, but more emphasis should be placed on the overall expanding contribution of the suburbs to the future of the region’s overall development and bottom-line. Support/Concern

The Plan promotes new development in urban and suburban areas based on features of livability such as support for walkability and public transportation. Support

“One important conclusion of livability is that local governments have a central role in making it happen. Livability is highly influenced by municipal and county land use planning decisions, infrastructure investments, and other policies.” Support.

P. 28 - Factors of Economic Growth-2nd paragraph: “Business location decisions..........Many of these factors ignore jurisdictional boundaries..........and should be addressed regionally.” We believe that business location issues should be addressed at the local level. Concern/Question

P. 32 – Transportation-6th paragraph: “Prioritization of investment presents a considerable challenge because of the variety of ways that transportation affects our region. It has direct impacts on safety and security...........” Much of the larger transportation section focuses heavily on the benefits of economic development that might come from a particular infrastructure improvement. While economic development is very important to the region, lives are more important. Safety should be the #1 priority and most heavily weighted factor contributing to any type of project prioritization. Concern/Suggestion.

Livable Communities Chapter

P. 3 & 16 - CMAP upholds the long-standing tradition of local control over zoning and land use decisions. A stronger and more meaningful statement that aligns with CMAP’s acknowledgment of the role of local government as policy maker and implementer would be for this statement to say “CMAP supports the long standing tradition of local control over zoning and land use decisions zoning control and land use decisions. Support/Concern

P. 3 - CMAP supports technical assistance through increased grant funding for local planning and ordinance updates. Support.

P.3 CMAP recognizes Counties and Council’s of Government role in encouraging and facilitating local collaboration. Support.

P. 62 – Land Use & Housing Implementation Action Area #2 Matrix. Add “counties” to each box under implementers on pgs 62-63. Suggestion.

The Transportation portion of this section should discuss the growing national priority for programs that promote and implement tele-commuter/tele-work options and flexible work hours. Many workers in the region do not have these options. Tele-commute/tele-work
options and flexible work hour’s programs also reduce emissions and promote a higher quality of life for workers who care for family members at home. Concern/Suggestion.

- Congestion pricing is promoted at several different points in the Plan; however the region still needs to have a complete dialogue about the pros and cons of congestion-pricing. The current ISTHA/MPC congestion pricing study assumes that there will be lanes added to some of the regional expressways to accommodate congestion pricing versus converting an existing lane to congestion pricing. This scenario draws more vehicles onto our roadways and therefore promotes more travel by auto. Before fully promoting congestion pricing, the CMAP Plan should make it clearer that the pros and cons need to be more fully addressed. Suggestion

- P. 96 – Water & Energy Implementation Action Area #2 Matrix. Add “counties” to implementers’ box for “Accelerate use of efficient appliances/fixtures through green code adoption” and “Promote rainwater harvesting for non-potable indoor uses.” Suggestion.

Regional Mobility Chapter

- Changes to the currently arbitrary 55/45 funding split between Northeastern Illinois and downstate Illinois should be changed favoring the more populated and economy-driving northeastern Illinois region. Support

- Anti-diversion laws should be passed to protect transportation funding from being spent in other areas. Support

- P. 6 & 150 (several places throughout) - The Plan advocates the use of “performance-driven criteria” and “evaluations” to determine which transportation projects should receive funding. While most people recognize that limited dollars and increasing needs in the region, require a better prioritization of the projects that receive funding, these “criteria” and “evaluations” are largely misunderstood. In order to promote and effectively prioritize project funding in a new way, these “criteria” and “evaluations” must be better explained to project implementers, the MPO Policy Committee and the CMAP Board. In order for prioritization to truly work, there must be buy-in to the methodology behind the prioritization. Concern/Suggestion.

- P. 7, 151 & 174- The Plan recommends increasing the state gas tax, federal gas tax and implementing congestion-pricing to begin increasing funds for transportation projects and combating congestion. We believe that advocating a funding mechanism is an inappropriate role CMAP role. However, if there are to be state and federal gas tax increases, it should be stressed that the percentage of dollars distributed to the locals should also be appropriately increased or at a minimum, remain the same. Also, while the Plan heavily promotes congestion-pricing it makes no mention of certain things that should accompany it in order for it to be truly successful without over-burdening already cost-concerned commuters; things like flexible work hours and tele-commute/tele-work options. Concern/Suggestion.
• P. 152 – Due to increasing transportation costs and needs, it is important to prioritize project funding as the Plan suggests. However, the criteria that were used for prioritizing the projects in the “constrained” portion of the Plan are vague and not easily understood. Priority funding of projects should go to those projects that have already begun and will reach design approval (for roads) or alternatives analysis (for transit) within the next 3-5 years. These projects are already part of a public process and have already had public funds spent on them. The Plan needs to provide a more detailed explanation of how the projects on the current constrained list were selected as regional priorities and how projects on the unconstrained list can move forward. Concern/Suggestion.

• P. 169 – Public Private Partnerships, 1st paragraph – Language should mention the Illiana P3 legislation. Concern/Suggestion.

• P. 172 – Implementation Action Area #1 – Are transit agencies comfortable with suggestion to turn New Start Program into a program that also funds existing infrastructure instead of just expansions as it currently does? What program will dedicate funding to expansions, then? Question.

• P. 222 – Air freight paragraph contains only mention of the South Suburban Airport (SSA). Many folks keep asking why the Plan doesn’t address airports. The beginning of the Plan should explain why airports are not considered in the comprehensive planning process and should at least generally mention that demographic and projection assumptions in the Plan assume that the SSA will be built. Concern/Suggestion.

• More acknowledgement of Will County’s role in the future of freight in the region should be highlighted. Will County is currently playing a huge emerging role in the region’s freight future and will continue to do so given the assumption that the Illiana and the SSA will be built. Concern/Suggestion.

Create a More Efficient Freight Network
• More needs to be said about how we can use intermodal growth to bring higher end jobs. Concern/Suggestion

• There is no discussion of the necessary ancillary uses needed to support the trucking industry (motels, fuel, truck stops, repair stations, etc). Concern/Suggestion

• More discussion is needed about use of waterways. Concern/Suggestion

• More discussion is needed about how to minimize the negative effects of the trucking industry on our region (roadway damage, safety, congestion. Question

• More “investment” in freight systems is discussed, but what investment level are we talking about? A mega rail and trucking corridor similar to Alameda, CA, or a patchwork of small to medium fixes? Concern/Suggestion
Improve Education & Workforce Chapter

- Better data systems and coordination mechanisms are needed to ensure that the system responds to true employer needs. This coordination can only occur if there is a collaborative partnership between workforce investment boards, all levels of educational and training providers, economic development professionals and employers. Support

- There seems to be a lack of understanding and inclusion in this section regarding the important role that the individual workforce investment board makes and of the regional collaboration that occurs between the 8 boards in the Chicago metro region (Workforce Boards of Metro Chicago). CMAP formed a committee of workforce professionals but failed to include many, if any, of their recommendations in the plan. Who should play the major role in developing the workforce is probably not the best role for CMAP and is better left to the workforce professionals. Concern

- The significant focus on community colleges seems to indicate that they are the only workforce training entity and the repetitive mention of increasing their role to the exclusion of other training entities (4-year institutions, proprietary schools, vocational programs, apprenticeship programs, etc) provides an unbalanced view of the important role that many other organizations are playing and must play in the future. Again, CMAP formed a committee of workforce professionals but failed to include many, if any, of their recommendations in the plan. Who should play the major role in developing the workforce is probably not the best role for CMAP and is better left to the workforce professionals. Concern

- There needs to be more language included discussing the role of economic development agencies and their participation in the workforce system. Suggestion.

- This section seems to use the words workforce and education interchangeably when they have different connotations to readers. Concern.

- The focus on a coordination pilot program between “freight/logistics? And “energy” industries may be appealing due to the recent focus the region has placed on these two sectors, however neither are necessarily the most critical industries to the region. Concern.

- P. 252 makes a key statement identifying that the most critical thing regarding workforce that Go To 2040 supports is a stronger role for community colleges. This entire paragraph seems to push focus towards the community colleges and does not acknowledge the work already being jointly done between the Workforce Board of Metro Chicago, the community colleges in the metro region and the One-Stop system. A strong partnership that deserves acknowledgment already exists at the regional and local level. Perhaps distinctions should be made between systems that work well in the city versus those that work well in the suburbs. Concern/Suggestion.
• The focus on career pathways is mentioned only briefly and is limited in scope to community colleges, again. There has been some incredible work done on career pathways by non-profits, and community based organizations in the metro region. CMAP formed a committee of workforce professionals but failed to include many, if any, of their recommendations in the plan. Who should play the major role in developing the workforce is probably not the best role for CMAP and is better left to the workforce professionals.

Concern

Efficient Governance Chapter

• P. 323 – Implementation Action Area #1 Matrix: All project implementing agencies and federal and state regulatory agencies should be included in the implementers' box for “Realign current programmatic and review responsibilities both in transportation and non-transportation areas, to support Go To 2040.” Concern/Suggestion

Sincerely,

James Moustis
Will County Board Chairman

Sincerely,

Lawrence M. Walsh
Will County Executive
The Will County Governmental League and its member communities would like to commend Bob Dean and your staff on the GoTo 2040 Plan. This plan provides a clear vision of where the region can be with proper planning and resource allocation. There are however, areas of concern, and agreement, within the plan. Due to the scope of the plan the WCGL has chosen to focus our comments on the Implementation Action Areas, as these are the actual recommended next steps of the this plan.

**Livable Communities**

**Land Use & Housing**

#2 Provide Technical Assistance

The WCGL fully supports CMAP creating a “menu of assistance offerings.” This would allow communities to be fully aware of all the services offered by CMAP and would allow the municipalities to take advantage of CMAP’s technical expertise when they feel it necessary.

#3 Support Intergovernmental Collaboration

The COGs currently provide much of this support to our member communities when it is a priority of the respective memberships. CMAP may not be fully aware of all of the collaborative efforts that the COGs are involved in with their member communities. Perhaps some of this confusion could be solved by appointing a single CMAP staff member to work with each COG on their issues instead of steady rotation of which ever staff member is available the day of COG meetings.

The WCGL is very supportive of the initiative of bringing communities from different COGs together that may be facing similar issues. This is something that the COGs currently do in major issues but not on smaller planning ones that CMAP would be more aware of because of their specific role in the region.

#4 Link Transit, Land Use, and Housing

WCGL would like to be sure that when CMAP suggests requiring supportive land use for new transit investment that having plans for supportive land uses if funding for the transit investment is made is acceptable. Requiring supportive land use before the transit investment can be made would put our member communities, and any in the growing areas of the collar counties at a crippling disadvantage.

**Financing of Local Planning**

The opening paragraph of this section needs to be reworked. Local elected governments do not need a lecture from a bureaucratic organization like CMAP on their fundamental responsibilities. Local governments are responsible to the people by whom they were elected. Their responsibility is the responsible use of those citizen provided tax dollars, which may, or may not include the ideas included in this plan.

**Water & Energy**

#1 Implementing Energy and Water Retrofit Programs
Requiring water retrofits as a condition on the sale of a home could add enormous expenses to the sale of a home for both the buyer and seller. Additionally, the cost to municipalities to inspect each home could be very high. The Northeast Illinois Regional Water Supply Planning Group has already rejected this idea, during their 3 years of meeting. WCGL is disappointed to see this rejected idea brought up again in this plan.

#3 Pricing
The issue of municipalities taking over maintenance responsibility is one that needs further review before it should be recommended. This has possible legal ramifications in terms of liability that municipalities may not be willing to take on. The costs could far exceed any fees brought in from charging a storm-water fee.

#5 Local Governments as Early Adopters of Sustainable Practices
There are many good ideas in the section but the WCGL is concerned about the costs associated with these measures. Where are municipalities going to get these funds?

Parks and Open Space
This section contains many points on improving cooperation between local taxing bodies for the purpose of improving parks and open space a goal the WCGL supports. The one concern that comes up throughout this section are the many calls for increased funding from the federal and state government for these types of projects. These dollars have to come from somewhere and with the federal and state budgets being in the state they are the WCGL is concerned about where these dollars would be generated.

Local Food
This entire section seems beyond the scope of CMAPs mission as well as, their technical ability to provide assistance in this specific area. This section also calls for increased federal and state funding to support fresh food initiatives that those levels of government currently do not have available.

Regional Mobility
Transportation Investments
#1 Find Cost and Investment Efficiencies
The WCGL is in full support of a change in the traditional 55-45% split between northeast Illinois and downstate. This traditional split will only continue to allow the degradation of infrastructure in northeast Illinois.

One area of concern in this section is the development of evaluation criteria for the selection of major capacity adding projects. The WCGL would like to see this criteria be flexible to allow for the different types of development patterns that have, and will continue to occur, across our diverse region. The measures used should not favor one part of the region over another. The evaluation should be against areas and projects of similar size not simply all lumped together into one matrix for evaluation purposes.
#2 Increase Motor Fuel Taxes in the Short Term, and Institute a Replacement in the Long Term
At this time the WCGL is in agreement that there does need to be an evaluation of how our nation’s infrastructure is funded as cars become more and more fuel efficient, however, at this time we are not ready to support any changes without further study.

#3 Implement Congestion Pricing on Select Road Segments
The WCGL’s concern with congestion pricing is its impact on local streets. Impacted local streets could put a large financial burden on communities with already limited resources. This burden could be eased with a portion of the revenue being generated from the managed lanes being set aside for improvements on the impacted local streets. WCGL favors pilot programs to gather that data.

#5 Find Other Innovative Finance Mechanisms
The WCGL fully supports the continuing development of public private partnerships in Illinois for infrastructure projects. That is why our organization supported legislation for a pilot program to be conducted on the proposed Illiana Expressway for this type of development.

**Public Transit**
The WCGL is in agreement with the implementation action areas under public transit. There is only one area of concern, density around transit. The WCGL wants to be sure that the density levels surrounding public transit fit within the context of the surrounding community. There should be no cookie cutter standard for density surrounding transit. It should be based on what is appropriate for each situation.

**Freight**

#2 CREATE Rail System Improvements
With the increase in rail traffic in Will County associated with the BNSF and UP facilities rail system improvements have become a top priority for the WCGL. The WCGL has supported CREATE in the past and continues to do so, however, the WCGL would like to see an emphasis placed on adding additional improvement projects to CREATE or an expedited development of CREATE II for the collar counties. As improvements are made under the CREATE plan and intermodal facilities the size of the UP Joliet Yard and BNSF Elwood Yard open the need for a comprehensive freight plan is more important to our communities than ever before.

#3 Regional Trucking Improvements
Along with an increase in rail traffic in Will County truck traffic has continued to rise as our county becomes a global inland port. The WCGL supports the study of truckways or dedicated truck lanes on future infrastructure improvements.

#4 Organization and Public Policy
Establishing a Freight Authority should be studied further before recommending its creation. This issue should be fully vetted before it is recommended.
Efficient Governance
Tax Policy
The WCGL recommends having one municipal representative from each of the counties not just the two recommended in the plan. The WCGL also recommends having a county representative from each county and not just one from Cook and one from the collar counties. Each county faces different challenges and should be afforded the opportunity, as the groups with authority over some of these issues, to have a seat at the table as these recommendations are made.

Coordinated Investments
#1 Take a Regional Approach to Federal and State Investment
The WCGL supports working together collaboratively as a region on increasing funding for our region and finding new innovative funding mechanisms. The concern the WCGL has is that when making funding decisions that each part of the region is looked at in its own context. A project that may be very beneficial in a smaller community may not be able to match scores with a similar project from a larger community but would nevertheless have an important impact in that smaller community. There needs to be some level of recognition of the importance of improvements throughout the region, not just in the more densely developed city centers.

#2 Reform State and Federal Policies and Programs
The WCGL is concerned over what is meant by “empowering existing regional institutions, especially MPOs.” The WCGL would oppose any empowering of the MPO at the expense of local governments autonomy. The WCGL has in the past opposed making the MPO the ultimate decision making authority on regional investment.

#3 Support Efforts to Consolidate Local Services
The WCGL is continuing to work the MMC on these types of issues. It is important that these types of issues are fully vetted and all of the consequences are understood before any changes are made.

We would like to thank the CMAP staff for this opportunity to comment on the GoTo 2040 Plan and for their efforts to see that the needs of our members are met.

Mayor Joe Cook
President, Will County Governmental League
CMAP Meeting with:
Federal Reserve Bank of Chicago

- The main comments from this group were the Executive Summary does not couch the recommendations well in the Human Capital Chapter.

- Like the regional mobility chapter, Human Capital – Innovation needs specifics – Economic Development Working Committee worked hard on providing recommendations and those should be pointed out in the executive summary.

- There needs to be a better understanding of small business capacity and needs – especially in the efforts to promote energy and water conservation.
Comments from Department of Commerce and Economic Opportunity (DCEO)

Comments
We agree a skilled labor force does not develop on its own. However, just increasing investments in education and workforce development alone will not guarantee this unless these investments tie directly to the needs of the employers. We would recommend the introductory language include this concept, as it would then begin to address the point dealing with the makeup of the system.

A stronger more coordinated effort needs to occur in education, workforce development, and economic development as a whole. While community colleges are fundamental to meeting the educational needs of our workforce, proprietary schools and universities are equally essential investments. For example, in Illinois, through WIA Title 1 funds, these three educational entities almost equally provide training to workers (community colleges -15%, universities -15% proprietary schools – 23%). We suggest this recommendation focus on strengthening all the roles and using the workforce system as an intermediary to education and economic development. This capitalizes on the unique position of the workforce system to leverage both WIA funds and partner funds to meet the educational, vocational and ancillary needs of the worker. For instance, the composition of workforce boards such as the Chicago Workforce Investment Council is in a position to make decisions that influence the entire system.

One of the underlying principles in the report is that “education should not be equated with vocational training only”. The sole focus of the workforce system is ensuring that workers have the skills needed to gain self-sustaining employment and that employers have the skilled workforce needed to remain competitive. This makes the workforce system as an intermediary a necessity in providing the leadership to coordinate the efforts of the three areas.

Implementation Area #1
Consideration should be given to changing the implementation strategy on “Strengthen the role of the community college” to expand the coordination of all the roles and relying on an intermediary through the workforce system.

Implementation Area#2
The second strategy that would identify additional data sources concerning education and workforce could include the P-20 Council and Race to the Top

Implementation Area #3
The state and business role is missing in this section.

Implementation Area #4
Adult Education is a critical component in improving educational outcomes
Jesse-

Very short summary of comments - relating to specific points:

Parks and Open Space:

Page 124 -

ACTION: "Increase involvement by private landowners..."
Add to SPECIFICS - line that acknowledges State INPC program reduction of real estate taxes for landowner
Suggestion, which needs editing: "The State, through Illinois Nature Preserve Commission, allows for reduction of real estate taxes when private landowners protect their qualifying land through the Commission programs."

(Specifically -Nature Preserve dedication - $1 per acre. "Certificate for Public Benefit" - Land and Water INPC status - taxes reduced to 25%. NOTE: INPC Rep Byers is unclear as to whether Cook County allows for this)

Page 125-

ACTION: "Restore open space within Green infra..."
Add "State" to IMPLEMENTERS

ACTION: "Devise and commit to a system to prioritize restoration needs based in criteria"
Add to IMPLEMENTERS: State (INHS "IDNR, INPC")

Transportation;

Can IDOT's Region 1 developed "I-LAST" be referenced to encourage usage?

Very proud of you guys!

nanc-
August 6, 2010

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL  60606

Re: Go to 2040

Dear Randy:

Thank you for the opportunity to review and comment on CMAP’s Go to 2040 Comprehensive Regional Plan. The work performed by CMAP staff in the development of this plan is to be commended. The plan does an excellent job of highlighting the challenges facing northeastern Illinois and presenting innovative ways of addressing those challenges.

This department looks forward to continuing its partnership with CMAP as the region proceeds with implementation of this plan. One example where this agency is already consistent with the plan is in Section 5 which recommends “Transportation implementers should prioritize efforts to maintain and modernize the existing system.” As you are aware, maintenance of our existing system has been and continues to be this department’s number one priority.

In addition, this department also remains concerned about the levels of congestion throughout the state and in the Chicago metropolitan area. As one tool to alleviate congestion, the Plan recommends completion of the operational impact study on the alternatives identified by the Regional Congestion Pricing Study. However, before implementation of congestion pricing can proceed within the region, it is essential that detailed engineering studies be performed.

Again, thank you for this opportunity to comment and congratulations on a fine product.

Sincerely,

[Signature]

Charles J. Ingersoll, P.E.
Director
To whom it may concern:

I have two comments regarding the “Transportation Conformity Analysis for the PM$_{2.5}$ and 8-hour Ozone National Ambient Air Quality Standards” document.

- In Section 3.1 Consultation Process, I think the discussion of the Tier 2 participants should include the state and local partners and not just the federal representatives. Thus the sentence could read “Tier 2 participants include federal representatives from USEPA’s Region V office and USDOT representatives from the Chicago Metro Office and the IEPA, IDOT, RTA and CMAP.”

- Although not required to be included since the proposed budgets have not been finalized or determined adequate, the plan could acknowledge under Section 10.2 PM2.5 Conformity Results, that the Illinois EPA is in the process of finalizing a Maintenance Plan for the PM2.5 NAAQS which includes motor vehicle emissions budgets for the direct PM2.5 and NO$_x$ emissions for the years 2008 and 2025. The proposed budget numbers, listed below could also be included in a matrix similar to Table 5 along with the Table 5 plan year emissions estimates. A conclusion could then be included that the GOTO 2040 Plan meets not only the motor vehicle emissions estimates currently in force, but the more stringent levels in the draft Chicago PM2.5 Maintenance Plan State Implementation Plan (SIP) currently proposed. I think that the incorporation this more up-to-date recent air quality planning information would be advantageous since the SIP will likely be finalized and submitted to the USEPA by the time the MPO Policy Board acts to adopt the GO TO 2040 plan and the current PM2.5 conformity test figures, albeit legal, are 8 years old.

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<tr>
<td>2025</td>
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</tr>
</tbody>
</table>

Please let me know if you have any questions regarding these comments.

********************

Mike Rogers
Illinois EPA, Bureau of Air
1021 North Grand Avenue East
Springfield, IL 62794-9276

date
phone: 217 524-4408
fax: 217 557-2559
e-mail: michael.rogers@illinois.gov
Legislator’s Luncheon on GO TO 2040
August 4, 2010

All 107 legislators in our region were contacted via letter to attend a GO TO 2040 and Water 2050 briefing on Wednesday, August 4, 2010. The following attended:

1. Rep. Maria Antonio Berrios
2. Rep. Elizabeth Coulson – staff
4. Senator Mattie Hunter – staff
5. Rep. Darlene Senger
6. Governor Quinn – staff
7. Leader Tom Cross – staff
8. Senator Dan Kotowski – staff
9. Senator Maggie Crotty
10. Senator Heather Steans
12. Senator Sandoval – staff

Legislators/Staff Comments and Questions:

Regarding stormwater runoff, do we deal with this as a regional issue or nationally? Are we using examples or case studies? The Chicago Botanic Gardens are doing a lot of work in this area.

Water conservation recommendations – what is water waste prohibitions?

Do you address full cost of pricing at the utility level in the plan?

How do we begin to tackle the issues of the many layers of government? Does CMAP provide a strategy to address this?

Do we know where the growth will occur in our region?

The STARline is not in the constrained portion of the plan. Will there be economic impact analysis of all the constrained projects? Can there be development fees (TIFs) to pay for projects like the STARline and money from private to leverage for public good.
Are SSAs used in the plan are a tool?

Regarding the I-294/I-57 interchange, are most people exiting from the tollway to gain access? And if most are doing that why bother having this project, it seems costly and unnecessary.

What will be the revenue source for addressing the increase in freight traffic – container fees?

What is the legitimacy of the economic impact of Metra lines?

What are the plans next steps? Specifically, the DOE grant?
August 5, 2010

Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Blankenhorn,

News reports of your recent meeting with the Kendall County Board and other local officials indicated your view that continued work on the Prairie Parkway project was warranted and that the corridor needed to be protected. The draft CMAP Go To 2040 plan has placed the project in the "fiscally unrestrained" category, meaning that state and federal funding is not expected to be available. The plan further emphasizes maintaining and improving the existing transportation infrastructure over undertaking new capital projects.

Many of my constituents believe the project is too expensive, lacks immediate funding priority, would destroy thousands of acres of farmland, threaten the Fox River and other important waterways, and accelerate development into rural areas of Kane and Kendall counties. In fact, voters in five townships crossed by the Prairie Parkway route strongly opposed the highway in advisory referenda in 2007 and 2008 i.e. 80-85% majorities opposed. I have long supported the view that the Prairie Parkway was not the best solution to traffic needs in the area and that improvements to existing highways like Illinois 47 are much more beneficial and cost-effective for area motorists.

In your quoted comments, you suggest that work continue on the project -- principally the five-mile segment between Illinois 71 and US 34 with a bridge across the Fox River. However, the Illinois Department of Transportation has removed all funding for this limited segment from its six-year Highway Improvement Program. It seems to me that any government funds on work that is not in the budget would be misappropriated.

Meanwhile Kendall County has an innovative project that parallels the Prairie Parkway route between Illinois 71 and US 34 -- extending and improving Eldamain Road with a bridge across the river about a half mile from the proposed Prairie Parkway crossing. This project complements the planned addition of lanes on Illinois 47 through Yorkville and other improvements in IDOT's Highway Improvement Program.
The Eldamain Road project is expected to cost $30 to $35 million. This is far less than the $200 million plus estimate for the parallel Prairie Parkway route and results in much lower environmental and agricultural impact since it follows existing highway rights of way.

Supporting the limited five-mile section of the Prairie Parkway is not warranted. Even with the federal funds earmarked for a "north-south connector" it would divert additional state funding from other, more effective transportation projects. It would have little impact on traffic on Illinois 47 since it essentially involves a 12-mile detour for any north-south traffic on Illinois 47 through Yorkville. Further, it would duplicate the Eldamain Road route for local motorists.

Thus far, according to IDOT, about $70 million has been spent on the Prairie Parkway project -- environmental reviews, engineering, and land acquisition. There seems little chance of further federal funding for the project since Congressman Bill Foster and his opponent Randy Hultgren are both opposed to the Prairie Parkway and favor improvements to the existing highway infrastructure. Committing additional funds would be fiscally irresponsible and would divert support from other, more effective transportation projects.

Even if the highway would become viable in the future, the corridor has been protected and would be available should traffic conditions justify the cost and impacts.

Finally, one of my gravest concerns is the potential of land speculation profits gained by politically-connected powerful people at the cost of sound public policy objectives that serve our mutual constituents. These people may have the clout and money to constantly push forward projects that serve their purposes more than citizens’ needs, but the majority of the people I serve have made their views consistently clear.

In summary, I support the draft Go To 2040 plan’s emphasis on maintaining and improving the existing transportation networks instead of focusing on new capital projects. As such, maintaining the Prairie Parkway in the "fiscally unconstrained" category is appropriate and no provision should be made for completion of the limited and ineffectual five-mile section between Illinois 71 and US 34.

Very sincerely,

Christopher J. Lauzen

CJL: km
Dear Mr. Stoner:

We are providing written comments on the Chicago Metropolitan Agency for Planning (CMAP) Draft Go To 2040 Comprehensive Regional Plan 2010 (Plan). This is consistent with our role under Section 6001 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that modified the Title 23 USC Sect 134 regarding regional plans. One goal of SAFETEA-LU is to, over time, incorporate land use and comprehensive planning issues and concepts, including environmental resource planning, into transportation system project planning from the earliest considerations. In accordance with U.S. Environmental Protection Agency (EPA) responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act (CAA), the NEPA review team is the group within U.S. EPA responsible for commenting on your regional plan.

The Transportation Implementation Plan

The Illinois Department of Transportation (IDOT), in conjunction with the Federal Highway Administration (FHWA), provides coordination on its proposed projects through semi-annual or more frequent meetings with multiple public agencies, including EPA. We appreciate these opportunities to gain insights on IDOT plans, including CMAP projects, and to offer our comments. This review of the Plan is a new component of FHWA guidance (FR Vol. 71, No. 111, 6/9/2006) in response to SAFETEA-LU. We anticipate developing an appropriate level of interaction between our two organizations, based upon interests, compelling issues or circumstances, and organizational capacities and resources. Our resources do not allow us to provide a detailed response to your Transportation Implementation Plan (TIP) project list at this time; however, we are interested in continuing to interact with CMAP as your agency implements individual significant projects.
Transportation Conformity for Air Standards

The Chicago region is currently in nonattainment for ozone 1 hour and 8 hour standards and for Particulate Matter of 2.5 micron and smaller (PM2.5) levels. EPA's Air Division worked with CMAP in assuring the TIP proposal meets transportation conformity requirements for the region in this nonattainment status.

The GoTo 2040 Plan Document

The Plan clearly presents the region's multimodal systems and transportation challenges. We commend the comprehensive nature and scope of the Plan. Presentations include consideration of sustainability, smart growth and equity concepts throughout the Plan. The Plan's development with public involvement and multiple comment opportunities is exemplary, and has provided the public excellent opportunities to learn about the planning process, its importance to the region, and how plan components interact to impact citizens.

A key role for this Plan is to guide development of the region's TIP, now and into the future. Pages 180 through 198 of the Plan provide a clear discussion of the various components of these and other regionally-anticipated transportation projects. The Appendices reference tables of coded assessments based upon regional plans from other states. These coded assessments do not convey the correlation between Plan goals and how the proposed projects will achieve these stated goals. Therefore, we recommend this Plan include a discussion focused on how proposed regional projects will achieve the goals presented in the Plan.

SAFETEA-LU Sect. 6001.134(i)(2)(B) states the "long-range transportation plan shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan." Although the term "mitigation" is included in the Plan, discussion is very limited. We recommend incorporating a separate section, perhaps under Regional Mobility e.g. making it Section 8, where mitigation concepts and opportunities can be discussed in the context of impacts from the overall Plan. This discussion could also demonstrate how the Livable Communities concepts are being incorporated with regard to transportation direct, indirect and cumulative impacts.

EPA Resources Available

Some key EPA natural resource concerns include wetlands, floodplains, impaired streams and other waterbodies, stormwater run-off, environmental justice, hazardous waste sites, endangered species, noise, and air quality. The following EPA websites, materials and contacts reference the above resources and may be helpful when producing further iterations of this Plan.

Smart Growth - Information regarding a range of development and conservation strategies that help to protect the natural environment and make our communities more attractive, economically stronger, and
more socially diverse can be found at the page:
http://www.epa.gov/deed/index.htm

Use of Recycled Materials/Beneficial Reuse – Information regarding
the use of compost-based materials for stormwater / erosion control is
available. Some information regarding the use of recycled industrial
materials and their potential use in road construction is also available.
You may contact Susan Mooney at 312-886-3585 for additional
information regarding this information.

Diesel Reduction Strategies – Information regarding strategies for
reducing diesel emissions from construction equipment and other
sources can be found at: http://www.epa.gov/cleandiesel/.

NEPAssist - This is a web-based mapping application tool we use in
reviewing NEPA projects. If you are interested in this addition to your
mapping toolkit, we can provide you access to it. This resource may
provide some useful information for your GIS system data layers.
Contact Mr. West for access to this resource.

We appreciate this opportunity to begin an expanded dialogue on your regional planning
scenario. If you have any suggestions regarding further coordination, we look forward to
discussing these with you. Please direct any comments that you have regarding this initiative to
me at 312-886-2910, or to my staff member, Norm West, at 312-353-5692 or
west.norman@epa.gov.

Sincerely,

Kathleen Konrad

Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc: Randall S. Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
CMAP GO TO 2040 Draft Plan Comments
233 South Wacker Drive, Suite 800
Chicago, IL 60606
August 6, 2010

Chicago Metropolitan Agency for Planning

RE: Go To 2040 Public Comment

Dear Sir or Madam:

On behalf of the Lake County Forest Preserve District, I am providing the following public comments regarding the Chicago Metropolitan Agency for Planning’s (CMAP) draft Go To 2040 comprehensive regional plan. We appreciate the opportunity to participate in preparation of the plan through our roles with the Illinois Association of Conservation and Forest Preserve Districts, and with Chicago Wilderness, and through other meetings, open houses and opportunities hosted by CMAP.

In general, we agree that Go To 2040 outlines regional planning strategies that should help the Chicago region thrive in the global economy while enhancing quality of life and long-term financial and environmental sustainability for our citizens and communities.

Specifically relating to sections of the report about protection of conservation open space and local parks, we concur with the stated recommendations, although we do agree that they represent an aggressive goal both for protection of additional open space and parks and for ongoing management and maintenance of lands, trails and facilities. We believe that conservation of more open space throughout the region will depend on expending and strengthening public-private partnerships, including use of conservation and trail easements. In that regard, we recommend that CMAP add mention of the need to pass state legislation restoring liability protection, and to pass federal legislation restoring tax incentives, for private land owners who allow public access to their property for a wide variety of outdoor recreation and nature preservation activities.

Thank you again for the opportunity to comment regarding the plan and to participate in its preparation. We especially appreciate the efforts of CMAP staffer Jesse Elam in working with various stakeholders to prepare the section regarding local parks and conservation open space.

Sincerely,

Andrew S. Kimmel
Deputy Executive Director
Dear Mr. Blankenhorn,

The Lake County Stormwater Management Commission (SMC) applauds CMAP in developing the GO TO 2040 Plan. It is a project of tremendous scope that has been well-executed. As a stormwater management agency, SMC commends the GO TO 2040 Plan on doing an excellent job of recommending green infrastructure practices for stormwater management. Restoring the hydrology of the region will go a long way toward addressing regional water resource issues. But, there are several water resource topic areas related to stormwater management that deserve more note in the draft plan. The following is a summary of SMC’s comments related to these stormwater topics with more specific comments included on the marked-up version of the draft plan that is attached.

**Watershed Planning**

The draft plan report calls for the development of watershed plans for those areas of the region that do not have plans, but it does not specify or recommend how this goal can be achieved. The watershed planning process is only effective if all key local stakeholders actively participate in the development of the plan. Supporting technical services/staff are needed for developing the plan, bringing the stakeholders together and conducting the planning process. Once complete, watershed plans are only effective if they are implemented at the local level with incentives and support from higher levels of government. Unfortunately the GO TO 2040 plan does not really cover how watershed planning should be funded or conducted other than by relying on continued use of limited state funding sources. These have not been adequate to-date and it is not clear how this plan will move the watershed planning process along.
Water Quality

Poor water quality in surface water bodies is prevalent throughout the region. This was addressed in previous Northeastern Illinois Planning Commission reports and plan documents but seems to be absent from this plan other than in a few locations where the words ‘water quality’ are included. SMC recommends adding a section that describes current water quality issues in the region. Adding a map of the impaired waters in the region with a description of the most prevalent impairments with causes and sources would be very illustrative. This would include both nonpoint source and point source water quality impacts. Concurrent recommendations for how the region should proceed to address these causes and sources of impairment should also be included.

Flooding

Thank you for recognizing flooding as a regional problem in the draft plan report. Flooding, land use and transportation are inextricably linked under current conditions in the region. Flooding has been caused by land use and transportation decisions made in the past - and flooding significantly affects the transportation system, water and wastewater infrastructure and the homes and businesses in the region today. While there is no question that flooding damages building structures, economic assessments of flood damages frequently identify transportation damages as being the most significant flood damage category - not just because of physical damage to the roadways etc, but also because of the health and economic losses sustained when people can’t get where they need to go (to schools, patronizing businesses, work etc.) safely and in a timely manner. In addition to the damages sustained by the transportation system, the impervious surfaces created by the transportation system are significant contributors to stormwater runoff that creates the flooding problems that the region experiences. For these reasons, a more detailed assessment of regional-scale flood damage along the rivers with concurrent recommendations for addressing it should be included in the regional comprehensive plan.

Lake Michigan

Because of the importance of Lake Michigan in shaping the place where we all live; our environment, economy, and quality of life, considerably more attention needs to be devoted to the Lake in the GO TO 2040 Plan. Recognition of its regional importance (water supply, transportation, recreation, tourism, aesthetics etc.) and the threats to the Lake that will impact the region need to be covered in considerably more detail in the plan.

SMC appreciates the opportunity to provide these comments on the draft GO TO 2040 plan. The PDF files of the draft plan report that include more specific comments are included with this letter. Again, congratulations on a large effort well-executed.

Best regards,

Patricia Werner, AICP, CFM
Planning Supervisor
Challenges and Opportunities

Metropolitan Chicago faces both great challenges and great opportunities as we look forward to 2040. As a global metropolis and economic center of the Midwest, we are poised to prosper in an increasingly interconnected world. We have a vast supply of physical infrastructure, including an extensive passenger and freight system that is among the nation’s largest, and significant natural assets including open space resources and Lake Michigan. Our arts, culture, and higher learning institutions have worldwide preeminence. Our region is made up of a network of unique, identifiable communities, each with their own histories and characters. The region’s cost of living also remains quite affordable relative to many other major metropolitan areas.

But these assets also come with tremendous challenges. Even before the recent economic downturn, job growth in the region was stagnant, and the region was falling behind its peers. Our infrastructure, while vast, is also aging and requires more investment, and high traffic congestion damages our economy and quality of life. Our education and workforce development systems do not provide enough residents with the skills they need for productive employment and participation in society. Environmental challenges also require action, including global climate change, loss of biodiversity, and the emerging issue of water scarcity. And while many of our communities have succeeded economically, many others have not, creating disinvested areas with high concentrations of poverty and social problems.

The purpose of GO TO 2040 is to build on the region’s assets, identify its shortcomings, and recommend actions that will help enhance and sustain economic vitality and global competitiveness. This chapter describes our challenges and opportunities while previewing the plan’s recommendations. Other CMAP products including Regional Snapshot reports and GO TO 2040 strategy papers provide more detail on the issues described in this chapter, and the forthcoming Regional Indicators Project website will provide data on a wide variety of performance measures.

Quality of Life

One of the central goals of GO TO 2040 is to make our region a better place to live. Creating and preserving a high quality of life was among the top, overarching intents of the Regional Vision, which originally set out the goals of the plan.

The Regional Vision for GO TO 2040 describes a future quality of life based on “attractive, interdependent communities” that offer a “range of housing options,” “diverse… transportation and recreation choices,” and access to “employment, education, health care, and other regional assets [such as] an abundance of art forms.”

To achieve this, GO TO 2040 seeks to direct investment toward strengthening existing communities, and finding opportunities to encourage new development and redevelopment in livable communities that are denser and designed for mixed uses.
“Livability” is an important concept that is used extensively throughout the plan, but defining it is a challenge simply because people’s values and priorities are so diverse. However, when residents across the region describe their values and priorities, certain commonalities of livability emerge. Livable communities are healthy, safe, and walkable. Livable communities offer transportation choices providing timely access to schools, jobs, services, and basic needs. Livable communities are imbued with strength and vitality, features which emerge from preserving the unique characteristics that give our diverse communities “a sense of place.”

The region faces many challenges in creating and sustaining livable communities. Our infrastructure and local development decisions are still built primarily around the single-occupant vehicle. Affordable housing, particularly rental options, is not available in all parts of the region, which creates a systemic imbalance between job centers and where people live. The region needs more open space and recreational parks. Energy and water are not being used efficiently and the region suffers from the degradation of air and water quality. Federal and state investment decisions remain highly uncoordinated and often ineffective in addressing the kinds of problems which require more cross-disciplinary solutions.

Livability comprises a range of distinctive yet interconnected principles. The actions necessary for creating and sustaining livable communities involve many players, including the federal and state governments and most importantly, localities, individual households, and businesses. Livable communities provide safe, reliable, and economical transportation choices and promote equitable and affordable housing to increase mobility and lower the combined costs of housing and transportation. Through better access to jobs, schools, markets, and recreation, livable communities make the region more economically competitive. In most cases, the building blocks for these communities already exist, but more targeted and coordinated investment is required to make livability a reality.

Providing more transportation choices to our residents is a vital component of livability. Many parts of our region are accessible only by car, but livable communities should allow walking, biking, and using public transportation. They should be broadly accessible and allow travel by any transportation mode, allowing older residents to “age in place,” improving mobility for disabled residents, and leading to better health overall. Supportive land use and walkability are also critically important to support the expansion of public transit.

Livability also entails a balanced supply of owner-occupied housing and rental housing distributed throughout the region, ensuring that each household has access to the region’s assets. Among various housing policy options, each works best to promote livability when targeted to specific situations and community goals as part of place-based solutions. For example, some communities may seek to preserve existing housing stock, while others seek to produce more affordable housing. Still others may already have concentrations of affordable housing and therefore seek to attract economic development. Linking housing with public transit is an effective way to reduce the combined cost of housing and transportation.
An important element of livability is adequate open space, and providing open space as part of reinvestment projects is one of the most effective ways to provide new parks in denser urban settings. Conservation of energy and water and reduction of flooding can also be accomplished by using principles of conservation design, green building design, or low-impact development.

For livable communities to take shape, most of our region’s future growth should occur in existing communities that are already served by infrastructure. There are significant opportunities to accommodate future growth by reinvesting within the borders of our municipalities. The viability of development in these places can be increased by remediating brownfields, reconsidering parking policies, reusing current building stock, and locating schools and other public buildings in areas where redevelopment is sought. Livability can often be supported by denser, mixed-use development. The definition of “mixed use” varies between communities, sometimes referring to a combination of land uses (e.g., residential, office, or retail) within a single structure or on the same block, while at other times referring to simply connections between residential and commercial areas of a community. The definition of “denser” development also differs widely, but it generally means densities that are somewhat higher than prevailing patterns of development in that area. The use of high-quality design principles to guide denser development is critically important to ensure a proper fit within communities. Regardless of density or use, reinvestment should respect local character and historic context, while increasing access to parks, green spaces, and adjacent recreational waterways.

The goal of GO TO 2040 is not to increase density for its own sake, and creating livable communities does not require extreme measures, “central planning,” or any attempt to channel all or even most new growth into multifamily buildings. The plan does not seek to have all future development occur only in high-density areas, and as a region we should avoid simplistic “urban versus suburban” concepts of density. Although compact development and infill are important aspects of reinvestment, walkability, and land use that supports public transit, the region’s rate of population growth dictates that not all development will occur within existing communities. But while some development in currently undeveloped areas will be necessary, those new developments should include features that support livability.

The region’s development pattern is extremely diverse, reflecting the unique characters of its many communities; growth between now and 2040 will be equally diverse. Local interpretations of livability principles should consider community character when determining appropriate densities, types of mixed-use development, specific methods for affordable housing provision, and so on. Similarly, high-quality design is critical for creating livable communities. Attractive streetscapes and buildings, public spaces for civic life, and overall appearance of an area are important elements of a community’s character, but are not appropriate to address at the regional level; GO TO 2040 supports efforts by local communities, the development community, and individual property owners to address issues of aesthetics in their own ways. In other words, there is no “one size fits all,” and community-level assessments are needed to understand how principles of livability can be applied locally.
One important conclusion of this discussion of livability is that local governments have a central role in making it happen. Livability is highly influenced by municipal and county land use planning decisions, infrastructure investments, and other policies. While general principles are appropriate to develop at the regional or the federal level, the application and implementation of these principles is up to local government. This builds on one of the region’s important assets— the strength of its local governments. Our region is already made up of many livable communities, and the unique characters of our neighborhoods and communities are valuable assets and should be preserved. Lastly, livable communities go hand in hand with economic prosperity. Creating and enhancing places with these kinds of attributes will increase access to employment, educational opportunities, and other regional assets for many people around the region. Livable communities will bring our residents a higher quality of life, which makes our region an extremely attractive place to reside. The result is a strong and skilled regional labor force, the factor held in the highest regard of businesses when deciding where to locate.

Livability has a complex and mutually supportive relationship with economic prosperity, and a high quality of life is not possible unless our residents have access to good jobs. The following section discusses the approach of GO TO 2040 to our economy.

Economy

The metropolitan Chicago region is among the nation’s few global economic centers. GO TO 2040 seeks to maintain and strengthen this position. Global connections are increasingly important, and being linked to international trade and information networks provides our region with new economic opportunities and a broader range of jobs, and makes us an attractive place for both workers and businesses. Among the many assessments of what it means to be global, a few common themes emerge: a global region needs to have a modern infrastructure; a diversity of business types and economic activity; a skilled workforce, including a strong higher education system; and active cultural institutions and a high overall quality of life.

In each of these areas, we have both strengths and challenges. The region’s infrastructure is extensive, but aging problems such as traffic congestion damage our economy every day. Our economy is historically diverse and strong, but we have had limited job growth in the past decade and incomes have stagnated. We have many excellent universities and other educational institutions, but they are inaccessible to many students, and overall our education and workforce development systems are not as strong as they need to be. The pace of economic innovation in our region, as measured by the creation of new technologies, services, and goods, has fallen behind many other metropolitan areas. Our state and local tax policies are often inefficient, unpredictable, and distort economic activity. And while we have a high quality of life by many measures, it is threatened by these economic problems. Building on these strengths and overcoming these challenges to strengthen the region’s economy is among the main purposes of GO TO 2040.
Labor force quality is perhaps the most important factor driving future economic prosperity. While workforce quality has always been an important component of economic success, there is evidence that this is increasing, as economic growth occurs in industries that require more knowledge and skills. In the continual competition between metropolitan areas to attract businesses and residents, regions that lack a strong labor force will have difficulty competing; for most industries, skilled and educated workers drive productivity, making them the most valuable assets that a metropolitan area can have.

In the long term, economic prosperity depends on being able to adapt to changing circumstances. Innovation -- the invention and commercialization of new products, services, technologies, and processes -- is a major driver of long-term economic growth. Though well-positioned to capitalize on our excellent universities and research institutions that constantly generate new ideas, the region has been able to only partially take advantage of this strength. By creating linkages between our research institutions and entrepreneurs and targeting investment decisions, the public sector can most effectively support innovation without distorting or otherwise exerting too much influence over private sector actions.

A well maintained and modern system of infrastructure, including transportation, energy, telecommunications, and water, is also a necessary precondition for maintaining our region’s economic stature. The next section outlines challenges and opportunities particular to the area of transportation infrastructure, which is a major focus of \textit{GO TO 2040}.

**Transportation**

Our transportation system is a major contributor to the economy and livability of the region. Transportation infrastructure is particularly important to our economy and quality of life because it allows the movement of people and goods. With a modern, well-functioning transportation system, people can travel freely around the region, choosing from among a wide variety of jobs and communities to live in, and businesses can count on their shipments of goods being delivered on time. Historically, our region has been built around its transportation infrastructure and owes its status as the economic center of the Midwest at least in part to infrastructure investments made decades ago. Our transportation system still numbers among our major strengths, but improvements are needed to maintain and strengthen our position.

\begin{quote}
The Regional Vision for \textit{GO TO 2040} describes a future multi-modal transportation system that is “safe, accessible, easy to navigate, affordable, and coordinated with nearby land use,” reduces congestion and improves regional mobility, and supports “reinvestment in our existing communities...leading to environmentally sensitive and fiscally efficient outcomes.”
\end{quote}

\begin{quote}
To achieve this, \textit{GO TO 2040} seeks to maintain existing infrastructure of all types and gain operational efficiencies from it, make additional investments in transit and freight, use innovative and sustainable finance and system management ideas, link transportation investments with housing and land use, and encourage choices that result in livable, walkable, transit-supportive communities.
\end{quote}
While the physical infrastructure of the metropolitan Chicago region has historically been a major strength, there is little argument that it must be improved to meet current needs. Current revenue sources are barely able to keep up with the maintenance and operation of the existing system. Our infrastructure is aging, and in some cases is deteriorating due to underinvestment in maintenance. The region’s congestion levels are among the highest in the nation, and projected increases in population, jobs, and freight traffic will only add to the pressure on our infrastructure. Clearly, further investment in infrastructure is needed to improve or even maintain our economic place. See Figure 3 for a regional map of transportation infrastructure.

Congestion affects our transportation system in a number of negative ways -- it increases costs for residents and impedes travel, limiting where people can live and work; it reduces businesses’ access to labor and the reliability of goods shipments; it wastes fuel and causes air pollution; and it even reduces safety and security by making it more difficult to respond to incidents or deal with emergencies (see Figure 4). We have one of the highest levels of congestion in the nation, and GO TO 2040 sees this as one of the greatest threats to our future prosperity.

Addressing the challenges of congestion and the other issues we face our transportation system requires an approach that is multimodal, promoting the use of transportation options other than driving. The vast majority of trips are made by individuals driving alone, and it is expected that driving will continue to be the primary mode of transportation for many or most of our residents, but there is an opportunity for other modes -- walking, biking, and using transit -- to make up a greater share of trips. In the past decades, we have greatly improved our environment for walking and biking through construction of sidewalks and trails and adoption of policies by communities and transportation agencies that support these modes of travel. Public transit, on the other hand, carries fewer people today than it did twenty years ago (although these numbers have been trending back upward in recent years). While our existing transit infrastructure is a great strength, it suffers from years of underinvestment and deferred maintenance. Transit is a central part of our future prosperity and livability; it provides a far cheaper transportation alternative than driving, allows commuters to avoid congested roads, raises the value of nearby land, and is a more environmentally friendly travel method than driving alone.

New and innovative funding sources are also needed for transportation, and will be most effective if they are tied closely to actual use, providing incentives for the efficient use of the transportation system in addition to providing additional funding for needed improvements. Just as importantly, decisions concerning transportation investments need to be made carefully. Current funding distributions are often not based on thorough evaluation of project costs and benefits, leading to inefficient investments. The effectiveness of infrastructure at stimulating economic productivity depends on the kind of infrastructure, how much of it already exists, and where it is located, so potential investments need to be evaluated carefully to ensure they are really the best use of scarce funds.
Figure 3. Transportation infrastructure in northeastern Illinois

Source: Chicago Metropolitan Agency for Planning, 2010
Prioritization of investment presents a considerable challenge because of the variety of ways that transportation affects our region. It has direct impacts on safety and security, which remain of paramount importance. The transportation system affects where residents can live and work, and how they can travel, with impacts on our economy and quality of life. Transportation access is a factor in where and how growth occurs, so transportation investments help to drive land use and development decisions. Transportation investments also affect the natural environment both directly, through the construction of a new facility, and indirectly, through the growth that transportation access permits. In summary, transportation investments have major repercussions, both positive and negative. Considering all of these factors when making infrastructure decisions is challenging, but will result in the most effective investments in the long term.

Another critical component of our transportation system is freight. Local businesses and industries depend on the ability to move inputs and products into and out of the region. The metropolitan Chicago region was largely built around its freight infrastructure, and today is accurately considered the freight center of North America. Our businesses have capitalized on our freight infrastructure to build intermodal yards and distribution centers that contribute to our economy, and a strong freight system can be counted among the reasons that we retain a strong industrial base; many existing industries, especially those in the manufacturing and trade sectors, rely on the freight industry to send and receive shipments of materials, products, or other goods. But there are also challenges related to our freight system. Freight traffic (both rail and truck) is forecast to grow, placing strains on our infrastructure. Also, despite freight’s

Figure 4. I-90/94 congestion scan, 2007

Scan from Tuesday to Thursday: Average speed is shown by milepost as a function of the time of day (the horizontal x-axis) and location (the vertical y-axis)

Source: Analysis by Chicago Metropolitan Agency for Planning, based on data from Traffic.com
positive economic impacts, some communities experience negative impacts, such as delays at grade crossings, high levels of truck traffic, noise, and pollution. Both infrastructure and policy solutions will be needed to enhance freight’s economic benefits and minimize its negative impacts on quality of life in our communities.

Environment

Our natural environment, including our open spaces and waterways, are significant amenities that contribute to quality of life, making the region a more desirable place to live and work. In contrast, the prosperity and livability of our communities are threatened by the consequences of not maintaining a healthy natural environment; for example, increased flooding or air quality, or drinking water shortages would have immediate negative consequences for our economy and quality of life. Looking farther into the future, issues such as climate change or loss of biodiversity may not have immediate impacts on residents’ lives, but their long-term negative impacts are clear. Therefore, GO TO 2040 approaches the natural environment as an important amenity in itself, but also one that has considerable positive impact on our economy and livability.

The Regional Vision for GO TO 2040 describes a future environment in which “open space is preserved and enhanced,” the region consumes “less energy and fewer natural resources,” treats “water as a critical natural resource,” preserves “the overall ecological health and diversity of the region,” and improves its residents’ health through “the availability of open space, transportation and recreation options, healthy food, water, and clean air.”

To achieve this, GO TO 2040 seeks to improve the region’s system of parks and open space, providing recreation options and protecting ecosystem function, and to conserve natural resources. This requires increasing the resources devoted to protection of an open space network, designing communities to meet environmental goals, taking a proactive approach to both supply and demand for energy and water, supporting green jobs and industry, and directly incorporating local food systems in the long-range plan.

The region’s parks and natural areas (including waterways, forest preserves, conservation districts, and other open space) are a major strength, and serve to protect environmental quality, improve public health, and contribute to overall quality of life. Access to parks and open space provides opportunities for residents to enjoy active, physical recreation and to congregate socially; this is particularly important for the health of children. Not surprisingly, many studies have shown that proximity to open space and parkland has a positive impact on property values, as many people want access to these important amenities. Figure 5 displays the region’s land and water resources.
Figure 5. Land and water resources in northeastern Illinois

Source: Chicago Metropolitan Agency for Planning, 2010
However, not all parts of the region have adequate access to open space. Many of our older communities, both in urban and suburban areas, suffer from insufficient park space, which has negative consequences for the health of residents in these areas and makes them less desirable places to live. At the same time, most of our valuable open space is not protected, and much is lost each year to development on the region’s fringe. And our parks and open spaces are often fragmented and scattered, which diminishes their benefits for recreation and biodiversity. Thus, while our open space network is a considerable strength, a number of challenges must be addressed for the benefits of open space to be broadly shared.

Water issues are also emerging as challenges that we must face. Historically, access to Lake Michigan as a water source has been a major asset, but our withdrawals from the lake are legally constrained. Water is becoming increasingly scarce in some parts of the region, particularly those that rely on groundwater. Reducing water consumption through conservation and pursuing strategies to protect water resources will be needed to address this threat. Another issue related to water resources, stormwater management, is a concern in many areas. Flooding creates serious safety and economic problems, especially in many of our older, fully developed communities. This not only has negative impacts for current residents and businesses, but it makes reinvestment in these communities more difficult. Major flooding is the most common type of natural disaster that threatens our region, and its likelihood is only expected to increase as climate change occurs, so stormwater management is increasing in importance.

Biodiversity, or the variety of plant and animal species in our region, is also threatened. Biodiversity is a good indication of overall ecosystem health, which is important for environmental reasons but also beyond; healthy ecosystems play a role in water quality and supply, reducing the impacts of climate change, and other functions. Ecosystem health can be achieved by preserving large natural areas with connections between them; ecosystems do not function well as small, isolated islands of open space.

Lastly, climate change is a matter of national and international concern. The factors causing it and the solutions for solving it transcend compartmentalized areas of public policy and individual action. The use of energy in our homes and commercial buildings is the largest contributor to greenhouse gases, the chemicals linked to climate change; energy use by the transportation system, mostly in the form of fuel used by cars, is also a major contributor. Reducing energy consumption within these areas is the most important contribution that the region and its communities can make to limit the harmful effects of climate change, through strategies as varied as retrofitting existing buildings to improve efficiency, and promoting a more efficient land use pattern. These can not only reduce greenhouse gas emissions, but also lower energy expenditures for households and businesses. We also have a tremendous opportunity to use the growing interest in energy conservation to pursue growth in the green economy. For example, taking an aggressive approach to retrofitting existing buildings would make us a leader in this field, allowing us to export this experience and knowledge to other parts of the country. Examples of business innovation around the green economy already exist; the Chicago Climate Exchange, created here in 2000, is the nation’s first voluntary cap-and-trade program, and has attracted participation both nationally and internationally.
We need solutions to address multiple goals at once -- both enhancing our assets, like open space, and minimizing threats to our region’s environmental health as well as the global threat caused by climate change. Preserving open space can have positive impacts on water quality, biodiversity, and stormwater management, as well as providing an important asset that contributes to our economy and quality of life; preserving land for sustainable agriculture can have similar positive impacts. Similarly, development that is denser and focused in existing communities can reduce pressure to develop existing unprotected open space, and is also more efficient in its use of energy and water than development on the region’s fringe. Strategies with multiple benefits are most effective at meeting the many goals of GO TO 2040.

**Housing and Social Systems**

A major challenge to our future is inequitable access to the region’s assets, such as good schools, decent jobs, safe and healthy neighborhoods, and stable housing. Our lower-income residents often do not have the same opportunities to access these assets as others, with lasting negative impacts on their earnings, health, and safety.

*The Regional Vision for GO TO 2040 describes future social systems that “foster an educated, healthy, safe, and involved populace,” housing that is “safe, decent, affordable, and stable” and that follows fair housing practices, and “access to quality education, jobs, health care, cultural and social amenities, and transportation” for all residents.*

*To achieve this, GO TO 2040 seeks to pursue a balanced housing supply with denser development that helps to increase affordability while minimizing household transportation costs, and to support and encourage policies and programs to fill gaps that cannot be met by the private market. It should also improve the quality of education in the region by eliminating gaps and increasing collaboration across early childhood, K-12, and higher education systems.*

One of our greatest and most intransigent challenges involves equitable access to opportunity. Large portions of the region remain highly segregated, and there are stark differences between racial and ethnic groups in terms of income, educational attainment, health, rates of incarceration, and many other measures. These inequities are not only an issue of fairness, but compromise our economic future. People without the needed education or skills to hold productive employment may not fully contribute to our economy. As Figure 6 shows, there are clear spatial patterns that show this relationship; areas with high concentrations of African American and Latino residents generally have incomes below the regional average. In designing policies and making investments, it is important to take actions that do not perpetuate these inequities, and to correct them if possible. Environmental justice seeks to address the spatial imbalances of environmental burdens, which are often highly concentrated in areas with large minority populations and/or economically disadvantaged groups. In Figure 6, areas in green have either more than a 50 percent minority population or income levels of less than 25 percent of the regional mean. The ten employment centers with the highest concentrations are shown in maroon hatch.
achievement of its residents. Part of the solution is to improve education and workforce development systems, and this is a high-priority recommendation of GO TO 2040. But workers and jobs are increasingly mobile, with the ability to relocate quickly from region to region. Therefore it is important for the region to attract and retain skilled workers, in competition with other major regions across the nation and world.

To successfully compete, the region needs to be viewed as an attractive, desirable place to live and work, and livability is being increasingly recognized as a contributor to economic growth. Some researchers believe that attracting the highly educated and skilled workers who drive economic growth is key, and that denser urban places will do best in this regard. Others doubt that all skilled workers want to live in cities, but that they will be attracted to places with good schools, low crime, and short commutes. The assumption of GO TO 2040 is that the region will need to attract a variety of skilled, talented people to be economically successful, so the region will need a variety of community types -- but all communities should be designed with consideration of whether they will support a high quality of life.

**Environmental**

Environmental impacts of continued development in rural areas include the loss of agriculturally productive land, missed conservation opportunities, degradation of streams and wetlands due to encroaching development and stormwater runoff, and increased pollutants and emissions from travel across a more-dispersed development pattern. An approach to livability that includes a denser development pattern that focuses on reinvestment within existing communities reduces the pressure for consumption of undeveloped land.

Developing more densely also reduces consumption of water and energy, all else being equal. Shorter pipe lengths in denser areas mean less wasted water, and smaller yards require less watering. Energy savings in denser areas, and corresponding decreases in greenhouse gas emissions, occur primarily because of the reductions in driving described above. Impervious cover is also reduced, on a regional scale, by higher densities, particularly if growth occurs as redevelopment in places that already have impervious surface cover.

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While these positive environmental impacts are regional in nature, dense development and reinvestment in existing communities may cause localized problems. While denser development does lower the region’s total acreage of impervious surfaces, for example, it also concentrates these into a smaller area, which can worsen flooding. Denser development can also create heat islands in areas without sufficient open space, or pockets of poor air quality caused by concentrating many motor vehicles and other pollutant emitters into a small area.

Many of these challenges can be solved or mitigated by applying green development techniques or conservation design, which is an element of GO TO 2040’s definition of livability. By incorporating open space, carefully designing buildings and landscapes, and using small-scale green infrastructure features, the localized negative impacts of density can be avoided.\(^\text{12}\)

**Quality of Life**

By definition, livable communities are intended to improve quality of life. The measures above -- concerning household costs, economic growth, and environmental protection -- are all ways to measure elements of quality of life, but there are other impacts that are difficult or impossible to quantify. A sense of community is one of the most important elements of livability, but defining or assessing this concept is impossibly complex. At its best, a strong sense of community can increase civic involvement, as residents feel commitment to improving their community; lower crime, as neighbors watch out for each other and for suspicious activity; and even improve disaster recovery, as stronger communities are better able to come together to care for their most vulnerable members.

Recent research also illustrates links between livable communities and both physical and mental health.\(^\text{13}\) Some benefits can be linked to physical design features such as access to parks and open space, and available bicycle and pedestrian facilities. Other benefits relate more to the sense of community described above. In particular, designing for livability can allow older residents to “age in place” within their homes or communities, with demonstrable positive physical and mental health outcomes. Overall, while the positive impacts of livable communities have not all been isolated and statistically proven by research, there is plenty of quantitative and anecdotal evidence to argue for pursuing livability in development decisions.

**1.2 Current Conditions**

**The Problem with Current Land Use Patterns**

The region’s development over the last several decades has resulted in a pattern of land use that is not sustainable. Development in the last half of the twentieth century has overall been a story of outward expansion, consuming vast amounts of land and requiring huge investments in...
During this time, much development occurred unevenly, resulting in an imbalance between where jobs are located and where people live. As population expanded, many people moved to low-density, single-use neighborhoods accessible only by car. At the same time, jobs shifted from major concentrations in the region's industrial hubs to dispersed and less accessible employment centers across the region. These changes were driven by diverse factors, including infrastructure investment decisions, tax policies, resident preferences for larger homes and lots, and movement toward areas with lower crime and better schools, to name a few.

The relative importance of these factors has been debated for decades and will not be solved by GO TO 2040. But whatever the reasons, the result of these major shifts is a disparity in where people work and where people live, and more particularly where affordable housing is located in relation to job centers. Further, this imbalance has hindered access to transit, increased energy use and household costs related to transportation, and helped to fuel the region's increasing traffic congestion. The environmental impacts of rapid growth in undeveloped areas are also severe, and the region has lost much of its former open space and agricultural land. Recognizing these issues, CMAP concludes that the region should alter the trend of land use that emerged over the past several decades, in favor of a development pattern that promotes livability.

**Impediments to Planning for Livable Communities**

While there are many good local examples of planning for livable communities, overall regional trends have not been positive. Recent development patterns resulted from various factors that...
remain in place today, and significant obstacles face communities or developers pursuing projects that involve reinvestment, compact or mixed-use development, or affordable housing components.

On the regulatory side, ordinances, codes, and other regulations often make it more difficult to build compact, mixed-use development instead of single-use subdivisions. Projects involving reinvestment in existing communities face particular challenges. Often, development requirements also affect the cost of housing construction or rehabilitation, inhibiting efforts to preserve housing; these can include aesthetic touches like requirements for brick facades, which can be important for community acceptance but can also make affordability a challenge. Land assembly can be extremely difficult in established downtown areas that have seen decades of fragmented ownership. Some development regulations like minimum parking provisions can add challenges to redevelopment of sites in denser areas. Further, well-intentioned planning policies can sometimes come into conflict with each other. For example, regulations meant to help manage stormwater in urban communities can make it difficult to pursue reinvestment projects in these areas.

Significant non-regulatory impediments also exist. Public opinions about perceived negative effects of dense or affordable housing -- often based on past examples of large blocks of multi-family housing -- can impede efforts to establish a range of housing opportunities in revitalized community cores. “Density” is often perceived as a negative term, although the primary challenge in developing more compactly often has more to do with issues of community fit than with density itself. And well-intentioned plans and policies that try to mix land uses do not always align with market conditions, creating retail vacancies that can detract from communities.

Although some of these impediments cannot be solved directly by local government actions, all can be addressed in some way. The public sector cannot create a market for redevelopment where none exists, but it can invest in infrastructure that makes redevelopment projects more viable. Changing existing perceptions about affordable housing may seem impossible, but over time, proactive education and well-designed affordable housing developments can make a difference. And some of our challenges are also opportunities; there are significant opportunities to accommodate future growth by reinvesting within the borders of our municipalities, as Figure 9 demonstrates. This map shows parts of the region with significant vacant land, or with industrial or commercial parcels that are defined as “underutilized” (meaning that the value of the actual land is greater than the value of the improvement on the land).14

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While CMAP recognizes that the obstacles to building livable communities are significant and complex, GO TO 2040’s recommendations concerning land use and housing are built on the belief that proactive planning by local governments can make a major positive difference.

1.3 Indicators and Targets
The recommendations described in this section seek to support local governments as they plan for livable communities, and to achieve a regionally balanced supply of housing of all types and costs. GO TO 2040 proposes tracking progress toward these goals through two indicators: the amount of reinvestment within existing communities; and percentage of income spent by low-income households on H+T costs.
appropriate to mixing land use and preserving affordability than conventional zoning. These mechanisms help to focus development discussions on how appropriate context, form, and even aesthetic concerns can counteract the negative perceptions about density, affordability, and compactness. Also, CMAP will help communities with forecasting and visualizing the long-term, actual effects of current ordinances that may unintentionally be stymieing desired development goals (with affordability and mixed-use being primary examples). Sharing of best practices for ordinances as well as other regulatory methods like impact fees should also be part of the technical assistance approach. Other software like the Centers Toolkit, the Return on Investment (ROI) tool, and the MetroQuest software used during CMAP’s Invent the Future workshops can all be relevant for communities at different stages in their planning processes. Other technical assistance providers, including regional civic groups or community-based nonprofits, can take leadership or supporting roles in many of these activities; the experience of the development community should also not be overlooked, and organizations that represent the private sector are also relevant partners for technical assistance. CMAP should help to coordinate these assistance efforts to avoid duplication.

Where possible, technical assistance should build local capacity, rather than resulting in plans or ordinance updates that are prepared by external groups and then handed over to a local government. Developing plans and ordinances is a central responsibility of local governments to regulate land use, and every community should ideally have the capacity to review ordinances and development proposals without relying on external assistance.

A particular focus of technical assistance activities will involve housing, which is one of the most challenging components of livability to address; according to CMAP’s recent survey of comprehensive plans, only 23 percent include an emphasis on affordable housing. While recognizing that local governments will take varying approaches to address the overall goal of a regionally balanced supply of housing, CMAP encourages every community to proactively address the issue. Beginning with an assessment of housing supply and future demand (e.g., the “Homes for a Changing Region” report series) can inform further discussion of the issue, and these reports should be continued and expanded to cover additional communities.

A variety of housing policy options are appropriate in different types of communities. Housing preservation, incentive-based inclusionary zoning, community land trusts, removal of regulatory barriers, or foreclosure prevention programs -- just to name a few -- can be solutions in communities facing different housing challenges. CMAP and other technical assistance providers can play a role in helping communities to sort through the various housing programs that can be adopted on the local level, finding those that fit best in a particular situation, and integrating them into a comprehensive planning approach. This is a role already played by a variety of regional and local nonprofit organizations and their useful work should continue. The development community should be actively engaged in these discussions as well.

**Intergovernmental Collaboration**

GO TO 2040 strongly supports coordination between communities. Intergovernmental approaches are often the best way to solve planning problems in housing, transit, economic
CMAP encourages the formation of these groups and offers technical support for their work. These can often be formalized as collaborative planning groups that are organized around a transportation corridor (such as the Cook-DuPage Corridor) or an area with specific economic development or housing needs (such as the Southland Economic Development Corporation or the South Suburban Housing Collaborative), or within watersheds around shared environmental issues such as water supply. State and federal agencies (such as the IHDA, IDOT, and DCEO at the state level, and HUD, U.S. DOT, and U.S. EPA at the federal level) should prioritize funding in areas that enter into intergovernmental agreements.

At a less formal level, coordination between municipalities is beneficial for information-sharing among planning professionals and officials. In addition to encouraging intergovernmental cooperation among neighboring communities, CMAP should also bring together communities that face similar challenges across the region, fostering networked collaboration to share ideas and strategies. For example, communities that have faced challenges in incorporating a range of housing options, or those that have applied particular housing solutions, can serve as useful case studies for other communities considering similar techniques, and there is no substitute for direct communication between them.

In all of these collaborative efforts there is a strong and significant role for counties and COGs. These groups are encouraged to take the lead to create and staff formal collaborative groups, or to convene local planners and planning officials in less formal ways. Go To 2040 recommends a supporting role for CMAP in these efforts.

**Link Transit, Housing, and Land Use**

Linking transit, housing, and land use is less a separate recommendation than a focused way to apply the recommendations in the other implementation areas. TOD represents one of the principal linkages between the issue areas addressed by CMAP, and is a particular focus of Go To 2040. The higher value of land near transit services often makes it more difficult to plan for affordable housing in these locations, so affordability needs to be addressed specifically.

The number of TOD studies completed within the last decade means that many of the most promising TOD locations have had plans prepared for them, but often implementation has been lacking. Ordinances and other regulations have not always been updated to match the recommendations of the plans, and there has also been no concerted effort to focus infrastructure investments to implement these plans. As described earlier in this section, Go To 2040 recommends increasing the amount of funding for planning, and allocating a significant portion of this to update ordinances; it also recommends creating a special funding source for infrastructure improvements that support the implementation of these plans.

It is also important to use plans jointly for land use and transit in areas that may be outside of traditional TODs. Frequently, opportunities for transit-supportive land use planning will be in areas served by bus, or slightly outside the “walkable” range of a train station -- and therefore outside the definition of a traditional TOD. CMAP should work closely with its partners.
including RTA and the transit service boards, local governments, and regional civic organizations, to identify additional opportunities to support transit-supportive land use. This could include areas near train stations where site assembly has proven difficult, or where past projects have faced implementation challenges.

Improving transit is a high-priority recommendation of GO TO 2040, and requires supportive land use to succeed. GO TO 2040 recommends that transit expansion be accompanied by land use planning that seeks to create an affordable, transit-friendly environment, with investments in sidewalks, bus shelters, and other infrastructure; transit decision makers should prioritize investments in places where supportive land use planning is occurring.\(^\text{22}\)

Preserving affordability or creating new affordable options near transit is often difficult because high demand to live near transit increases the cost of housing. Municipalities should plan for mixed-income transit oriented development, by ensuring that housing near transit includes affordable housing provisions and that affordability is maintained in the long-term. CMAP will work with partners including IHDA to assure that applicants are rewarded when developing housing near transit. Additionally, CMAP will work with preservation collaborations to encourage affordable housing preservation strategies focused on areas around transit and employment.

1.5 Implementation Action Areas

The following tables are a guide to specific actions that need to be taken to implement GO TO 2040. The plan focuses on four implementation areas for achieving greater livability through land use and housing:

- Provide Funding and Financial Incentives
- Provide Technical Assistance and Build Local Capacity
- Support Intergovernmental Collaboration
- Link Transit, Land Use, and Housing

\(^{22}\) The GO TO 2040 section titled Increase Commitment to Public Transit contains further discussion of the importance of this linkage.
## Implementation Action Area #1: Provide Funding and Financial Incentives

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
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<tbody>
<tr>
<td>Align funding for planning and ordinance updates</td>
<td>State (IDOT, DCEO, IHDA), RTA, CMAP, municipalities, philanthropic</td>
<td>CMAP, IDOT, and RTA should coordinate funding programs to fund local plans and ordinance updates. Use funds to create new streamlined grant program for transportation, land use, and housing which assists local governments to create plans or ordinance updates that are consistent with <em>GO TO 2040</em>. This program should be able to fund ordinance changes, updates to municipal programs or policies, or similar activities, as well as plan preparation. Supplement these funding sources with philanthropic or other public and private sources as appropriate. In particular, funding from housing and economic development sources should also be included within this streamlined program.</td>
</tr>
<tr>
<td>Implement and expand the Sustainable Communities Initiative program</td>
<td>Federal (HUD, U.S. DOT, U.S. EPA, DOE, EDA)</td>
<td>The federal government should apply the principles of the Sustainable Communities Initiative across other federal programs as well. Its administering departments (HUD, U.S. DOT, and U.S. EPA) should also commit sufficient funds in future years to make it a significant funding source for plan implementation, not just plan development. Federal agencies should also align federally-required planning efforts, such as HUD Consolidated plans, with <em>GO TO 2040</em> priorities, and federal investment should be geared to implement planning efforts that are consistent with the principles of the Sustainable Communities Initiative.</td>
</tr>
<tr>
<td>Develop regional infrastructure funding programs for plan implementation</td>
<td>State (IDOT), RTA, CMAP, counties, COGs</td>
<td>Create a pilot program meant to focus infrastructure funds to implement local comprehensive plans, modeled on programs in Atlanta and San Francisco. Allocate a portion of funds currently programmed by the state (STP) and by CMAP (CMAQ) for this purpose. Retain the current programming of local STP funds, but encourage programers to consider livability in their funding decisions.</td>
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## Implementation Action Area #2: Provide Technical Assistance and Build Local Capacity

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<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
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</thead>
<tbody>
<tr>
<td>Continually review status of local plans</td>
<td>RTA, CMAP, municipalities</td>
<td>Update the Compendium of Plans every two years. Use its findings to target planning technical assistance. This could include comprehensive planning assistance to communities that do not have current plans, and assistance with implementation to those that do. Also use results to identify missing or underemphasized elements of local comprehensive plans, such as housing affordability or water conservation. Include review of plan implementation status for plans funded through RTA grants.</td>
</tr>
<tr>
<td>Create model ordinances and codes</td>
<td>CMAP, municipalities</td>
<td>Develop sample ordinances or codes in areas relevant to GO TO 2040 that can be adapted by local governments. Examples include water conservation ordinances, housing rehabilitation codes, and parking regulations. At the same time that model ordinances are under development, work with a few case study communities to ensure that they can be adapted to work locally. CMAP should also promote best planning practices through publications highlighting local approaches to these issues.</td>
</tr>
<tr>
<td>Research and explore alternative land use regulation systems</td>
<td>CMAP, municipalities, nonprofits</td>
<td>Research alternative systems such as SmartCode and FBC that address structure, form and placement over conventional use-based, Euclidean zoning approaches. Coordinate with communities that have adopted alternative land use regulatory systems, assess performance, and provide resources and training for other communities interested in these methods.</td>
</tr>
<tr>
<td>Analyze ordinance outcomes</td>
<td>CMAP, municipalities, nonprofits</td>
<td>In partnership with interested communities, CMAP should review existing ordinances to quantitatively analyze their impacts (in terms of stormwater runoff, local fiscal impacts, resulting housing cost, contributions to greenhouse gas emissions, and others). Also create visualizations that improve understanding of the outcomes of current ordinances.</td>
</tr>
<tr>
<td>Provide assistance in planning for affordable housing needs</td>
<td>CMAP, municipalities, nonprofits</td>
<td>In partnership with interested communities, research local housing supply and demand and identify appropriate housing strategies. Provide direct technical assistance, in collaboration with other regional civic organizations, to communities seeking to develop a balanced supply of housing through locally-appropriate strategies such as community land trusts, land banking, housing preservation, inclusionary zoning, removal of regulatory barriers, strategies for vacant or foreclosed properties, or community acceptance strategies. Support local work through regionally-sponsored research such as the “Homes for a Changing Region” reports, the “Home Grown” best practices summary, or similar efforts.</td>
</tr>
<tr>
<td>Use and enhance existing assistance technical assistance software tools</td>
<td>CMAP, municipalities, nonprofits</td>
<td>Strategically deploy CMAP’s Centers Toolkit, ROI tool, MetroQuest software, and the Metropolitan Planning Council’s (MPC) Placemaking program. Develop an online “library” of best planning practices by local governments, to be continually updated and improved as technical assistance activities continue.</td>
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<tr>
<td>Target technical assistance to communities demonstrating interest in furthering GO TO 2040</td>
<td>CMAP, RTA, municipalities, nonprofits</td>
<td>Create menu of assistance “offerings” consistent with GO TO 2040, and clearly evaluate requests for assistance based upon conformance with these plan objectives. Proactively identify opportunities to provide community assistance.</td>
</tr>
<tr>
<td>Planning Commissioner workshops</td>
<td>CMAP, municipalities, nonprofits</td>
<td>Provide a cycle of Planning Commissioner Workshops throughout the region every two years. Workshops will cover such issues as the importance of updating comprehensive plans, consistency of local ordinances with comprehensive planning policy, making defensible land use decisions, roles of planning commissions and zoning boards of appeals, and placing local land use decisions within a regional context. These also can include special sessions on topics of interest, such as transit-supportive land use, energy conservation, or parking regulation, to name a few.</td>
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### Implementation Action Area #3: Support Intergovernmental Collaboration

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<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
</tr>
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<tbody>
<tr>
<td>Encourage formation of formal collaborative planning efforts</td>
<td>CMAP, RTA, counties, COGs, municipalities</td>
<td>Encourage COGs and counties to lead formation of issuespecific collaborative planning groups to address issues such as housing, transportation, economic development, land use, water and related environmental issues, or others. Provide technical assistance to existing collaborative groups in research and mapping, developing model ordinances and overlay districts, seeking funding, interacting with state and federal agencies, and entering into intergovernmental agreements.</td>
</tr>
<tr>
<td>Form collaborative groups to address affordable housing across communities</td>
<td>Counties, COGs, municipalities, nonprofits, developers, other housing stakeholders</td>
<td>Encourage the formation of collaborative groups to address affordable housing across communities. These can be broad (such as the South Suburban Housing Collaborative) or specifically targeted to a specific housing issue (such as the Preservation Compact and the Lake County Preservation Initiative). These groups should include a broad array of housing industry stakeholders and should explore various funding mechanisms to produce strategies that are nimble and specific to the current housing market.</td>
</tr>
<tr>
<td>Prioritize funding to communities engaging in intergovernmental planning</td>
<td>Federal (HUD, U.S. DOT, U.S. EPA), state (IHDA, IDOT, DCEO)</td>
<td>Provide financial incentives for involvement in collaborative groups by prioritizing funding to communities that apply for funding jointly and develop programs across municipal borders. Selection criteria in funding programs should recognize and reward intergovernmental applicants.</td>
</tr>
<tr>
<td>Facilitate communication between communities facing similar challenges</td>
<td>CMAP, counties, COGs, municipalities</td>
<td>Support initiatives by COGs or counties that bring municipalities together in coordinated planning activities and information-sharing. CMAP should work with staff of the counties and COGs to help coordinate these efforts. CMAP should also identify communities sharing similar features facing similar planning challenges, and provide a facilitated environment to bring them together to work on solutions and share ideas collaboratively.</td>
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## Implementation Action Area #4: Link Transit, Land Use, and Housing

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<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
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<tbody>
<tr>
<td>Identify and exploit additional opportunities for transit oriented development</td>
<td>CMAP, RTA, CTA, Metra, Pace, municipalities, nonprofits</td>
<td>Many communities have embraced TOD as a strategy to revitalize their downtowns, and plans for many of the most obvious locations for TOD have already been prepared. CMAP and other regional civic organizations should identify other potential opportunities for application of TOD strategies and initiate pilot TOD projects in areas where TOD is more difficult (i.e., locations with difficult land assembly, bus-based TOD, etc).</td>
</tr>
<tr>
<td>Use livability principles to plan for land use in development near transit</td>
<td>Municipalities</td>
<td>Municipalities should pursue opportunities for more dense development which mixes uses and housing types within “location efficient” areas near transit services. Municipalities can increase density by providing density bonuses (in exchange for affordable units), creating transit overlay districts, or using form-based codes to address community fit. This can occur both for existing transit services and areas where transit expansion is planned, and applies to both rail and bus service.</td>
</tr>
<tr>
<td>Promote housing affordability near transit</td>
<td>Municipalities</td>
<td>Proximity to transit services often increases land value, making it more difficult to provide a range of housing. Municipalities can provide a variety of incentives to developers to bring down development costs in exchange for affordable units. These tools include land donations, density bonuses, permit fee waivers, land trusts and expedited permitting processes. These should be explored, considered, and adapted to specific local situations.</td>
</tr>
<tr>
<td>Target housing programs to rehabilitation in areas with transit access</td>
<td>Federal (HUD), state (IHDA), municipalities</td>
<td>Affordable housing grant programs should give high priority to preserving the existing affordable housing stock, particularly in TODs.</td>
</tr>
<tr>
<td>Require supportive land use planning before new transit investment is made</td>
<td>RTA, CTA, Metra, Pace</td>
<td>Consider supportive land use when making investment and programming decisions. The service boards should prioritize investments (new service in particular) in areas that have or are planning for land use and local infrastructure that supports transit.</td>
</tr>
<tr>
<td>Update guidelines for transit-supportive land use</td>
<td>RTA, CTA, Metra, Pace</td>
<td>Update materials produced by the transit service boards concerning land use planning and small-scale infrastructure investments that support transit. These materials should include additional topics such as housing affordability that go beyond the density and design issues which are currently included.</td>
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1.6 Costs and Financing

**Cost Savings from Compact Reinvestment**

Many studies over the past several decades have suggested that the cost per household of providing public infrastructure decreases as development becomes more compact. This can also be the case with public services, such as schools and fire protection, but the relationship is not as clear for these services as it is with physical infrastructure. Intuitively, the length and therefore the cost of water mains, roads, and so forth should be less if homes and businesses are located closer together, and national studies and CMAP’s own research has shown that this is in fact the case.

Within the region, the number of new miles of local streets needed can be reduced by as much as one-third if a more compact, reinvestment-focused development pattern is pursued (see **Figure 10**). Savings would be expected both in initial construction and in maintenance because, for instance, each mile of roadway not built is a mile of roadway that does not need to be swept, plowed, re-striped, and eventually resurfaced and reconstructed.

This provides savings to both developers, who often build the roads, and local governments, who later maintain them. Maintenance savings alone from the local street reductions described above would total in the range of $1.5 billion over the plan’s time frame, mostly accruing to local governments in high-growth areas. In other words, the local governments that have the best opportunity to implement livability principles in their planning -- those in high-growth areas -- are also those that have the most to gain from cost savings. The transportation infrastructure cost savings can be used as an indication of other infrastructure costs too, but these savings have not been calculated.

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23 For an example, see Mark Muro and Robert Puentes, “Investing in a Better Future: A Review of the Fiscal and Competitive Advantages of Smarter Growth Development Patterns,” Brookings Institute Center on Urban and Metropolitan Policy, 2004.; Burchell et al., “ Costs of Sprawl -- Revisited,” Transportation Research Board (National Academy Press, 1998) or Burchell et al., “Costs of Sprawl 2000,” TCRP Report 39. Note that while the majority of the planning literature indicates that compact development decreases infrastructure cost, there is some scholarly disagreement about the extent and importance of the effect, which often comes down to the methods used to measure or project it. The Puget Sound Regional Council has even-handedly summarized this literature at [http://www.psrc.org/assets/2032/appF14-sprawl.pdf](http://www.psrc.org/assets/2032/appF14-sprawl.pdf).
Financing of Local Planning

Planning on the local level is funded primarily through general revenue sources of municipalities and counties (and, in some cases, townships). Local governments face many demands for their resources and attention, and it can be a challenge for communities to prioritize comprehensive planning or ordinance review, particularly in difficult economic and fiscal times. However, land use planning is a fundamental responsibility of local governments, and one that must be taken seriously for the region to prosper in the long run. The remainder of this section identifies funding options beyond local sources, but it must be emphasized that local governments are responsible for planning proactively regardless of external funding availability.

External grants for specialized planning activities are sometimes available to local governments, but outside funding for general comprehensive planning activities has been elusive. Some of the planning grant programs in the region include:

- The RTA has made funding and planning assistance available for station area planning through its Community Planning Program (providing funding for such activities as station area TOD plans and guidelines) and the Subregional Planning Program (providing funding for such activities as transit and land use improvement studies, and TOD studies at the county, subregional, or corridor level), formerly termed the Regional Technical Assistance Program (RTAP). Over the past 12 years, nearly 100 plans have been funded through these sources, totaling over $15 million in grants including local matches.

- The Local Planning Technical Assistance Act (20 ILCS 662) was enacted in 2002. In the absence of state-mandated planning, it has served to identify through state legislation components that should be included in comprehensive plans, and, in theory, provided an incentive to adopt certain comprehensive plan elements in order to receive funds for comprehensive planning through DCEO. This provision, however, has never actually been provided with funding from the state, meaning that this promised incentive has never actually come to fruition.

- Likewise, the Local Land Resource Management Planning Act (50 ILCS 805), used frequently as the foundation for county-level planning activities though applicable to communities as well, also allowed for funding through DCEO. This also has never been funded.

- The Federal Highway Administration (FHWA) allocates Statewide Planning & Research Funds to IDOT. These funds may be used for a variety of purposes such as planning, technical studies and assistance, demonstrations, management training, and cooperative research, and they were the source for Illinois Tomorrow grants, which have been used to fund planning activities in the past.

Most of the above funding sources are directed to comprehensive or small-area planning activities. Updates to ordinances or other development regulations are not generally funded.
through any of these sources, though the RTA’s grant programs have been used for this purpose in recent years.

Promising federal funding sources for comprehensive planning and implementation are currently under development. If sufficiently funded, these could provide a significant boost to the implementation of all of the actions described in this recommendation.

24 Promising federal funding sources for comprehensive planning are further discussed in GO TO 2040 subsection 1.4 Funding and Financial Incentives.
2. Manage and Conserve Water and Energy Resources

Water and energy resources play an obvious, yet often overlooked, role in sustaining economic prosperity and environmental health in our seven-county region. Though Lake Michigan provides clean, inexpensive water, the lake’s capacity to serve the region’s need is not limitless due to legal constraints on its use that precludes placing ever-increasing demands on this source. Other parts of the region face increasing expenses and environmental side effects due to their dependence on groundwater. Likewise, conventional energy resources are mostly nonrenewable and therefore finite, and their use plays a significant role in climate change.

The conservation of energy and water is a top priority for GO TO 2040. Over the next 30 years, these resources will likely become more constrained, affecting businesses, local governments, and residents alike. By taking a proactive approach to resource conservation, the region can avoid price shocks farther down the road, while saving money in the medium term. Conservation brings economic and environmental benefits, and steps can be taken now to give northeastern Illinois opportunities to prosper in a new, greener economy. The region needs to use resources sustainably so that economic development can continue while per-capita energy and water use level off. While conserving water and energy has many monetary benefits, it will also help the region reduce emissions of greenhouse gases, which contribute to climate change.

CMAP recommends the following actions to increase energy conservation:

- **Link transit, housing, and energy use through livable communities.** GO TO 2040’s emphasis on establishing compact, mixed use, walkable developments served by transit will improve the region’s energy efficiency. Energy savings in new buildings can be significant when local and state codes, ordinances, plans, and programs support green development and practices. Zoning codes and permitting policies should also allow and promote renewable energy generation from businesses, institutions, and residences. Livable communities also promote lower-energy modes of travel, such as transit, walking, and biking.

- **Promote retrofit programs.** Retrofit programs provide assistance to property owners to install energy conservation measures in existing buildings, and exist at the local, state, and federal levels already. The CMAP-led Chicago Region Retrofit Ramp-up Program will be an important first step in streamlining access to information, financing mechanisms, and skilled labor to transform the retrofit market.

- **Foster sustainable practices.** Communities should take the opportunity to pilot their own projects to promote small-scale renewable energy generation, which could include wind and solar power as well as strategies like waste-to-energy generation. A large-scale urban tree-planting program in northeastern Illinois could reduce heat island effects and sequester carbon dioxide.
CMAP recommends the following actions to manage water resources sustainably:

- **Support water use conservation efforts.** Conservation measures can promote efficient use while reducing or deferring the need for a utility to increase its capacity. Examples include retrofitting water fixtures with higher efficiency models, or the adoption of sensible water conservation ordinances by local governments. Calculating the total volume of water consumed by an individual, community, or business, otherwise known as a “water footprint,” can be a useful audit method for large-scale projects and is helpful in identifying ways to reduce water consumption. Current rate structures for water often do not reflect the entire cost of supplying water, providing consumers little incentive to conserve. Full-cost pricing is recommended to encourage conservation and to provide fully adequate revenues for water utilities.

- **Integrate land use policies and site planning with water resources.** Land use policies that promote compact development will reduce residential water use and reduce both capital and operating costs for water utilities. **Green infrastructure, like rain gardens and permeable pavement, should be integrated more fully into site planning.** Using green infrastructure to manage stormwater has many benefits and can be more cost effective when compared with gray infrastructure.

- **Optimize water and energy sources and scale of operation.** Shallow and deep bedrock aquifers are currently being pumped at rates that exceed the rate of recharge; communities that are dependent on groundwater should consider accessing water from the Fox and Kankakee Rivers. Furthermore, there may be opportunities to coordinate or consolidate service by water utilities. Over 300 water supply utilities provide water for the region, many of these utilities can be consolidated based on water source to achieve cost efficiencies and to improve operations. Renewable electricity generation should also be considered by water utilities.

The following section describes current conditions, explains the importance of conserving water and energy, and provides details about the recommended actions. The overall desired outcome is for the region to reap environmental and economic benefits from increased conservation, contributing to the overall livability of the seven counties and their communities.

### 2.1 Benefits

The Regional Vision sets a goal for the region to be known for its high quality of water and establishes that planning for water resources must be a high regional priority. It states that the region should be a leader in green building techniques, the production of green energy, and in providing energy-efficient transportation options. Additionally, during the “Invent the Future” phase of public engagement for GO TO 2040, participants identified energy reduction as one of the four most important indicators to track progress toward achieving the Regional Vision, along with regional economy, transportation choice, and land consumption. Energy conservation is also part of many other strategies in GO TO 2040, ranging from the mixed-use reinvestment that is part of promoting livable communities to the provision of a balanced supply of housing and jobs.
Household and Public Cost Savings

While energy conservation measures generally entail an upfront cost, the stream of avoided costs continues long after the initial investment is repaid. Furthermore, many state and federal programs are available to assist with the initial costs to help encourage energy conservation by local governments, residents, and businesses. Based on 2005 prices, the region’s average household could save $550 per year in natural gas and electricity following a retrofit, while savings for a typical commercial account would be $6,400.1 A particular energy or water conservation measure may not make sense in every case, but in general conservation pays dividends to the user. There is a clear financial motive for conservation.

For municipal water utilities, water conservation can reduce or delay the need to expand capacity, presenting major capital savings. In the example of the water utility shown in Figure 11, treatment plant capacity would be reached in 2020 if demand grows according to baseline. If water conservation is practiced instead, demand could be reduced so that expansion is not needed until after 2025. In this example, furthermore, the ultimate size (and therefore cost) of the plant after expansion can also be reduced, again because growth in demand will be limited with water conservation measures in place.

Besides this, conservation programs are less expensive than developing new water supplies. They typically cost $0.46 to $1.40 per 1,000 gallons conserved, while the cost to develop new supplies would be well above the high end of this range.2 Finally, although utilities sometimes fear they will lose revenue if they begin a conservation program, it is readily possible to make conservation revenue neutral by redesigning rates at the same time.3

Economic

Increasing reliance on efficiency to meet water and energy needs also has a broader economic payoff, in that it directly and indirectly creates “green jobs” and induces job creation elsewhere.

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in the economy. In fact, most of the green jobs expected to emerge in the seven-county region over the next decade are linked to energy use and conservation.\(^4\) While estimates of direct job creation vary, it is likely that each $1 million investment in energy efficiency could create eight to 10 full-time jobs,\(^5\) primarily in the skilled trades needed to conduct energy audits and install energy efficiency measures. Indeed, taking full advantage of the opportunity will require parallel investments in workforce training to establish a labor pool sufficient to, for example, undertake a large-scale energy retrofit program. The products and services needed from manufacturers and other vendors (e.g., compact fluorescent light bulbs, energy efficient windows, etc.) would account for indirect job creation on top of this. Similarly, it has been estimated that every $1 million of investment in water conservation programs directly and indirectly creates 15 to 22 jobs.\(^6\)

Job creation induced by efficiency gains is expected to be substantial as well. Induced jobs are those created elsewhere in the economy, not immediately related to water and energy efficiency. California, for example, has managed to hold its per-capita household energy consumption nearly constant since state energy efficiency policies began to go into effect in the 1970s, while average U.S. consumption has continued to increase, so that per-capita consumption is now more than a third below the national average. At least 1.5 million net new jobs in the state of California over the period 1972-2006 could be attributed to the diffuse, economy-wide effects of those household energy efficiency gains, primarily because households were able to spend money on other goods besides energy.\(^7\) Although job losses occurred in some parts of the energy sector, they were far outweighed by gains elsewhere. The non-renewable energy supply chain is generally less job-intensive than other areas of the economy, so being able to shift spending to other areas will, on balance, stimulate the creation of more jobs.

The benefits are wider when a shift to renewable energy is also considered. Manufacturers in the region have major opportunities for growth in emerging green industries (e.g., manufacturing components for wind turbines or solar panels), while headquarters and white collar jobs in renewable energy industries have a location advantage in the seven-county region as well.\(^8\) A recent study revealed that 1,200 companies in our region were in industries producing one or more of the parts needed in wind turbines, while 680 companies were in industries manufacturing at least one part for solar panels.\(^9\) Thus, while these companies may


not currently manufacture parts for renewable energy generation, they are well-positioned to branch into that market in response to demand. Likewise, the emergence of wind farms in or near metropolitan Chicago has been dramatic in the past few years following state and federal policies promoting wind power production. Construction, installation, and maintenance jobs on wind farms in or near the region could become promising careers in the near term.

**Environmental**

Energy use is tightly linked with the greenhouse gas emissions (GHG) that cause climate change. For example, keeping a 100-watt (W) incandescent light bulb on for ten hours is associated with the release of about 1.5 pounds of carbon dioxide into the atmosphere.\(^\text{10}\) The average household releases about nine pounds of carbon dioxide through heating and cooking.\(^\text{11}\) Electricity and natural gas usage, which are mostly associated with energy use in buildings, like heating and cooling, appliances, etc., make up almost two-thirds of the greenhouse gas emissions in the region, as seen in Figure 12. Thus, efforts to improve energy efficiency in buildings will also pay dividends in GHG reductions, helping to reduce the severity of climate change.

The transportation sector is the second-largest contributor of GHG in the region, after energy use in buildings. Most of the transportation emissions are from on-road sources, with most of that from passenger vehicles or light-duty trucks.\(^\text{12}\) Using a gallon of gasoline releases about 20 pounds of carbon dioxide equivalent. Since the use of transit is associated with lower emissions per passenger mile than automobiles,\(^\text{13}\) and biking and walking generate no additional carbon dioxide, promoting alternative modes of transportation as recommended in GO TO 2040 also tends to mitigate climate change. Because residents in communities with compact, mixed-use

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development make fewer automobile trips, making communities more livable tends to reduce GHG emissions as well.\textsuperscript{14}

Carbon sequestration in plant biomass (tree trunks, root systems, etc.) may be a small but significant factor in the region’s ability to reduce carbon dioxide in the atmosphere. It is expected that the open space preservation and restoration recommended in \textit{GO TO 2040} will help sequester carbon dioxide. Furthermore, a commitment to planting trees in urban areas could also help reduce cooling demand by controlling the heat island effect -- the phenomenon that built-up areas tend to retain heat to a greater degree than less built-up areas -- because reduced cooling demand will decrease GHG emissions.

There has been great interest, but little progress, in establishing national GHG reduction targets. CMAP firmly believes that this is necessary. The energy efficiency measures, the shift toward renewable energy, and other \textit{GO TO 2040} recommendations will go part of the way toward meeting widely accepted targets (described in the subsection 2.3 Indicators and Targets), but federal action is needed to reach them. At the same time, most atmospheric science researchers agree that some climate change effects will occur even if private parties and governments at all levels commit to reductions in GHG emissions. These effects include increased risks of flooding, mortality associated with summer heat waves, and the spread of invasive species. Climate change also threatens to intensify the demand for water while availability decreases. Increased average summer temperatures will make energy efficiency of buildings even more important and financially attractive.

Rising demand for drinking water would have a number of negative consequences over the long term; the use of water conservation measures helps limit those effects. For example, withdrawals from shallow wells are known to be reducing groundwater discharge to streams, so that as pumping from shallow wells increases, water levels in some streams decrease. This is a threat to the fish, aquatic insects, and plants in those streams. Increased groundwater pumping has also led to changes in water quality, causing increased concentrations of arsenic, barium, radium, and salinity, requiring more expensive treatment to meet drinking water standards. After these chemicals are removed from drinking water at the treatment plant, they may have to be treated as hazardous waste, dramatically increasing the cost of disposal and therefore the overall cost of treatment. A number of communities in the region are already affected by barium and radium contamination, which is expected to worsen as pumping increases. Recent evidence also shows that chloride contamination has increased dramatically over the past half-century in both shallow and deep wells around the region.

Impervious surfaces are parts of the landscape, like streets or roofs, that cause runoff rather than allowing rainfall to infiltrate. The amount of imperviousness in a watershed is strongly and negatively linked to the biological health of streams and lakes.\textsuperscript{15} A distinction can be drawn

\textsuperscript{14} Reid Ewing, Keith Bartholomew, Steve Winkelman, Jerry Walters, and Don Chen. “Growing Cooler: The Evidence on Urban Development and Climate Change,” for the Urban Land Institute, 2007.

between impervious areas that drain to surface waters (such as most conventionally designed urban streets) and those that do not (such as roof downspouts running out into a lawn). Impervious areas that drain to surface waters are associated with increased runoff volumes and water quality declines in streams. The use of green infrastructure as recommended in GO TO 2040 can significantly reduce impervious area, and specifically effective impervious area. Green infrastructure tends to preserve, restore, or mimic natural hydrology, and it includes methods of using vegetation to promote infiltration of stormwater, uptake by plants, and other techniques to retain a portion of runoff onsite rather than discharging it.

2.2 Current Conditions

**Electricity and Natural Gas**

In Illinois, electricity is largely generated from coal-fired and nuclear plants, with a small amount from renewable sources. Natural gas is used to generate additional electricity during periods of peak demand. However, most of the region’s electricity is actually sourced from a wider electric power market covering parts of the Midwest and mid-Atlantic that relies more heavily on coal.\(^{16}\) Electricity is delivered to customers through a distribution system owned by ComEd (aside from a small portion of Kendall County outside ComEd’s service territory\(^ {17}\) and a handful of municipalities\(^ {18}\) that own the distribution network), although because of deregulation customers may now choose to purchase electricity from so-called “alternative retail electric suppliers.”

While electricity used in the region is often generated hundreds of miles away, a small amount is also generated by much smaller power plants closer to where it is consumed. This is called “distributed generation,” and can be deployed by large industrial or commercial users, large institutions, or a district of smaller users. The higher efficiencies -- and therefore lower variable costs -- of these systems are a reason to try to expand their use, and they represent a significant opportunity for the region. Individual households can also generate some of their electricity through renewable sources, typically wind or solar, and obtain a credit on their utility bills in proportion to what they generate. Illinois also has a Renewable Energy Portfolio Standard, which mandates that an increasing proportion of electricity sold in Illinois each year is generated from renewable sources, topping out at 25 percent in compliance year 2024-2025.\(^{19}\) Most of this would be from wind generation, although a small amount would be from solar.

Natural gas is delivered to customers in the Chicago region by one of three investor-owned utilities, although following deregulation there are also requirements to permit customer choice in natural gas suppliers. Very little of the natural gas used in Illinois is produced here, although

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\(^{16}\) The wider wholesale power market is the PJM Interconnection. See [http://tinyurl.com/24j8sxz](http://tinyurl.com/24j8sxz) and [http://www.pjm.com/about-pjm.aspx](http://www.pjm.com/about-pjm.aspx).

\(^{17}\) ComEd, Delivering safe, reliable electricity in northern Illinois, see [http://tinyurl.com/2d6dwf](http://tinyurl.com/2d6dwf).

\(^{18}\) Naperville, Batavia, St. Charles, and Winnetka are known to have municipal electric utilities.

\(^{19}\) Illinois Power Agency Act, Public Act 095-0481, see [http://tinyurl.com/232ek7k](http://tinyurl.com/232ek7k). For additional summary, Database of State Incentives for Renewables & Efficiency, see [http://tinyurl.com/2fq3axc](http://tinyurl.com/2fq3axc).
the state is a major hub in the cross-country transport of natural gas via pipelines. In the residential sector, natural gas is used primarily for space heating, but it also powers appliances like hot water heaters, clothes dryers, and kitchen stoves. Natural gas consumption by residential consumers in the Chicago region is slightly higher than that of commercial and industrial accounts, with 57 percent of the region’s consumption attributed to the residential sector.

Electricity in the residential sector is primarily used for air conditioning, lighting, and a wide variety of appliances. Unlike natural gas, however, households are not the dominant consumers of electricity. They account for only 31 percent of electricity consumption; the remainder is used in the commercial and industrial sectors to power manufacturing equipment. Although natural gas consumption varies with the weather, in the residential sector consumption per household has been decreasing slightly over time as home insulation, windows, and heating systems become more efficient. On the other hand, electricity consumption per capita has been rising steadily, resulting mainly from the increasing size of homes, which adds to the space requiring cooling and lighting, and the profusion of electronic appliances. Figure 13 shows the change in residential electricity and natural gas consumption in Illinois over the past two decades.

While the region has begun to make strides toward energy efficiency in residential and commercial buildings, both the suburbs and the city are ripe for many more such improvements. This is partly because of age: 21 percent of the region’s housing units were built before 1939, and over half were built before 1970, well before energy codes went into effect. But more than age is at work. It has been noted that “even in comparison to other Midwest cities, Chicago is dramatically less efficient: a typical Chicago building uses twice the energy of a comparable building in the Midwest.” In response, retrofit programs aimed at lower-income residents as well as some market programs have emerged in recent years through the State of Illinois, nonprofits, and utilities. Besides those funded through the American Recovery and Reinvestment Act of 2009 (ARRA), the biggest of these is likely the Energy Efficiency Portfolio Standard (EEPS), enacted by the Illinois General Assembly, which calls for a reduction in electricity demand of 2 percent by 2015 and each year afterward. Gas utilities also

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must meet a portfolio standard, starting at 0.2 percent in 2011 and rising to 8.6 percent in 2020, with increases of 1.5 percent each year after that. These programs are spurring investor-owned utilities to fund programs aimed at reducing demand for gas and electricity.

Market-rate energy efficiency programs generally provide upfront financing for improvements that repay the investment through energy savings over time, and funding capacity remains low relative to the need. For example, consultants for the City of Chicago projected being short of the Climate Action Plan’s retrofit goal for 2020 by more than one-third, even under optimistic assumptions, if further resources are not developed. Furthermore, the numerous funding programs are fragmented and difficult to negotiate for households, businesses, and local governments. Thus, some financing programs, such as the funding available from the EEPS, are not being accessed to the degree that they could.

**Water Use**

Historically the region has been considered water rich, and scarcity has been a minor issue. The region is bordered by Lake Michigan, one of the largest reservoirs of freshwater in the world, from which almost four-fifths of the people in the Chicago area receive their drinking water. Yet the region’s use of Lake Michigan is constrained by a Supreme Court decree: users in Illinois are allowed to divert no more than about 2.1 billion gallons per day from Lake Michigan. This limit was set following litigation with other Great Lakes states over the reversal of the Chicago River to drain into the Des Plaines River and away from Lake Michigan. Lake Michigan water is allocated to individual communities through a permit program administered by the Illinois Department of Natural Resources (IDNR).

Much of the region's drinking water is withdrawn from Lake Michigan and treated by the City of Chicago, then either sold at retail to city customers or sold wholesale to other communities. Outlying areas of the region do not use Lake Michigan, relying instead on groundwater or the Fox and Kankakee Rivers. Here water is much less abundant, and deeper wells are “mining” groundwater, meaning that withdrawal rates exceed natural recharge rates. Although the region was able to control this trend in the 1980s and 1990s because many communities

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switched to Lake Michigan water, groundwater availability is continually declining because its use is increasing again, see Figure 14. The Fox and Kankakee Rivers supply water for approximately five percent of the population in the region. According to the Illinois State Water Survey (ISWS), flow in the Fox River will continue to increase as a result of population growth and the associated wastewater discharge. As a result, the Fox River has the potential to supply significant new water demands.

While electricity and natural gas are provided by the private sector under state regulation, drinking water in the region is provided almost exclusively by public utilities, which usually are municipally owned and operated. Providing water to residents is largely in the hands of local governments; their individual and collective actions in the upcoming years will determine how adequately the region confronts increasing demand. CMAP recently completed the Water 2050 plan,25 which projects that while total population will increase by 38 percent through 2050, water demand could increase between 36 percent and 64 percent, depending on the region’s policy choices, see Figure 15. A major conclusion of Water 2050 is that the region needs to pursue water demand management.

**Energy and Water Nexus**

At the local government level, energy use is tightly linked with water treatment and distribution. Electricity constitutes 24 to 40 percent of a typical wastewater treatment plant’s budget and 80 percent of the cost of treating and

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distributing drinking water.\textsuperscript{26} Depending on the treatment processes and source of water, it can require 2,700 to 3,700 kWh of electricity per million gallons to withdraw raw water, treat it to drinking water standards, and distribute it to households, then collect and treat the resulting wastewater.\textsuperscript{27} When demand for water is reduced, water utilities should see energy savings because of the reduced need for water treatment and conveyance. At the same time, reduced water use results in less wastewater being produced, which in turn can save energy used in treatment. Furthermore, federally-imposed standards on water providers to control emerging contaminants, such as pharmaceuticals and personal care products, demand costly and energy intensive treatment processes. It is important that the energy implications of such standards are closely studied and mitigated before enforcement. Options such as waterless urinals and composting toilets, among others, should be further studied as alternatives to stringent water treatment standards. While water production clearly requires energy, the reverse is also true: energy production requires significant water supplies. Thermoelectric power generation uses far more water than any other use sector, at least by total withdrawals.\textsuperscript{28} To some extent, energy efficiency measures and a shift to renewable sources would help temper withdrawals for power generation.

**Stormwater Management**

Local government stormwater management requirements grew out of a need to reduce flood damage. Because of its broad floodplains and typically clayey soils, northeastern Illinois is flood prone. The increased runoff from impervious areas like roofs, streets, and parking lots compared to farm fields or woodlands means that flooding will be worse, since more rainfall will be converted to runoff. The first objective of most stormwater management ordinances, therefore, is to limit the rate of peak runoff from a developed site, which is accomplished mainly through detention storage. Traditionally, detention basins have been constructed to hold a specified amount of runoff as determined by ordinances, the size of the project, and a number of other factors. The detention basins are then equipped with a flow restrictor to discharge at a specified release rate.

Most communities in the region have ordinance requirements for detention. Adoption of these standards has been facilitated by northeastern Illinois’ unique and very successful countywide stormwater management structure. State law authorizes counties in northeastern Illinois to create “Stormwater Management Planning Committees” with balanced county and municipal representation to prepare a stormwater management plan, to implement the plan through a countywide ordinance, and to fund stormwater management projects and other activities.


\textsuperscript{27} Bevan Griffiths-Sattenspiel and Wendy Wilson, “The Carbon Footprint of Water,” a River Network Report, 2009, 44. The lower figure is for surface water and wastewater treatment with activated sludge; the higher figure is for groundwater withdrawal followed by advanced treatment.

through a property tax levy.\textsuperscript{29} The ordinances are adopted by the County Board and provide minimum standards for all municipalities and unincorporated areas within the county, although a municipality may then create stricter criteria if it chooses to do so. In Cook County, this authority was given to the Metropolitan Water Reclamation District. Kendall County has not yet developed a county-wide stormwater ordinance.

Detention remains an incomplete solution, however. It delays the discharge of stormwater from a site but does not reduce the actual volume being released.\textsuperscript{30} In a large watershed, the cumulative effect of developed sites discharging at the allowable release rate can still result in flooding.\textsuperscript{31} Furthermore, urban runoff contains contaminants that are harmful to aquatic life, but detention generally does little to control this. The county stormwater committees have, to varying degrees, incorporated into their ordinances requirements to address water quality and runoff volume, but challenges remain. A potential solution to these problems is to adopt more thoroughly a “green infrastructure” approach to stormwater management, which tends to preserve, restore, or mimic natural hydrology. Green infrastructure includes methods of using soil and vegetation to promote infiltration of stormwater, uptake by plants, and other techniques to retain a portion of runoff onsite rather than discharging it. Green infrastructure practices may also reduce inflow of stormwater into sanitary sewers, which could result in significant cost and energy savings to wastewater treatment plants in areas with combined sewer systems (in which stormwater discharge is combined with wastewater).

As in the case of buildings constructed before energy codes went into effect, there are many neighborhoods in the region that were built before detention or any other stormwater management requirements were in place. Even after they were required, early detention basins and other stormwater management infrastructure were built with little regard for controlling runoff volume or improving water quality. Because of this, watersheds in the region should be examined to determine their potential for retrofits to improve water quality and control runoff volume. A simple example retrofit would be to construct small bioretention areas in existing parking lots to capture runoff. Retrofits using green infrastructure generally mean “disconnecting” existing impervious surfaces, so that they no longer produce runoff that is discharged off-site.

Perhaps the biggest concern, however, is flooding. Many areas in the region – especially the watersheds of the Des Plaines and Little Calumet Rivers, but others as well -- are threatened by flooding, which is exacerbated by historic development within floodplains and lack of detention storage (see in Figure 16). Extensive expenditures have been made on flood control projects, but flooding problems remain. Perhaps the largest current program is that of the Metropolitan

\textsuperscript{29} These counties were DuPage, Kane, Lake, McHenry, and Will, and each has passed a countywide ordinance. In P.A. 94-675 (55 ILCS 5/5-1062.2) the authority was extended to Kendall and another five counties. Kendall has not yet adopted an ordinance. P.A. 93-1049 (55 ILCS 5/5-1062.1) gave the Metropolitan Water Reclamation District of Greater Chicago the authority to develop a countywide stormwater management program for Cook County.


Water Reclamation District, which has been studying the watersheds of Cook County to identify projects with multiple benefits (flood control, water quality, habitat, etc.) to undertake in its capital improvement program. Compared to the funds available for energy retrofits, however, the funding sources are limited for stormwater retrofits. Projects to retrofit stormwater infrastructure for water quality purposes often rely on grants available through Section 319 of the Clean Water Act, which is an important but very small source of funding. Lake County offers a small grant program to leverage other sources like Section 319, as does DuPage County.

2.3 Indicators and Targets

The region’s success in managing and conserving energy and water can be measured by three indicators: water demand, GHG emissions, and effective impervious surface. In the following, these indicators are compared between targets for GO TO 2040 and their expected value if future conditions follow current trends.

**Water Demand**

The Water 2050 plan provides demand projections to 2040 (as an interim year) based on three potential demand scenarios. GO TO 2040 recommends a target that follows the less resource intensive (LRI) scenario (see Figure 17), which is predicated on the region choosing policies to reduce future demand. These include an increased commitment to water efficiency, using water rates to encourage conservation, and development patterns that decrease irrigation needs. In 2005, water demand was 1,480 million gallons per day (MGD) as “normalized” to control for drought that year. The year 2010 value was developed as a forecast.

- 2015 target: 1,416 MGD
- 2040 target: 1,539 MGD
Greenhouse Gas Emissions

The current level of GHG emissions is 132 million metric tons of carbon dioxide equivalent (MMTCO\textsubscript{2}e) per year, the “equivalent” being a convention to express the relative effect of other greenhouse gases in terms of the global warming potential of carbon dioxide. A continuation of current trends would likely lead to emissions of 135 MMTCO\textsubscript{2}e in 2040 (see Figure 18). With a commitment to reduce carbon emissions, and with strong action by local governments, developers, and individuals in the region, it would be possible to reduce regional emissions to 101 MMTCO\textsubscript{2}e by 2040, or about 10 percent above 1990 levels. Emissions reductions are based on the energy retrofits, transit investments, and emphasis on compact development recommended in GO TO 2040, which represent an optimistic but achievable level of voluntary GHG emissions reductions for the region that concentrate on transportation and energy use in buildings, as they are two areas which can be positively influenced by GO TO 2040.

More significant emissions reductions than this will ultimately be needed, on the order of 80 percent below 1990 levels by 2050, which will require federal action to address emissions economy-wide. Emissions reductions of this magnitude would place the region on a “stabilization path,” the approximate emissions trajectory needed to stabilize temperatures at a global mean increase of two degrees Celsius.\footnote{Further reduction requires federal action to address the carbon content of fuels, industrial emissions, emissions from electricity generation, and so forth. In the graph below, the area between the line representing implementation of GO TO 2040 and the stabilization path is the emissions reduction that requires federal action to achieve.} Further reduction requires federal action to address the carbon content of fuels, industrial emissions, emissions from electricity generation, and so forth. In the graph below, the area between the line representing implementation of GO TO 2040 and the stabilization path is the emissions reduction that requires federal action to achieve.

\footnote{The southwest suburbs of Orland Park, Mokena, Oak Forest and others are in discussions with Oak Lawn, the water provider, regarding forthcoming infrastructure improvements. Several of the northwest suburbs in Lake County are exploring the formation of a water commission to provide service for their communities.}

\footnote{GO TO 2040 Regional Energy Strategy Report, 2009. See \url{http://www.goto2040.org/energy/}}
- 2015 target: 119 MMTCO\textsubscript{e} per year
- 2040 target: 47 MMTCO\textsubscript{e} per year

**Figure 18. Greenhouse gas emissions targets**

![Graph showing greenhouse gas emissions targets](Image)

*Source: Chicago Metropolitan Agency for Planning and the Center for Neighborhood Technology, 2010*

**Effective Impervious Area**

The total area of impervious surface in the region in 2010 is approximately 525,000 acres. With a commitment to green infrastructure and more compact development patterns in newly developing areas, it should be possible to reduce the creation of new effective impervious surface area (see Figure 19). More than this, redevelopment is also an opportunity to reduce effective imperviousness. Green infrastructure retrofit projects identified in watershed plans can also “disconnect” existing impervious areas and infiltrate the runoff from them, thus actually reducing the effective imperviousness of already developed areas. While it may appear optimistic to expect reductions in existing imperviousness, removing existing imperviousness is necessary to improve water resource conditions, and redevelopment along with watershed retrofits can help accomplish this.

- 2015 target: 525,000 acres of effective impervious area
- 2040 target: 450,000 acres of effective impervious area
2.4 **Recommendations**

The following sections describe the actions recommended by CMAP to increase energy efficiency and to sustainably manage water resources. CMAP will work in partnership with local governments to investigate the most effective means of implementing the recommendations. Adopting a resource conservation strategy is best achieved at the community level by governing bodies and the following recommendations are aimed for local governmental action.

**Energy Efficiency and Conservation Recommendations**

**Link Transit, Housing, and Energy Use Through Livable Communities**

Responding to a more resource-constrained world means pursuing more efficient growth and travel patterns. A major recommendation of *GO TO 2040* is the promotion of livable communities, or compact, mixed use, walkable and bicycle-friendly developments served by transit. Besides their quality-of-life benefits, they also improve energy efficiency through increased use of lower-energy modes of travel (transit, walking, and biking) over automobiles. Measures to reduce congestion are important as well, because congestion corresponds to wasted fuel.33

Whereas retrofit programs address existing buildings, energy codes and green building programs improve the energy efficiency of new construction and substantial remodeling. Energy codes are legal requirements that govern the design and construction of buildings by setting minimum standards for energy performance. State law requires newly constructed and renovated residential and commercial buildings to meet the standards set forth in the 2009 version of the International Energy Conservation Code (IECC), a model energy code developed

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33 This recommendation is addressed in more detail in the *GO TO 2040* sections Achieve Greater Livability Through Land Use and Housing and Increase Commitment to Public Transit.
by the International Code Council.\textsuperscript{34} It is estimated to result in 12- to 15-percent energy savings over the 2006 IECC.\textsuperscript{35} In the short-term, however, there is a need to train local government building inspectors to implement the code requirements.

While they can do so for commercial buildings, local units of government may not for the most part establish residential building code requirements that are more stringent than the 2009 IECC. Energy savings beyond the code may still be encouraged at the local level. For example, an expedited permitting program could be established to lower fees or give review priority to green buildings (defined potentially as achieving a certain rating in the Leadership in Energy and Environmental Design [LEED] program) or green building practices could be made a condition of receiving development assistance. Zoning and permitting processes should allow and promote renewable energy generation from businesses, institutions, and residences. Local governments should encourage developers to undertake a leadership role in the planning, design, and construction of buildings to the highest standards in energy efficiency.

**Promote Retrofit Programs**

Retrofit programs provide assistance to property owners to install energy conservation measures in existing buildings. Because existing buildings, especially in the residential sector, may be in use for decades, improving their energy efficiency is a crucial part of achieving conservation goals. The most effective programs combine information as well as technical and financial assistance to help property owners make the best choices and provide them with access to capital in order to achieve the highest energy savings for their investment. Typical energy conservation measures improve the heating and cooling systems, hot water heaters, lighting, appliances, or the building envelope itself (insulation, windows, etc.). A national evaluation has shown that household energy consumption can be reduced by an average of 30 percent if comprehensive energy retrofits using existing technologies are implemented,\textsuperscript{36} which can result in significant savings on utility bills. There is much that can be done in commercial buildings as well. Tools such as the EnergyStar Portfolio Manager or other energy performance indicators can be used to assess resource consumption in buildings and to help identify retrofit needs.

The Chicago Climate Action Plan (CCAP) recognized the significance of this strategy in energy savings and set retrofit targets of 400,000 buildings by 2020. Similarly, the Evanston Climate Action Plan identified the building sector as the one that offers the greatest potential for direct decreases in GHG emissions through energy use reductions, while the Aurora Sustainability Plan calls for technical assistance and incentives to encourage early adoption of energy efficiency measures among both residential and commercial property owners.

\textsuperscript{34} Energy Efficient Building Act, 20 ILCS 3125/45.


Local governments should take a more prominent role in retrofit programs, both working with their residents and businesses and retrofitting municipal buildings. GO TO 2040 recommends that municipalities work to develop retrofit targets to which they can commit. At the same time, increased regional coordination is necessary. While a number of programs at the federal, state, and utility levels are intended to improve energy efficiency, the difficulty of accessing information on numerous disconnected programs has resulted in limited participation by those who could benefit. This barrier needs to be attacked by establishing a regional information clearinghouse for retrofit programs. However, the major, multi-year task of retrofitting existing building stock also requires additional financing as well as a trained workforce to carry out the retrofits. The Chicago Region Retrofit Ramp-up (CR3) Program, led by CMAP, is a major step toward providing an information clearinghouse and linking financing for retrofits to workforce training. Key to a large scale retrofit program is a market transformation whereby access to information, finance, and skilled labor are supported by a regulatory environment that promotes retrofit programs.

Because a number of retrofit programs were funded under ARRA, it is prudent for the region to consider sustaining these programs via local financing so that retrofit efforts continue beyond the short term. Continued funding should be sought at the federal and state levels, but there are also several local financing options. For instance, property assessed clean energy (PACE) is a mechanism through which loans provided to property owners to retrofit buildings are repaid through their tax bills. Not only does this provide upfront financing and a straightforward means of repayment, the obligation to repay the investment stays with the property and passes to the next owner when the property is sold. Legislation authorizing PACE was considered in the Illinois legislature in 2010, but has not passed. Moreover, energy performance contracting -- in which energy service companies (ESCO) provide guarantees that savings produced are sufficient to fund project costs -- is an increasingly popular financing mechanism as it reduces risks to homeowners and lending institutions. Communities should encourage utilities to partner with ESCOs for customer retrofits that may be payable over time through the utility bills. Energy consumption savings should offset the loan payback portion of the bill, thus resulting in a relatively stable utility bill.

**Foster Sustainable Practices**

Communities should use their own facilities as demonstration and pilot projects for promoting small-scale renewable generation, which could involve wind, geothermal, and solar power as well as other strategies such as waste-to-energy generation. Local governments should also make a commitment to using alternative fuels in their fleets and public works equipment. At least one municipality in the region has considered using biodiesel generated from locally-gathered wasted vegetable oil. Indeed, communities could undertake a multitude of actions to “lead by example,” including the review of procurement processes to ensure the inclusion of green materials for governmental equipment (e.g., increased use of recycled materials in construction activities), a higher commitment to waste reduction and recycling, and so on.

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37 The Village of Algonquin is studying the use of vegetable oil for municipal fleets and equipment. Algonquin Environmental Action Plan, 2009.
In general, it is important for communities to develop energy efficiency and conservation strategies to help make informed decisions. This would involve an analysis of baseline energy use, a broad identification of potential energy conservation and other conservation measures, and an analysis of their feasibility for implementation.\(^{38}\) The CCAP, as well as the sustainability and climate plans of several other municipalities, have employed such an approach. Communities across the region should develop strategies to determine the best measures to implement locally. Most crucially, these should be integrated into comprehensive planning at the local level. It is important for communities to focus on conservation activities that move beyond the installation of energy efficient devices, and rather include a continuous review of processes and exploration of means to reduce consumption.

Additionally, local governments should ensure that conservation goals are met in applicable franchise agreements. Under franchise agreements with municipalities, ComEd provides electric service in exchange for the use of municipal rights-of-way for the company’s electricity distribution infrastructure. The utility then recovers the cost of the municipal service through a charge on the bills of customers in that municipality.\(^{39}\) Thus, franchise agreements shift the cost of service from residents’ general taxes to their utility bills. While the arrangement looks positive to municipal officials from a budgetary standpoint, it is also an impediment to conservation, since it provides little incentive for municipalities to conserve electricity. Many municipalities in the region have these agreements with ComEd,\(^{40}\) and there are similar agreements with natural gas service companies.\(^{41}\) Instead of simply providing “free” service to municipalities, these agreements could be restructured so that they fund energy efficiency improvements, either on municipal property or for residents. With energy conservation, the cost of the “free” service to municipal residents could be reduced over the life of the agreement. Although doing so may create budget difficulties in the short term, municipalities are encouraged to pursue this when their franchise agreements come up for renewal.

Finally, trees provide shade and encourage evaporative cooling, which together help mitigate urban heat island effects (see Figure 20). They also absorb carbon dioxide while growing. It has been estimated that a large scale tree-planting program in the Chicago region could cool air temperature by up to 2.5 degrees F in summer, leading to significant savings in air conditioning costs.\(^{42}\) Urban forest and tree programs should be implemented at the local level to mitigate the urban heat island effect and provide other important benefits.\(^{43}\) In addition, the restoration of


\(^{39}\) ComEd, Rider FCA Franchise Cost Additions. See http://tinyurl.com/2asx43.

\(^{40}\) ComEd, Franchise Cost Percentages. See http://tinyurl.com/3733kam.


\(^{43}\) A tree in an urban setting may sequester or store 18 kg of carbon, which is equivalent to carbon sequestration by forest trees. The pollution reduction potential of trees includes the removal of particulate matter and ozone; northeastern Illinois is in non-attainment of the air quality standards for both of these under the Clean Air Act. This can lead to 30 percent savings in air conditioning costs which may result of savings up to $200 per year for a Chicago
lands recommended for preserved by GO TO 2040 would provide a significant amount of carbon sequestration.  

**Water Resources Recommendations**

GO TO 2040 supports an integrated approach to water resources planning. This assumes actions that protect and enhance water quality and quantity at all parts of the water cycle. The main theme for these actions is source protection through water use conservation and stormwater management. The following section outlines these actions while supporting the recommendations developed for Water 2050.

**Support Water Use Conservation Efforts**

*Water 2050* identified thirteen conservation measures that promote efficiency and can reduce or defer the need for a utility to increase its capacity. A subset of these are shown in Table 1. The measures include retrofitting water fixtures to higher efficiency models, programs that conserve water on “large landscapes” (irrigated areas that are greater than 2 acres), and leak detection, among others. One of the most important ways local governments can do this is to adopt sensible water conservation ordinances, as these can result in an average of 20 percent savings in water use.  

In March 2010, CMAP released its updated Model Water Use Conservation Ordinance to serve as a tool to help communities achieve efficiencies in water consumption while deferring the need for infrastructure expansion. As with energy, retrofits with more efficient appliances and plumbing fixtures can result in significant savings in water use. Retrofit programs should be aligned with the WaterSense label, which is assigned by the U.S. Environmental Protection Agency (U.S. EPA) to the most efficient water-using appliances, plumbing fixtures and fittings. The model ordinance, which drew widely from existing regulations and literature review, outlines mechanisms by which local governments can assure the installation of WaterSense devices (e.g., retrofit-on-connection, on purchase, or on sale.)

Water conservation programs through municipal utilities should be combined with energy retrofit programs to increase the dividend.

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See the GO TO 2040 section titled Expand and Improve Parks and Open Space.


Funding for the measures above can be linked to the State Revolving Loan Funds that are administered by the Illinois Environmental Protection Agency (IEPA). The Public Water Supply Loan Program (PWSLP) and the Water Pollution Control Loan Program (WPCLP) provide loans with low or zero interest rates to fund the construction, expansion, and upgrade of water supply and wastewater treatment facilities respectively. Under ARRA requirements, states must allocate 20 percent of the loan funds for eligible projects under the Green Project Reserve program. Funding eligibility falls under four categories: water efficiency, energy efficiency, green infrastructure, and environmentally innovative projects. IEPA should review criteria for funding to ensure that resource efficiency goals are met.

An increased commitment to conservation can be achieved in the Lake Michigan Service Region, which refers to the communities that draw water supplies from Lake Michigan. These communities report their water use to the Lake Michigan Management Section of IDNR. The process by which IDNR tracks water usage and ensures compliance with the conditions of permit is currently conducted at a basic level and does not capture all the information that could potentially be used to promote regional conservation initiatives. By expanding this process to collect data on existing permit requirements and additional conservation efforts, IDNR can more closely track permit compliance while developing additional regional water supply data. Furthermore, IDNR should make water usage data available on-line for use by others including the academic community, State Surveys, water utilities, and area planners to allow broad access to this valuable information and to benefit regional and local water supply planning. It is important to note that increased water use conservation in the Lake Michigan area has regional implications as the lake may provide an option to communities that can no longer rely on groundwater for long term supplies.

Communities should use water “footprinting” as a standard audit method for large-scale projects in conjunction with conservation plans that aim to reduce annual consumption. Water

<table>
<thead>
<tr>
<th>Conservation Measures</th>
<th>Low Conservation (mgd)</th>
<th>High Conservation (mgd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Efficiency Toilets^2</td>
<td>15.0</td>
<td>74.8</td>
</tr>
<tr>
<td>Water Waste Prohibition^2</td>
<td>12.1</td>
<td>60.3</td>
</tr>
<tr>
<td>Metering^1</td>
<td>30.3</td>
<td>31.5</td>
</tr>
<tr>
<td>Leaks and Audit Repair^2</td>
<td>5.9</td>
<td>29.7</td>
</tr>
<tr>
<td>Residential Plumbing Retrofits^2</td>
<td>5.2</td>
<td>26.0</td>
</tr>
<tr>
<td>Commercial/Industrial^3</td>
<td>5.0</td>
<td>25.2</td>
</tr>
<tr>
<td>High-Efficiency Clothes Washers^3</td>
<td>3.2</td>
<td>16.1</td>
</tr>
<tr>
<td>Large Landscape^1</td>
<td>1.0</td>
<td>5.1</td>
</tr>
<tr>
<td>Residential Water Survey^2</td>
<td>0.1</td>
<td>0.7</td>
</tr>
<tr>
<td><strong>All Measures - Total</strong></td>
<td><strong>77.8</strong></td>
<td><strong>269.4</strong></td>
</tr>
</tbody>
</table>

1. Low conservation applies to 10% of demand; high conservation applies to 50% of demand.
2. Low conservation applies to 10% of eligible households; high conservation applies to 50% of eligible households.
3. Low conservation applies to 10% of employees; high conservation applies to 50% of employees. Employee estimates only include public supplied commercial and industrial establishments.

Source: Chicago Metropolitan Agency for Planning, 2010
footprint is the total volume of water consumed by an individual, community, or business. In the context of this document, water footprinting refers to water consumption on-site. Water footprinting is useful when applied to large scale projects where the estimated water demand could have a significant impact on the long term plans of a water supply utility. Water footprinting should be used to identify ways to reduce water consumption on site or to help make compensating reductions in demand elsewhere in the system. For example, Nestle was able to reduce its water withdrawal by 28 percent (alongside 76 percent revenue growth) through the use of a business Water Footprint Accounting method, which was used to identify measures to offset the impact on various water supply resources of the total volume of water the company used. While the concept of water footprinting is still fairly new in the U.S., there is an opportunity for northeastern Illinois to be a regional leader in promoting the technique. Water neutrality, full water recycling, or total water use reduction, presents an opportunity to move beyond management practices that facilitate water conservation to a more holistic approach for water use reduction.

The cost a utility incurs to supply water to its customers includes a number of components, such as the cost of obtaining raw water from ground or surface supplies, treatment to make the water potable, and distribution to users. But there are more than simply the variable costs of operating wells and machinery. Water production is a very capital intensive enterprise, and the physical plant of the utility needs substantial ongoing maintenance. Yet, current municipal water rates often do not reflect the entire cost of supplying water to the end user. For example, the real cost of maintenance, or even the cost of new infrastructure, may not be completely accounted for in the rate, so that the rate is artificially low. Because of this, consumers have little incentive to conserve water, while municipally-owned utilities are rendered dependent on general revenues or taxes to subsidize development of additional water supplies to meet growing demand.

Municipal utilities should shift toward full cost pricing for drinking water. This can be done in such a way that it encourages conservation and protects water utility revenue; it can also be implemented in such a way that overall municipal revenues are unchanged. This is an area of interest to many communities, but there is a need for more information to help attain the conservation goals in *GO TO 2040* while ensuring predictable revenue streams for utility operations. It is important that such actions be accompanied by public information campaigns as well as proper bill design that facilitate better comprehension of this measure and allow customers to respond accordingly. Communities should ensure that such pricing policies do not result in inequities nor adversely impact low-income residents. Options such as targeted retrofits/rebate programs, assistance with bill payment, and increased awareness activities should be linked with the above policies.

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48 H. Lopez, “The Corporate Water Footprint: What Can We Do to Decrease It?” presented at World Water Week, Stockholm, Sweden, 2008. Among the various methods that Nestle employed to offset the impact of their water consumption was the formation of partnerships to deliver clean water where needed and provide technical expertise in water management practices to communities that hosted their facilities.

Integrate Land Use Policies and Site Planning with Water Resources

Land use policies that encourage compact development should be promoted at the regional and local levels, as compact development is known to reduce residential water use and to reduce capital and operating costs for water utilities. This should be coupled with the identification of sensitive aquifer recharge areas (SARAs) and their protection from potential contamination, which will help ensure the security of water supplies for future generations. Carefully planned development decisions that incorporate the protection of SARAs are essential steps for the integration of water supply and land use planning.

Developers, local governments, and county stormwater committees in the region should make a commitment to using green infrastructure to manage stormwater. The use of green infrastructure for infiltration, evapotranspiration, and reuse has many benefits, and studies have shown that it is often less expensive to implement compared to traditional gray infrastructure. Furthermore, green infrastructure practices, such as rain gardens, wetlands, bioswales, permeable pavers, and rainwater harvesting for non-potable indoor uses, among others, are adaptable and can be used in settings ranging from urban to semi-rural, both in new development and in redevelopment. Although several communities in the region have recently, or are currently, updating stormwater management regulations to allow the use of green infrastructure for stormwater management, few have established mechanisms for the long term maintenance and funding of these practices. The conventional approach of leaving maintenance of on-site stormwater infrastructure in the hands of private owners generally leads to poor upkeep and performance.

While many area stormwater management agencies appreciate the benefits of green infrastructure practices, there is still a certain level of discomfort with using them because of lack of regional performance data, complicating the shift from tried-and-true conventional methods. Thus, perhaps the most important recommendations for green infrastructure implementation are to develop sustainable sources of financing and to provide performance data to stormwater managers. In addition to implementing pilot projects utilizing green infrastructure practices, local governments should explore the feasibility of establishing a fee for long term maintenance of stormwater infrastructure to be charged along with user fees for services such as water provision and wastewater collection. The purpose of the fee is to provide a dependable, dedicated source of funding for stormwater management that is directly related to the runoff produced by a property. The fee can be designed to be revenue-neutral so that the overall municipal levy does not increase.

Stormwater ordinances only apply to new development and redevelopment, but there is a widespread need to implement projects in already developed areas to address flooding, water

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51 The Village of Streamwood, IL uses Special Service Areas, a taxing system to certain parts of a community, to maintain existing wetlands and upgrade existing stormwater infrastructure. The City of Rolling Meadows, IL charges a stormwater utility fee of $1.65 per 3,604 square feet of impervious area per month.
quality, and other objectives. One of the best ways to determine the kinds of stormwater infrastructure retrofits needed is through watershed planning. Many of these plans have been developed in the region, yet there are numerous watersheds where they have not. Watershed plans should identify water resource problems and evaluate retrofit projects to address them, whether the problem is flooding or poor water quality or loss of habitat. Ideally a watershed plan will consider multi-objective projects that address several problems simultaneously. A major type of stormwater infrastructure retrofit is to implement green infrastructure practices to capture, treat, and potentially infiltrate stormwater that otherwise might be routed to a stream with little or no treatment or even detention.

One of the main benefits of green infrastructure is a reduction in impervious surface. With a commitment to green infrastructure and more compact development patterns in newly developing areas, it should be possible to reduce the creation of new effective impervious surface area. In redevelopment projects, green roofs, rain gardens, or other techniques can also be used to decrease runoff volumes from a site below what they were prior to redevelopment. Finally, the retrofits recommended in GO TO 2040 will make it possible to “disconnect” existing impervious areas and infiltrate the runoff from them, thus actually reducing the effective imperviousness of already developed areas.

Optimize Water and Energy Sources to Scale of Operation

Communities that are currently on groundwater but could potentially access water supplies from the Fox and Kankakee Rivers should explore shifting to those sources. This recommendation is supported by findings from studies by the ISWS showing that the Fox River has the potential to supply 40-45 MGD for future growth. Meanwhile, the shallow and deep bedrock aquifers that supply water to nearby communities are being pumped at rates that exceed the rate of recharge. If communities in the Fox River corridor tap into surface waters for their supplies, they may not only gain resource security but also achieve considerable energy savings of up to a 30 percent reduction in electricity usage. This is primarily because more energy will be expended in pumping from wells in which the water table is increasingly lower.

CMAP is well placed to coordinate with the municipalities identified by ISWS to be at risk of water shortages, and with IDNR, to explore the feasibility of shifting from groundwater resources to the Fox River. There is an opportunity for Councils of Governments (COGs) or other collaborations to explore shifting to surface supplies and to adopt a coordinated approach to achieving sustainable water supplies. Communities along the Kankakee River could make a similar shift, but it has not been studied to the extent that the Fox has been. CMAP should collaborate with the communities that could potentially benefit from Kankakee River to facilitate studies and modeling by the ISWS.

Over 300 water supply utilities currently provide water for the region from three sources; Lake Michigan, groundwater, and inland surface water (see Figure 21). Communities dependent on Lake Michigan are mostly served by water that has been treated and processed by the Chicago Water Management Department. Thus, it is particularly relevant for communities that draw from surface water supplies and groundwater to explore consolidation of water service to attain economies of scale. Instead of a number of small utilities, a major supplier may perform the same tasks with higher cost effectiveness, energy efficiency, and better compliance with drinking water regulations. Operation at a larger scale may result in pooling of risks and increased utilization of expertise and technology. This same model can be replicated for communities that receive Fox River water and, potentially, from the Kankakee River. Using the same principle, smaller communities should consider consolidating wastewater systems, which could encourage the utilization of capacity in existing plants instead of the construction of new ones. There are many details to weigh in assessing the value of consolidation. It may mean the formation of a new district or commission to replace several municipal utilities, or it could simply involve a service agreement between municipalities; it could mean shared facilities, shared billing systems, or other efficiencies. Several communities around the region are studying various governance structures to ensure fair representation, equity of cost allocation, and long term reliability of operation systems.

Figure 21. Public water utilities in northeastern Illinois

Source: Chicago Metropolitan Agency for Planning, 2010


55 Data from U.S. Environmental Protection Agency, 2006-2007. Permit Compliance System shows that in the 7-county region, wastewater flows were 1,750 MGD, while total capacity was 2,501 MGD.

56 This and other forms of local government service coordination are discussed more fully in the GO TO 2040 plan’s Pursue Coordinated Investments section.
Energy and Water Nexus Recommendations

GO TO 2040 also recognizes the nexus between energy and water, recommending policies that will lead to energy use reductions in water and wastewater utilities. Water utilities should address reductions in energy consumption, and potentially costs, through renewable generation. Increased utilization of solar and wind energy may lower utility energy bills, afford power security, and improve air quality. Furthermore, utilities should include energy consumption and costs when conducting studies for plant and service expansion. Energy and water are inextricably linked because of the energy required to treat and distribute drinking water, and because of the water required in thermoelectric generation.

2.5 Implementation Action Areas

The following tables are a guide to specific actions that need to be taken to implement GO TO 2040. The plan focuses on five implementation areas for managing and conserving water and energy resources:

- Implementing Energy and Water Retrofit Programs
- Integrating Land Use Planning and Resource Conservation
- Pricing
- Funding
- Local Governments as Early Adopters of Sustainable Practices
## Implementation Action Area #1: Implementing Energy and Water Retrofit Programs

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop a framework for retrofit program administration</td>
<td>CMAP, City of Chicago, City of Rockford</td>
<td>Implement the Chicago Region Retrofit Ramp-Up program, which was funded in April 2010 at a level of $25 million by the U.S. Department of Energy (DOE).</td>
</tr>
<tr>
<td>Provide a financial framework for retrofit programs</td>
<td>State (DCEO), municipalities, utilities, lending institutions</td>
<td>Support the development and delivery of financing products targeted across retrofit customer segments. Help support a market transformation to broaden retrofit demand and to give private lenders the confidence to lend to customers for energy efficiency measures. Provide case study data that shows that energy savings are an effective and dependable cash flow stream that can be used to secure loans. Utilities and municipalities should emulate programs as the ones the Illinois Department of Commerce and Economic Opportunity (DCEO) is currently administering for financing energy and water efficiencies by partnering with retailers to conduct rebate programs to replace appliances/fittings with more efficient models.</td>
</tr>
<tr>
<td>Increase access to a trained workforce</td>
<td>State, trade associations, community colleges, Workforce Investment Boards</td>
<td>Develop a regional training center for certified efficiency work. Establish consistent standards and certifications for workers and contractors and create a network to match building owners with certified contractors. Create a “central broker” to match trained job-seekers to businesses seeking certified workers.</td>
</tr>
<tr>
<td>Increase access to information concerning retrofits</td>
<td>Chicago Regional Retrofit Steering Committee (DCEO, CMAP, City of Chicago, utilities, nonprofits)</td>
<td>Develop a regional information center for connecting building owners to qualified contractors and financial products, conduct outreach via community-based/trade associations and Chambers of Commerce, use energy audits and web-based applications to provide information to building owners, and introduce marketing and branding strategies for retrofits. Expand the use of financing that is already available, such as the funding from the EEPS.</td>
</tr>
<tr>
<td>Require water retrofit as condition for connection</td>
<td>Counties, municipalities, utilities, realtors</td>
<td>Municipalities should consider requiring property owners to provide proof that appliances and fixtures conform to WaterSense standards prior to connection to water service. Realtors should inform buyers/sellers of this requirement before completing a transaction. Major renovations that require permitting from local governments would be subject to this condition as well. Consider broadening the requirement to EnergyStar appliances, although this should only be done in conjunction with a rebate program.</td>
</tr>
</tbody>
</table>

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57 Chicago Metropolitan Agency for Planning Model Water Conservation Ordinance, 2010. See [http://tinyurl.com/2ulf0ee](http://tinyurl.com/2ulf0ee).
### Implementation Action Area #2: Integrating Land Use Planning and Resource Conservation

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create model codes/ordinances</td>
<td>CMAP</td>
<td>Assist communities in amending or adopting codes for water conservation by providing ordinance language and related resources. Assist implementation by making available guidance for model review processes.</td>
</tr>
<tr>
<td>Accelerate use of efficient appliances/fixtures through green code adoption</td>
<td>Municipalities</td>
<td>Amend ordinances to reflect requirements of the Illinois Energy Efficiency Building Act and expand on it to include items such as appliances and fixtures. Utilize EnergyStar Portfolio Manager/Energy Performance Indicator or other performance indicators for energy efficiency review in commercial and residential buildings.</td>
</tr>
<tr>
<td>Provide technical assistance to local governments</td>
<td>State (DCEO), CMAP</td>
<td>Encourage incorporation of sustainability plans or codes in local planning practices during energy-related grant award processes by prioritizing funding to communities that have taken these initiatives. Allocate funding for the development of green codes. CMAP should offer conservation coordination assistance to communities that wish to employ water conservation practices.</td>
</tr>
<tr>
<td>Promote rainwater harvesting for non-potable indoor uses</td>
<td>Municipalities, nonprofits</td>
<td>Local governments should ensure that existing regulations do not prohibit the indoor handling of rainwater. Collaborate in executing informational/demonstrational efforts for the implementation of rainwater harvesting. Amend ordinances and codes accordingly.</td>
</tr>
<tr>
<td>Increase commitment to conservation in the Lake Michigan Service Region</td>
<td>State (IDNR), CMAP</td>
<td>Encourage Lake Michigan Service Region permittees to develop conservation plans and set conservation targets that can be reported to IDNR. Conserving Lake Michigan water by individual permittees is in the interest of the region because it would potentially make Lake Michigan water available to more communities. Permittees should make information available online to encourage increased engagement in conservation activities. CMAP should use its relationships and access to communities to assist IDNR with outreach efforts to achieve these recommendations. CMAP should develop a reporting framework/template for communities to demonstrate water management activities to the Lake Michigan Management Section. CMAP should encourage communities to publicize their water conservation milestones.</td>
</tr>
<tr>
<td>Identify and protect sensitive recharge areas</td>
<td>State (ISWS, ISGS), CMAP, counties, municipalities</td>
<td>CMAP should lead a collaboration to identify SARAs, prioritize those most important for protection, and develop and disseminate model ordinances to ensure their preservation.</td>
</tr>
<tr>
<td>Encourage the integration of resource conservation and land use planning</td>
<td>State (DCEO), CMAP</td>
<td>Use planning grant programs to assist communities in incorporating resource conservation in local comprehensive planning.</td>
</tr>
<tr>
<td>Action</td>
<td>Implementors</td>
<td>Description</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Adopt policies to encourage attainment of zero water footprints/water neutrality for large scale projects</td>
<td>Municipalities, water utilities</td>
<td>Water utilities should require large-scale projects to seek water neutrality. Project sponsors should work with utilities to set an annual water budget following an audit that identifies water saving mechanisms. Project operators should then adhere to the water budget. If the budget is exceeded, as determined by water billing triggers, operators would contribute to local conservation efforts to offset that amount elsewhere in the system.</td>
</tr>
<tr>
<td>Implement urban and community forestry programs</td>
<td>Counties, municipalities, park districts</td>
<td>Adopt minimum standards for tree coverage in development projects along with tree preservation and maintenance regulations. Undertake these programs through park districts in public sites. Incentives should be provided for residents to plant trees, such as discounted sales and/or planting assistance.</td>
</tr>
<tr>
<td>Use green infrastructure practices to manage stormwater in new development and redevelopment</td>
<td>Counties, municipalities</td>
<td>Ensure that stormwater management using green infrastructure is integrated in the planning and design phase of development projects. Use infill or redevelopment as opportunities to promote retrofits with green infrastructure in developed areas. Require maintenance plans in the stormwater management permitting process that specify maintenance activities and indicate responsible parties. These plans should be transferrable with property deeds.</td>
</tr>
<tr>
<td>Implement green infrastructure retrofits</td>
<td>Counties, municipalities</td>
<td>Watershed plans for developed areas should identify potential green infrastructure retrofits, such as rain gardens, green streets, parking lot bioretention, and so forth. These plans should be used to help secure capital funding for retrofits.</td>
</tr>
</tbody>
</table>
## Implementation Action Area #3: Pricing

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utilize full cost pricing to incentivize more efficient water use and to fund conservation programs</td>
<td>CMAP, municipalities, utilities</td>
<td>Municipalities should decouple water utility budgets from the municipal general revenue fund and ensure that revenues collected from water billing meet capital and operations and maintenance (O &amp; M) budgets. Utilities should implement metering and appropriate bill designs. Utilities should ensure that bills reflect the full cost of treatment and delivery of water. CMAP should offer technical assistance on conservation pricing and rate-setting.</td>
</tr>
<tr>
<td>Institute stormwater utility fees</td>
<td>Counties, municipalities</td>
<td>Local governments with stormwater management responsibilities should charge dedicated user fees to property owners to cover the costs of maintaining stormwater infrastructure. Such fees should be directly linked to the amount of impervious area on a site. With these revenues in hand, local governments should consider taking maintenance responsibility for stormwater infrastructure on private property, as property owners may not be willing or able to do so.</td>
</tr>
</tbody>
</table>
### Implementation Action Area #4: Funding

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use State Revolving Funds as mechanism for implementing full-cost pricing</td>
<td>State (IEPA)</td>
<td>Develop criteria that prioritize PWSLP to utilities that adopt full-supply cost pricing structures in their water billing. Require that water supply utilities develop conservation plans that set annual water use targets to be reported to IEPA as a condition for granting loans.</td>
</tr>
<tr>
<td>Use the Green Project Reserve for energy and water efficiencies</td>
<td>State (IEPA)</td>
<td>Utilize the 20 percent of the State Revolving Funds for water and energy efficiency projects, such as retrofits to pumps and treatment processes, irrigation equipment, reuse of rainwater/stormwater, leak detection equipment, and on-site clean power production.</td>
</tr>
<tr>
<td>Implement Energy Performance Contracting</td>
<td>Counties, municipalities, utilities</td>
<td>Contract with private ESCOs to identify energy savings potential. Offer cost sharing or loans for property owners for improvements to be paid by consequent cost savings resulting from the installation of energy efficient equipment and fixtures. ESCOs provide guarantees that cost savings will be attained; if not, they pay the difference.</td>
</tr>
<tr>
<td>Pursue innovative financing mechanisms for retrofits</td>
<td>State (General Assembly, IFA), counties, municipalities, utilities</td>
<td>Explore the use of PACE financing, Green Loan Programs, New Market Tax Credits, Energy Efficiency Ratings Incentives, revolving loan funds and loan pools, etc. for funding energy and water efficiency programs. Form partnerships required to implement these programs with utilities, lending institutions and contractors.</td>
</tr>
<tr>
<td>Establish comprehensive energy and climate change policy</td>
<td>Federal (Congress)</td>
<td>Address GHG emissions economy-wide by such actions as improving the carbon content of fuels, reducing industrial emissions, and limiting emissions from electricity generation, as well as establishing policies to promote energy conservation and renewable energy. The federal government should have a strong role in this area.</td>
</tr>
</tbody>
</table>
### Implementation Action Area #5: Local Governments as Early Adopters of Sustainable Practices

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement green infrastructure demonstration projects</td>
<td>Counties, forest preserve and conservation districts, municipalities, park districts</td>
<td>Local governments in the region should implement green infrastructure demonstration projects with regular performance monitoring to further evaluate the applicability of such measures to local conditions. They should utilize available staff and technical expertise/resources to construct and maintain green infrastructure facilities and perform seasonal monitoring, modifying designs to adapt to local conditions as necessary. Local governments should partner with developers in establishing demonstration projects by offering financial assistance/cost share with construction costs.</td>
</tr>
<tr>
<td>Utilize green infrastructure practices in all public improvement projects</td>
<td>State (IDOT, IDNR), counties, forest preserve and conservation districts, municipalities, school and park districts</td>
<td>All governmental bodies that undertake construction activities should implement policies that require the use of site-appropriate green infrastructure practices for stormwater management.</td>
</tr>
<tr>
<td>Consolidate water supply and wastewater treatment services to achieve energy efficiencies and economies of scale</td>
<td>COGs</td>
<td>Local governments should investigate coordinating or consolidating water utilities to enhance cost-effectiveness and lower financial risks. The expansion of existing water supply plants should be emphasized over the development of smaller plants for individual utilities. A common funding stream for plant expansion could be obtained by tapping into collective resources.</td>
</tr>
<tr>
<td>Consider devoting the cost of power under franchise agreements to retrofit and rebate programs instead</td>
<td>Municipalities</td>
<td>Municipalities often receive free electric service by utilities as compensation for granting the franchise privilege of using the municipality’s public rights of way for the delivery of electricity. Discussion should be initiated to use the funds instead for retrofit and rebate programs.</td>
</tr>
<tr>
<td>Utilize renewable energy generation in water utilities</td>
<td>Municipalities, utilities</td>
<td>Municipalities should seek to employ solar and wind energy to generate all or part of the power required for utility operations. Unused power can be sold back to the grid.</td>
</tr>
<tr>
<td>Develop energy efficiency and conservation strategies</td>
<td>Municipalities</td>
<td>Communities should develop a baseline analysis of energy use, broadly identify potential energy efficiency and conservation measures, and analyze the feasibility of implementing them, including the availability of financing. This strategy should be used as an input to local comprehensive planning and as a guide to implementation.</td>
</tr>
</tbody>
</table>

---

2.6 Costs and Financing

This section discusses financing for the energy efficiency, water conservation, and stormwater management recommendations in GO TO 2040, focusing on local units of government. All of the resource conservation recommendations are expected to provide net savings for local governments and taxpayers over the medium to long-term, although upfront investment is necessary.

Energy Efficiency

The many local units of government in northeastern Illinois own a significant number of buildings, from village halls to libraries to police stations to schools, and there are many opportunities to retrofit them to improve their energy performance. It is crucial for local government to lead residents and businesses by example, and a number of programs are available to provide partial financing. One of the most significant, and underutilized, sources of finance that can be accessed by public sector entities is the EEPS funding, which provides incentives for certain kinds of efficiency improvements. The program will be funded at $150 million statewide in 2010 through system benefit charges on ComEd and Ameren customers’ bills. DCEO administers the EEPS for public sector clients, which can include a variety of local government units and special districts, public schools, etc. The standard set of improvements includes lighting, refrigeration, heating, ventilating, and air conditioning (HVAC) equipment, as well as other improvements to municipal operations like the use of light-emitting diodes (LEDs) in traffic signals, but a customized set of improvements can also be funded. EEPS will also fund energy efficiency beyond code in new public buildings. Restructuring of municipal franchise agreements – described further in the recommendations section of this chapter -- can also help to provide financial resources for energy efficiency improvements.

ARRA provided significant funding to the Energy Efficiency and Conservation Block Grant (EECBG) program, a sizeable portion of which went to local governments through direct grants from DOE. Those communities which were not eligible for direct grants in the region are eligible for funds from DCEO and administered by the Metropolitan Mayors Caucus (MMC). While these funds have helped local governments make inroads into the need for energy conservation, more can be done. In addition to making their own operations more efficient, municipalities can try to build energy efficiency into their approaches to issues that are more squarely in their traditional domains of concern, such as economic development and commercial revitalization. For instance, typical façade improvement financing could include updating windows for improved energy efficiency, or assistance with energy audits could be provided for downtown businesses to help them cut operating costs and improve their financial positions. Local governments can also help property owners by setting up PACE programs (or Energy Financing Districts, as they are sometimes called). These allow local governments to raise money by issuing bonds to fund energy conservation projects in buildings or to serve a district, and the debt is serviced over a set number of years through a special assessment on the

property owners who choose to participate in the program.\textsuperscript{60} Authorizing legislation is required to make PACE available.

\textbf{Water Use}

The water conservation measures recommended in \textit{GO TO 2040} and \textit{Water 2050} are expected to reduce the capital costs growing communities face to expand their water systems. In both growing and built-out communities, water rates can be redesigned so that conservation does not decrease revenue for the utility. Conservation measures can be funded through a range of mechanisms, including loans from the State Revolving Fund, but most conservation is financed locally. Two of these local financing approaches are as follows. First, the use of full-cost pricing, as \textit{GO TO 2040} advocates, will tend to reduce water use by customers, and it will also provide funding that is adequate for a utility to address the system water loss (e.g., through leaking water mains) that acts as a drag on utility budgets. Second, user fees can be charged to customers to fund water conservation, much like the electric and gas utilities’ small charge to pay for efficiency programs. This fee can be as much or as little as appropriate, and much of it can be returned to customers through water savings or appliance rebates. Conservation finance is outlined in much more detail in \textit{Water 2050},\textsuperscript{61} but it is worth noting here that strong local leadership and effective education are crucial prerequisites for funding conservation locally.

\textbf{Stormwater Management}

According to case studies in the Midwest, the use of green infrastructure can reduce site development and long-term maintenance costs by eliminating the need for gray infrastructure.\textsuperscript{62} This is not always the case, however; savings depend on site conditions and the specific green infrastructure techniques used. The Center for Neighborhood Technology (CNT) has developed a useful online calculator\textsuperscript{63} that estimates the costs associated with using conventional and green infrastructure techniques for a chosen soil type, lot size, and slope, etc. Costs and cost savings are divided helpfully into private (developers and building owners) and public (mainly municipalities). It is important to note that local government permitting plays a significant role in the cost-effectiveness of green infrastructure. Frequently the implementation of stormwater ordinances will take a “both-and” approach where many kinds of gray infrastructure are still required even if green infrastructure is used on site, eliminating the potential for cost savings. To save on development and maintenance costs, it will be necessary to reduce the requirements for other infrastructure. A common way of doing this in other states -- but not the only way -- is to provide a detention volume credit for the use of green infrastructure that reduces the volume of detention storage required, thus saving space on site and decreasing installation costs.

\textsuperscript{60} Merrian C. Fuller, Cathy Kunkel, and Daniel M. Kammen, “Guide to Energy Efficiency and Renewable Energy Financing Districts for Local Governments,” Renewable and Appropriate Energy Laboratory (RAEL), University of California, Berkeley, 2009. See \url{http://www.tinyurl.com/2ectd8m}.


\textsuperscript{63} Center for Neighborhood Technology, Green Values Stormwater Toolbox. See \url{http://greenvalues.cnt.org/}. 

\textbf{CMAP 233}
However, local government engineering staff may have concerns that not enough data are available to show that green infrastructure performs well enough to give such credits. CMAP, the state, and regional partners should continue to provide information on performance to support a shift to green infrastructure.

Provision must be made for maintaining any stormwater management practice, and green infrastructure is no different. In older areas of the region, stormwater infrastructure (like regional detention basins and storm sewers) is often owned and maintained by local governments, most frequently by municipalities but sometimes by park districts. General revenue is typically used for maintenance. In newer areas, by contrast, stormwater management practices such as detention basins and buffer areas remain on private property and subject to private maintenance. The detention basins in subdivisions, for instance, will generally be maintained by homeowners’ associations. Some jurisdictions require a Special Service Area (SSA) as a backup to fund maintenance if it is not performed by the homeowners’ association, but local governments are often reluctant to activate the SSA and assess property owners for maintenance.

Like any form of infrastructure, the effectiveness of green infrastructure will decline without maintenance, and maintenance depends on funding. It is crucial to establish a dedicated revenue stream to maintain stormwater management infrastructure. An important technique for local governments to consider is the stormwater utility fee, which is typically charged to property owners in proportion to the amount of runoff from their property (typically proxied by the amount of impervious surface on site). It replaces the general revenues that currently support local government stormwater programs with an enterprise fund, and can be designed to be revenue neutral. The amount of the fee must bear a reasonable relationship to the cost of service, so the charge for a stormwater fee depends on the need for stormwater infrastructure maintenance. It is arguably more equitable than funding stormwater programs out of general revenue since those who “use” the service more (i.e., place more demands on the stormwater management system) will pay more.\(^\text{64}\)

The Great Lakes hold about 20 percent of the world’s available fresh surface water, provide an important shipping route from the Midwest to the east coast and beyond, and support recreational boating and commercial fishing in addition to a rich ecosystem. Yet the Great Lakes are beset by numerous threats including invasive species, water level declines, and ongoing and legacy pollution. The federal government can support the restoration of the Great Lakes through clean-up of legacy contamination, reduction of nonpoint contamination sources, and promotion of green infrastructure. The federal government has a significant role in the control of invasive species, and should also facilitate full implementation of the Great Lakes Compact, which will ensure a cooperative, performance-based investment process that balances ecological and economic goals.

The federal government plays a large role in managing and protecting our region’s waterways, particularly commercial corridors like the Calumet River and the Chicago Sanitary and Ship Canal, and our region’s ports, which include the Calumet, Chicago, and Waukegan harbors. The U.S. Army Corp of Engineers is responsible for maintaining large parts of the infrastructure at these harbors. This includes responsibilities such as maintaining structural integrity of breakwaters and dredging approach and harbor channels.

**Open Space**

The federal government should support direct investment in open space, particularly to preserve large “macrosites.” This can happen through formation of national wildlife refuges, or the transfer of surplus federal property to open space uses, as occurred at Midewin National Tallgrass Prairie and Fort Sheridan.

**Local Food**

*GO TO 2040* identifies a variety of actions by the federal government that would support local food production and improved access to food. The federal government subsidizes various forms of agricultural production and also sponsors [agricultural preservation](#) programs, which fund the purchase of easements. The federal government can support local food production by providing the tools and resources necessary to ensure that its farmland preservation investments and general agricultural subsidies promote viable local food systems.

The federal government can support a variety of demonstration programs to evaluate different means of providing better food access in “food deserts,” including funding these efforts and
Resource Conservation

The state can actively address issues related to resource conservation, including the region’s water supply, which requires careful planning and management. Integration of land use and resource conservation planning can play a central role in achieving better conservation of water. Planning grant programs can assist local governments in incorporating resource conservation measures. Conservation-oriented rate structures and rules and regulations encouraging graywater and wastewater reuse can be pursued. As the administrator of the state revolving funds for wastewater treatment plants, the IEPA can also prioritize the use of some of these funds for utilities demonstrating conservation targets.

The state can use a watershed management approach to improve water quality and protect against flooding by continuing to fund watershed planning. Many of these plans have been developed in the region using funding available from IEPA under the federal Clean Water Act, yet there are numerous watersheds where they have not. The Illinois Department of Natural Resources (IDNR) also sponsors flood studies. Watershed plans should identify water resource problems and evaluate projects and policies to address them, whether the problem is flooding or poor water quality or loss of habitat. Ideally a watershed plan will consider multi-objective projects that address several problems simultaneously. Of equal importance is putting funding toward the implementation of project recommendations in watershed plans, such as stormwater best management practices including the use of green infrastructure.

IEPA also regulates the region’s solid waste facilities and requires all Illinois counties and the City of Chicago to develop, adopt and implement 20 year municipal waste management plans. Plans must set recycling targets, identify changes, and evaluate progress. The state can help by requiring improved reporting on quantity of waste disposed and remaining capacity of facilities. It can also implement waste reduction policies and conduct further research and policy development with the goal of setting specific targets by sector.
Resource Conservation

GO TO 2040 identifies a role for CMAP in providing technical assistance and research, as well as some direct implementation in the areas of energy and water conservation. CMAP can create model ordinances for energy or water efficiency, offer assistance to communities in the application of full-cost pricing or other complex water conservation strategies, or offer other technical assistance and research support. The Water 2050 regional plan provides additional specific recommendations for action.

Expansions in the traditional role of regional agencies can also be appropriate in many circumstances, particularly in new or emerging fields, or in response to state or federal opportunities. CMAP’s work on the Regional Retrofit Ramp-up program, which involved a partnership with a number of local governments to receive federal funds to create a network supporting energy-efficiency retrofits, involves a direct implementation role for the agency.

Open Space

GO TO 2040 addresses open space at a variety of levels -- conservation open space such as forest preserves, local open space such as parks, and connections between open space of all types. Regional agencies, namely CMAP, can play a role in setting regional priorities, helping to further protection of high-priority areas (though not by actually acquiring property itself), and specifically looking at environmental features that cross jurisdictional boundaries such as waterways.

The Green Infrastructure Vision (GIV) is an important initial step to set regional priorities for acquisition and ecosystem restoration. CMAP can work with land management organizations and other environmental
growth has been in recent years. For those counties with significant nonurban land, it will be important to continue to produce comprehensive plans (also called “land resource management plans”) whose goals include strengthening both urban and rural areas. To support GO TO 2040’s interest in reinvestment in existing communities, county plans can focus development onto land within existing municipal boundaries. County plans of this type also frequently address other issues related to livability, such as historic preservation.

Counties also have responsibility for zoning and plat review in unincorporated areas. In such cases, it is crucial for county boards to exercise the leadership needed to make zoning decisions consistent with their land resource management plans, which may include limiting the approval of developments in unincorporated areas. In areas where unincorporated development is preferred, however, it is important to use low-impact or conservation design. Conservation design entails preserving a significant portion of the natural features on a development site by using flexible lot sizes and shapes as well as using advanced stormwater best management practices.

GO TO 2040 calls attention to the importance of collaborations between communities for transportation, housing, economic development, and other issues. These can often allow participating jurisdictions to access more funding and derive more benefit for themselves than they could by going it alone. Counties and COGs can often act as the sponsors or facilitators of these efforts. Collaborations can also encompass both the public and private sectors. The many chambers of commerce and development corporations in the region are organized to serve areas ranging from commercial districts to cities, in many cases relying on a public-private model to maximize their effectiveness.

Resource Conservation

GO TO 2040 recommends actions that the
region’s local governments, including both counties and municipalities, can take to conserve water and energy and to manage stormwater.

County comprehensive plans and programs can address water supply and demand management. This has become an increasingly important issue because groundwater levels in aquifers serving outlying counties have been declining and in some cases are showing higher concentrations of chemicals like barium and radium. CMAP’s Water 2050 report recommends that county governments protect groundwater by taking aquifer recharge areas into account in comprehensive planning, and developing ordinances to regulate land use in recharge areas, among other actions. Although they do not often operate water utilities, counties can administer or help implement many water conservation best management practices, such as appliance and water fixture rebates or providing a conservation coordinator.

COGs also have an important role in water supply planning and management. Through participation in Water 2050, COGs have had an integral role in shaping the goals and policies that will guide water supply and demand management within the region in the upcoming decades. They also play an important role in implementation, as they provide a forum in which members can learn more about water conservation measures within the ambit of municipal utilities. GO TO 2040 specifically recommends examining the consolidation of water supply and wastewater treatment services to increase efficiencies; COGs can take an active role in beginning these discussions.

Counties have responsibility for stormwater permitting in unincorporated areas, and through the unique countywide committee system in northeastern Illinois, minimum performance standards for stormwater are also set at the county level. Standards for drainage, detention, and other concerns help protect against flooding and damage to water resources. Stormwater management programs have been successful, but could be strengthened by use of stormwater best management practices, especially green infrastructure, to promote infiltration. Another concern is the maintenance of

Image courtesy of Flickr user K-Dobbins

McHenry County Water Resources, along with the Natural Resource Conservation Service, developed a map of Sensitive Aquifer Recharge Areas and has been working to integrate it into comprehensive plan recommendations. While its methodology is oriented toward the sand and gravel aquifers of the county, a similar method could be used elsewhere. Image courtesy of Flickr user K-Dobbins

Portions of the DuPage County Government Center parking lot uses permeable paving blocks to infiltrate stormwater rather than allowing it to run off. County government can be a leader in using stormwater best management practices. Image courtesy of DuPage County
## Highway runoff constituents and their primary sources

<table>
<thead>
<tr>
<th>Constituents</th>
<th>Primary Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Particulates</td>
<td>pavement wear, vehicles, atmosphere, maintenance</td>
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<tr>
<td>Nitrogen, Phosphorus</td>
<td>Atmosphere, roadside fertilizer application</td>
</tr>
<tr>
<td>Lead</td>
<td>Ledged gasoline (auto exhaust), tire wear (lead oxide filler material, lubricating oil and grease, bearing wear)</td>
</tr>
<tr>
<td>Zinc</td>
<td>Tire wear (filler material), motor oil (stabilizing additive), grease</td>
</tr>
<tr>
<td>Iron</td>
<td>Auto body rust, steel highway structures (guard rails etc), moving engine parts</td>
</tr>
<tr>
<td>Copper</td>
<td>Metal plating, bearing and bushing wear, moving engine parts, brake lining wear, fungicides and insecticides</td>
</tr>
<tr>
<td>Cadmium</td>
<td>Tire wear (filler material), insecticide application</td>
</tr>
<tr>
<td>Chromium</td>
<td>Metal plating, moving engine parts, brake lining wear</td>
</tr>
<tr>
<td>Nickel</td>
<td>Diesel fuel and gasoline (exhaust), lubricating oil, metal plating, bushing wear, brake lining wear, asphalt paving</td>
</tr>
<tr>
<td>Manganese</td>
<td>Moving engine parts</td>
</tr>
<tr>
<td>Cyanide</td>
<td>Anticake compound (ferric ferrocyanide, sodium ferrocyanide, yellow prussiate of soda) used to keep deicing salt granular</td>
</tr>
<tr>
<td>Sodium, Calcium, Chloride</td>
<td>Deicing salts</td>
</tr>
<tr>
<td>Sulphate</td>
<td>Roadway beds, fuel, deicing salts</td>
</tr>
<tr>
<td>Petroleum</td>
<td>Spills, leaks or blow-by of motor lubricants, antifreeze and hydraulic fluids, asphalt surface leachate</td>
</tr>
<tr>
<td>PCB</td>
<td>Spraying of highway rights-of-way, background atmospheric deposition, PCB catalyst in synthetic tires</td>
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</table>

Source: US DOT, FHWA, Report No. FHWA/RD-84/057-060, June 1987
<table>
<thead>
<tr>
<th>Source Area</th>
<th>Total Phosphorus (mg/l)</th>
<th>Solids (mg/l)</th>
<th>E. coli (c/100ml)</th>
<th>Zinc (μ/l)</th>
<th>Cadmium (μ/l)</th>
<th>Copper (μ/l)</th>
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<tr>
<td>Residential feeder street</td>
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<td>92,000</td>
<td>220</td>
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<td>Residential collector street</td>
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<td>339</td>
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<td>Commercial arterial street</td>
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<td>Industrial collector street</td>
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<td>Residential roofs</td>
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<td>27</td>
<td>290</td>
<td>149</td>
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<td>Commercial roofs</td>
<td>0.20</td>
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<td>Industrial roofs</td>
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<td>Residential lawns</td>
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<td>Driveways</td>
<td>1.16</td>
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<td>Commercial parking</td>
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<td>Industrial parking</td>
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<td>312</td>
<td>2,705</td>
<td>304</td>
<td>1.0</td>
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</table>

*Table reproduced from Watershed Techniques Vol. 1, No. 1, February 1994, *Sources of Urban Stormwater Pollutants Defined in Wisconsin*
August 6, 2010

ATTN: CMAP Go To 2040 Draft Plan Comments
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE: GO TO 2040 DRAFT PARKS AND OPEN SPACE CHAPTER

To Whom It May Concern:

The McHenry County Conservation District appreciates the opportunity to provide additional written comments on the Parks and Open Space Chapter of the CMAP GO TO 2040 DRAFT PLAN. The District provided comments in a letter dated April 30, 2010.

First and foremost, we would like to acknowledge your thoughtful and collaborative approach to the planning process and for emphasizing the importance of the Green Infrastructure Network. Comprehensive and proactive planning ensures that everyone in the region is working towards a unified vision.

As a key stakeholder for open space preservation in the region, the McHenry County Conservation District has a vested interest in ensuring the natural assets of the green infrastructure network are preserved and that recreational opportunities are provided in order to enhance the quality of life for present and future generations.

SECTION 3.0 - EXPAND AND IMPROVE PARKS AND OPEN SPACE

First Paragraph:
Add: “Less than half of the region’s residents currently live in places with adequate access to nearby parks or open space, and many important natural areas remain unprotected, unmanaged and fragmented.” Page 106.

Second Paragraph:
Add: Bullet 2: “Preserve and improve the most important natural areas in the region.”
Bullet 3: “Provide functional connections between parks and preserves, using the green infrastructure network as a design concept, including regional greenways along lakes, rivers and streams.” Page 107.
SECTION 3.4 - RECOMMENDATIONS - PARKS RECOMMENDATIONS

Second Paragraph.

**Comment:** “To evaluate the need for urban open space, CMAP evaluated existing parks against standards for park accessibility from the National Recreation and Park Association (NRPA). The park types considered are community and neighborhood parks under NRPA’s definitions, rather than regional parks and regional reserves, which correspond to the forest preserves and (Add: conservation areas) here in Illinois. Based on the NRPA Standard of 10 acres per 1,000 people, it was found that only about 49 percent of people in the region have adequate access to park open space (see Figure 27).” (Add: While the National Recreation and Park Association (NRPA) figures are designed to provide a framework for accessing open space recommendations that satisfy the needs of outdoor recreation, they do not reflect the habitat requirements of native wildlife populations, endangered and threatened species or native ecosystems to maintain their long-term ecological viability in a developing landscape. Thus the NRPA guidelines should be viewed as one criteria of a healthy ratio of open space to population within the Region.) Language such as this should be added to current information in greater detail. Page 114.

Fifth Paragraph.

**Delete:** “Since imposing a fee does not solve the problem of the availability of land, a better solution is to require building public open space into site plans during redevelopment, at least in larger projects. Page 115.

SECTION 3.5 - IMPLEMENTATION ACTION AREAS

Chart #3 - Implementation Action Area #3. Page 123.
- Action 3 - “Focus wetland mitigation for transportation projects into the green infrastructure network.”

  **Add:** “If forest preserve, conservation districts or park districts agree that the green infrastructure networks indicates the most important areas to concentrate investment, requiring mitigation in this predefined area could help resolve the problem that entities required to do mitigation are often pressed to find a land management agency willing to take ownership and management responsibilities of the wetland.” to the narrative under specifics.

Chart #5 - Implementation Action Area #5. Page 125.
- Action 1 - **Add:** “Restore and manage open space within the green infrastructure network to natural land cover and hydrology.”

- Action 2 - “Devise and commit to a system to prioritize restoration needs based on regional criteria.”

  **Add:** State (IDNR) to the list of implementers.

- Action 3 - “Consider purchase of agricultural land as an interim link in the green infrastructure network.”

  **Add:** Agricultural Preservation Districts and Counties to the list of implementers. Public lands that are kept in agriculture by the McHenry County Conservation District through its farm lease program do not create lost tax revenue for other taxing bodies. The District continues to pay property taxes on the property until the land is restored to its natural condition and taken out of agriculture. Page 125.
The McHenry County Conservation District recognizes the importance of this project to the region and is committed to working cooperatively with the CMAP as the plan moves forward.

Thank you for your continued outreach and interest in preserving the natural and cultural landscape of the Chicago Region. If we can provide any additional information, please do not hesitate to contact me by phone or email at 815.338.6223, 233 or EKessler@MCCDistrict.org.

Sincerely,

[Signature]

Elizabeth S. Kessler, MBA, CPRP
Executive Director

cc: McHenry County Conservation District Board of Trustees
Pete Merkel, County Board Liaison
August 6, 2010

Mr. Randy Blankenhorn
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Blankenhorn:

Thank you for the opportunity to give feedback on the Draft GO TO 2040 Comprehensive Regional Plan dated June 16, 2010. Metra has been an active participant in the development of GO TO 2040, over the past several years through participation in the Transportation Committee, the MPO Policy Committee, and various meetings and workshops that included staff from Chicago Metropolitan Agency for Planning (CMAP) and Metra. As previously discussed, we recognize the challenge of achieving federally required fiscal constraint while selecting projects that will address the transportation needs of the region.

In our letter dated April 20, 2010, we discussed our appreciation of the inclusion of several Metra projects in the constrained Major Capital Projects list, and our concerns about the exclusion of the STAR Line, SouthEast Service, BNSF Extension, and Metra Electric Extension from that list. We want to reiterate that fact that the exclusion of these projects from the Major Capital Projects list in GO TO 2040 will restrict Metra’s ability to move forward on these crucial projects that have significant regional support and are critical to addressing some of the problems identified in this plan. We also want to take this opportunity to again recommend that CMAP consider making more aggressive assumptions that increase the total amount of funding for major capital projects or to shift funds from systematic enhancements to major capital projects.

Beyond the concerns expressed previously and above, Metra staff has compiled some specific comments on the draft GO TO 2040 Comprehensive Regional Plan dated June 16, 2010, which are attached. We look forward to continuing to work with CMAP to produce the best long-range transportation plan for the region.

Sincerely,

[Signature]

William K. Tupper
Acting Executive Director

Attached: Specific Comments on Draft GO TO 2040 Comprehensive Regional Plan - June 16, 2010

cc: J. Groner, L. Ciavarella
Specific Comments on Draft GO TO 2040 Comprehensive Regional Plan - June 16, 2010

General Comments:
- A more direct description of what the region is slated to look like in terms of population, jobs, and households would be beneficial. This does not appear to be explicitly stated in a table or section of the plan, but its inclusion would significantly improve the plan.
- “W” in “Metra SouthWest Service Line” and “E” in “Metra’s proposed SouthEast Service Line” should be capitalized throughout the document.

Specific Comments:
Page 8
- The “focus on improving the transit system” is not reflected in allocating only 1.7% of the region’s transportation funds towards major capital transit projects.

Page 9
- We suggest adding the following to the end of the CREATE paragraph: “Enhancements in the rail freight network also can benefit passenger rail service for commuters and interstate travelers.”

Pages 9, 160, 168, 174, and 199
- The recommendation for transit agencies to control operating costs is not only an issue for transit agencies. As you are aware, this is an issue for many companies throughout the world due to rising health care costs, fuel costs, security costs, pension requirements, etc. We request that these types of statements be removed.

Page 33
- The map also shows Cragin and Hermosa Stations on the MD-W Line, which were consolidated into the Grand Cicero Station in 2006.

Page 54
- Change the label in the legend in Figure 9 to “Acres of Potential Infill per Subzone”.

Page 57
- Last paragraph: the RTA Community Planning program is also responsible for “access and circulation improvements in and around transit facilities, improved job access, improved mobility for seniors and people with disabilities, and increased transit usage.” The Subregional Planning program “provides funding and planning assistance for county, subregional or corridor level transit and land use focused planning studies.”

Page 58
- The Service Boards should also be involved in the decision making process in regards to the coordination of various funding programs. Currently, under the RTA Community and Subregional Planning programs, the Service Boards have significant input in the selection of projects as well as serve on the technical advisory committees of the projects providing valuable technical support on many transit-related issues. We would like this arrangement to continue (and be enhanced) under a new joint funding program that would be created as a result of the coordination of funding sources.

1 http://www.rta-chicago.com/initiatives/funding-programs.html
Page 61
- Note that Metra’s past experience indicates that riders will walk up to 1 mile or more to access commuter rail stations in the Chicago region. In Metra’s 2006 Origin Destination Survey, 28% of Metra riders walking to their boarding station come from more than ½ mile away.

Page 63
- Add Metra, CTA, and Pace to the list of implementers or at a minimum the transit agencies should be stated as partners for the first and third action items. See comments above to page 58 for further explanation.

Page 67
- Revise the action to “Encourage supportive land use planning before new transit investment is made.” Not all transit station areas can be TOD. Some stations will need to provide significant amounts of parking for transit riders who live beyond a walkable distance and do not have access to feeder bus connections.

Page 164
- Although “the MPO also can, in theory, disallow the inclusion of projects that fail to support the plan,” a majority of the members of the MPO Policy Committee would need to vote to approve such an action. The past working relationship among committee members would endeavor to discourage non-supportive projects from coming forward before the need to vote against them.

Page 171
- Another, more local, example of a public-private partnership (PPP) is the Metra-Union Pacific Railroad partnership to make improvements on the UP-W Line.

Pages 174, 213
- In the section titled “Revise the federal “New Starts” program for transit...” It may be preferable if FTA created a new more streamlined funding program to support reinvestment in existing infrastructure.

Pages 177, 213, and 219
- Congestion pricing revenues should also be available to fund existing transit service in the corridor and throughout the network as travelers who choose transit due to the road pricing strategy may have to connect with service in the corridor to or from other transit service. A fully functional transit network is needed to provide an alternative to the priced road, not only additional transit service in the corridor.

Page 178
- In the last action, “Require that subregional planning studies include a parking pricing component... “, we recommend that this be changed to “Encourage subregional planning studies to include a parking pricing component...” Some subregional planning studies may be focused on transit improvements where a parking pricing component is not appropriate.
The reasonably expected sources of revenue enhancement only include an additional 10% over the core revenues. We recommend that CMAP be more aggressive in the assumptions for new sources of revenue for transportation projects.

A pie chart showing the three categories of spending (major capital, systematic enhancements, and operating and capital maintenance) as has been previously created by CMAP staff, would help to clarify the data for the reader.

The EOWB description should reflect that both new expressway corridors include the reservation of the median for future transit operations of a mode yet to be determined.

Please note that the Englewood Flyover, mentioned in the description of Rock Island Improvements, has already been funded with a $133M High Speed Rail grant and is currently under design with construction to begin in Fall 2010.

Change the following sentence to: “Three additional stations will be added to the line: Prairie Grove and Johnsburg on the McHenry branch and Ridgefield on the main line.”

Please replace “moving” in the UP-West section with “reconstructing”.

We have significant reservations regarding the STAR Line, SouthEast Service, BNSF Extension, and Metra Electric Extension projects being placed in the fiscally unconstrained category. As you are well aware, placing these projects in the fiscally unconstrained category jeopardizes the ability of these projects to advance into Phase I engineering via the FTA New Starts process or to be placed in the TIP to be able to be funded via other federal transportation funds.

Insert “Improvements” after “Heritage Corridor” in the 10th bullet point.

Identify the proposed locations for the extensions of the BNSF Extension (to Oswego) Metra Electric District (to Peotone) Milwaukee District North (to Wadsworth), Milwaukee District West (to Huntley/Marengo and Hampshire), Rock Island (to Minooka), and SouthWest Service (to Midewin).

Metra serves 240 stations throughout the region and averages 312,700 rides per weekday.

It would be useful to discuss the major need for the state capital plan and that we have been without one since Illinois First.

The first full paragraph discusses an opportunity to install real-time vehicle arrival signs. Please note that Metra has already undertaken significant efforts to increase the availability of real-time transit information. The “Voice of Metra” and the public information displays announce any train delays, both in audio and visual format, respectively. There are also automated audio train announcements at each station that have been recently installed throughout a majority of Metra’s
system (except for the terminal stations and the MED Line). These announcements inform Metra riders of when each train is arriving into a station based on the location of the train. Metra has recently made updates to its website to offer service alerts and real time service delay updates via “My Metra” account e-mail and Twitter alerts. The website enhancements also included a new dedicated website that is streamlined to be compatible with iPhones, Blackberrys and any other portable web-enabled devices

- Please revise to “RTA should work with the Service Boards and other stakeholders to implement this improvement.” [integrated fare coordination]

Page 208
- GO TO 2040 “recommends pursuit of managed lanes or multimodal corridors on I-90, I-290, and I-55. These may ultimately feature full BRT service, with high-quality stations, extensive park-and-rides and transfer options, and features that give buses priority, but express bus service should be initiated in the interim as these full BRT systems are being planned.” Please note that rail service is currently being evaluated as the preferred option for high quality transit service in the I-90 corridor. This statement should be modified to reflect that rail may be the long-term transit solution instead of BRT.

Page 213
- “Strengthen RTA efforts on financial oversight...” The recent funding crisis has highlighted the importance of this responsibility. In collaboration with the service boards, the RTA should focus its efforts on addressing the system’s fiscal health, including increasing efficiencies and limiting cost increases moving forward.” Please see our comments above to pages 9, 160, 168, 174, and 199.

Page 214
- Please also see comments on page 207 related to traveler information systems. In addition, Google Transit, RTA Trip Planner, and GoRoo (also operated by RTA) are all useful websites to obtain traveler information.

Page 217
- Revise the second action item to “encourage supportive land use planning before new transit investment is made”.
- Although Metra fully supports affordable housing near transit stations, we feel that issues and guidelines related to housing affordability should be handled by other regional agencies, including CMAP, and the communities themselves as we believe that it is outside of Metra’s purview to establish housing affordability guidelines for the region (last action item).

Page 223 and 236
- It is important to note in this plan that the many of the freight recommendations deal with reducing passenger train and freight train conflicts.

Pages 300, 309, 310, and 361
- It seems that existing data management (RTAMS) and traveler information websites (Google Transit, RTA Trip Planner, and GoRoo) should be highlighted in Section 11.0 – Improve Access to Information given the many efforts from the RTA, CTA, Metra, Pace, and other regional partners on these websites. Any new efforts from CMAP to improve access to information and data sharing should be coordinated with the existing efforts described above.
- Also see comments to page 207 above.
Protecting Our Water Environment

Metropolitan Water Reclamation District of Greater Chicago
100 East Erie Street Chicago, Illinois 60611-3154 T: 312.751.7926 312.751.7900

Richard Lanyon
Executive Director
richard.lanyon@rmwrd.org

June 15, 2010

Ms. Amy Walkenbach
Illinois Environmental Protection Agency
Bureau of Water
P.O. Box 19276
Springfield, IL 62794-9276

Dear Ms. Walkenbach:


Despite the short turnaround time allotted by the Illinois Environmental Protection Agency (IEPA) for review of a document of this magnitude and length, especially when considering the implications of its recommendations on the local governments of the State of Illinois, the Metropolitan Water Reclamation District of Greater Chicago (District) has reviewed the subject document and identified numerous concerns as discussed below.

We are in agreement that green infrastructure (GI) can supplement conventional or “grey” stormwater practices, provided the objective of GI is to provide water quality benefits whereas the goal of grey infrastructure is to provide quantifiable flood control benefits. GI is not appropriate for addressing large-scale flood events, such as what occurred in Chicago in September 2008. GI simply cannot replace grey infrastructure as insinuated at times in the Study. It is believed GI, when properly designed and maintained, can provide water quality benefits and volume reduction to some degree for small, frequent storm events of 1-2 inches. The desire expressed in the Study is for GI to become “the standard for stormwater management programs statewide” but GI does not perform the same function as conventional infrastructure. The examples provided in the Study focus on volume and pollution reduction, which is reasonable if used in conjunction with conventional stormwater infrastructure to handle the extreme events that lead to flooding.

It is disappointing that, to our knowledge, not one of the authors of the Study is a licensed Professional Engineer in the State of Illinois. The Study makes mention of the common concerns of engineers, which we believe were provided primarily by regulators, regarding GI, but neglects to address those concerns. Rather, the Study marginalizes the concerns by calling them “perceived issues” (Page 13). My staff spent several hours meeting with Chicago Metropolitan Agency for Planning representatives discussing very real issues associated with GI; issues which we are certain were expressed by other engineers, especially regulators, also
interviewed. To simply dismiss our concerns by labeling them as “perceived” significantly detracts from the credibility of the Study.

The Study’s “aim is to inform policy with science, our sources of data include only compiled peer-reviewed studies” (Page 26), which we essentially interpret to mean the Study is nothing more than a review of existing studies. The Study concedes that “there are substantial gaps in the peer-reviewed data on the effectiveness of many green infrastructure and low impact design strategies” and “filling in these data gaps is essential as we are to clarify our understanding of green infrastructure and inform policy decisions” (Page 101). The Study, despite acknowledging a lack of scientific data to inform policy, concludes in essence that GI is effective and TEP is should require its use regardless by stating “Experience with many types of green infrastructure has shown them to be very effective, even though they have not been subjected to rigorous scientific analysis” (Page 101).

The following points are provided for your consideration:

- Mr. Hal Sprague of the Center for Neighborhood Technology informed the District in March 2009 that he was the principal author of the document that became Public Act 96-0026. His involvement as an author on the Study detracts from its credibility.

- The term “flooding” is a consequence of runoff and should be added to the sentence “Runoff contributes to erosion, combined sewer overflows, sedimentation, and nonpoint-source pollution and threatens human and ecosystem health” on Page 6.

- It is inappropriate to state conventional systems, such as detention ponds, are inadequate to handle current and future stormwater management needs. Detention ponds provide quantifiable flood control benefits, which is probably more of concern to the common person than water quality benefits and served as the impetus behind the county stormwater management programs established in northeastern Illinois. You will note the term “water quality” is not mentioned in the enabling legislation (Public Act 93-1049) for the District’s countywide stormwater management program for Cook County, but terms involving “flood” are used on nine separate occasions.

- The report lacks objectivity as it was authored without true consideration of input from a diverse group of stakeholders. An advisory committee should be established to facilitate input from a broad faction of stakeholders including municipalities, engineers, and federal, state and local agencies.

- The Study references CNT’s Green Values Calculator (GVC) as being used to calculate flow rates and determine costs for both GI and grey infrastructure. It is unknown if the GVC has been subjected to appropriate scrutiny by professional engineers. In 2008, CNT stated on their website under Frequently Asked Questions (FAQs) concerning the GVC that they “don’t claim that it is accurate” and that one of their reviewers described it as a “mind experiment.” The FAQs webpage has been revised to state “Results are not, in this version, meant to substitute for detailed, formal design and engineering assessments.” The 2008 and current FAQ pages are attached for your reference. The Study claims, using the GVC, that GI can reduce peak flow rates over 50%. The GVC uses the Technical Release 55 (TR-55) computer model, which was developed by the National
Resource Conservation Service (NRCS), to determine flow rates. The GVC assumes various Curve Numbers (CNs) for various types of GI: Porous Pavement and Green Roofs. To our knowledge, TR-55 has not been revised by NRCS to include CNs for GI. The GVC methodology description states “CNT and others are conducting research to improve the accuracy of the CNs for use with green infrastructure projects.” This is yet another assumption being relied upon to tout the benefits of GI even though CNT acknowledges the CNs require further study. It is also important to note that TR-55 is limited to computing runoff for a 24-hour event. TR-55 does not have the capability to perform critical duration analysis or analyze storms of shorter duration than 24-hours, which are the storms believed to be appropriate for GI.

- The Study looked at GI practices separately, and not as potential supplements to conventional stormwater management structures (page 8), however, we did not see any kind of analysis, or anecdotal observations, of how GI installations in NE Illinois performed during the approximate 100-year rain event in September 2008. Such information would help support claims made in the report that GI is at the very least comparable to traditional approaches for stormwater management.

- The Study recommends that landowners causing runoff pay for the “treatment and management of runoff flow and volume needed to protect our urban streams — in the same way that landowners pay for the connection fees and sewage treatment charges for pollution discharged directly into streams by publicly-owned sewage treatment plants” (Page 18). However, unless the authors envision some type of publicly owned stormwater treatment system, collecting fees in this manner is questionable as it is a penalty rather than a cost tied to treatment services provided by the public agency.

Recommendations for phasing in green infrastructure and for implementing a systematic monitoring and reporting program requiring submission of standardized data to the BMP database are reasonable, and should be first steps in any sort of State program promoting GI. This is consistent with the authors’ findings that variability is high for all types of green infrastructure due to various factors including climate, design, maintenance, scale, soils, and perennial and seasonal groundwater water table elevation.

Based on the aforementioned concerns, the District strongly advocates a more thorough and objective study prior to consideration of statewide green infrastructure regulation. The District further recommends that The Illinois EPA develop a diverse advisory committee to facilitate stakeholder input. The Study, and any subsequent studies, need broader distribution to facilitate stakeholder input.

Please feel free to contact me if you require further information.

Very truly yours,

Richard Lanyon
Executive Director

KAK:WSS:JPM
Attachments
FAQ

General Questions

How can something like this be accurate?

We don't claim that it is accurate. One of our reviewers described it as a "mind experiment" that should point out a series of opportunities for people interested in sustainable design as well as saving money. Most sites will require planning and engineering, and one of our intentions is that property owners will seek consultants that have experience with green infrastructure and have them do detailed assessments of the opportunities.

Why can't I evaluate new urbanism concepts such as clustered housing, narrow streets and shorter driveways?

You can do that. Simply designate the conventional sizes for street width and driveways on one run, copy the results, and use narrower streets and smaller driveways on another and compare the results. The option of using "Half of lawn replaced by garden with native landscaping" could simulate a development where half the area is left open. The shorter streets common in new urbanism could be simulated by making the lots bigger and putting more rooftop and pavement on each lot to arrive at the same number of homes.

Does the calculator apply to all regions?

We designed the calculator based on the hydrology of the Great Lakes region. The results would be different for other regions with different rainfall patterns. However, the calculator can be used to get a general sense of

http://greenvalues.cnt.org/faq
how green infrastructure might work in other areas.

Can I save my results and come back to them?

Not at this time, however you can print your results for future reference.

Why do you only offer six green options, aren't there other green actions, such as infiltration trenches and rain barrels, that would reduce runoff?

For this first version of the calculator we chose a number of green infrastructure interventions that can be reasonably implemented by a developer or homeowner, used in many locations and at many scales. At the same time, we wanted to keep the calculator simple. If you have research on the stormwater benefits of a green action that we did not include, we would love to hear about it for our future versions.

Why are the green infrastructure options unchangeable? What if I want to install 100 percent native plants, not 50 percent?

The calculator is meant to give a sense of the stormwater costs and benefits of green infrastructure actions. It is not meant to be a substitute for proper site design. We feel that the simple options make the calculator easier to use.

Why do you ask if this is an existing neighborhood?

The model makes different assumptions for new and existing neighborhoods. In terms of costs, the model assumes that the existing neighborhood is 50 years old, so infrastructure such as sewer pipes will not have capital costs in year one, compared to a new neighborhood where all stormwater infrastructure must be constructed. Moreover, the model assumes that an existing neighborhood does not have room for additional detention basins. Finally, the model assumes that existing neighborhoods have combined stormwater and sanitary sewers, and all of the water is treated, so that there is a financial benefit in terms of reduced treatment cost to reducing the stormwater runoff.

I live in the city, how many blocks are there to an acre?

One city block is the equivalent of 6 acres.

Why can't I change the number of trees on my lot?

If you are using a new development scenario, the calculator assumes that the site starts with zero trees.

How does one go about finding most of these answers?

We have set the defaults for these options at values that are reasonable for the Chicago region.

- Average slope?

  A general land slope of either 1 or 3 percent is chosen. The Chicago area is relatively level, so that a default of 1 percent is recommended. If you have specific slope information from a survey of your land you can use that.
August 5, 2010

Mr. Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Dear Mr. Blankenhorn:

Subject: Go to 2040, Draft Comprehensive Regional Plan

The Metropolitan Water Reclamation District of Greater Chicago (District) would first like to congratulate CMAP on producing such a wide-ranging future plan for the metropolitan area through extensive efforts over the past three years. We have reviewed the draft plan and have the following comments:

- In the Executive Summary of the Draft Plan (Page 14) is a discussion of the role of different levels of government. Clarification is needed into which category some stakeholders may fall, such as the District. We recommend that the District be mentioned in the “Counties and Council of Governments” section.

- In Challenges and Opportunities (Page 26), in the second paragraph, it states that there is a degradation of air and water quality. We believe this generalization fails to recognize the efforts of the private and public sectors to address these impacts in a highly urbanized area. There has been demonstrable improvement in water quality, for example, within the District in the recent past. We feel the plan should reflect this.

- Throughout Chapter 2 (Pages 71-105), concerning stormwater management, the language is similar to that to the Illinois Green Infrastructure Study, A Report to the Illinois Environmental Protection Agency of the Criteria in Section 15 of Public Act 96-0026, the Illinois Green Infrastructure for Clean Water Act of 2009, dated May 28, 2010 (Study). Attached for your consideration is a copy of a comment letter the District provided to the Illinois Environmental Protection Agency concerning the Study.

- In Chapter 2 (Page 90), the District endorses efforts for water conservation. We would be interested in obtaining data on future water use trends, especially within the District boundaries, for use in current operations and future infrastructure planning.
In Chapter 2 (Page 94), the proposed initiative to use Fox River surface water to replace ground water sources may bring stricter water quality effluent standards for the Fox River Water Reclamation District (FRWRD). The District wishes to be involved in these discussions, since we contribute flow to the FRWRD and compensate FWRD for treatment of this flow.

Questions may be directed to Joe Schuessler, Principal Civil Engineer, 312-751-3236.

Very truly yours,

Richard Lanyon
Executive Director

KAK:WSS:AP:JMS
Attachment
• Soil type?

Soil types are characterized from A to D, with A being sandy and well-drained and D being mostly clay and poorly drained. C is the recommended default for the Chicago suburbs. Every soil in the U.S. is assigned one of these four categories using the following table:

• Average roof size?

Your roof size can be estimated as the square footage of one story of your home and garage.

• Average number of trees?

This is simply the number of trees per lot.

What is "real discount rate"?

The Real Discount Rate is an interest rate used to represent the time value of money in calculations. Higher discount rates will give less weight to future year costs and benefits than lower discount rates. All calculations in this calculator are done on a constant dollar basis, so a Real Discount Rate (one adjusted to remove the impact of inflation) is used. You may want to enter your own rate if your organization has a standard Real Discount Rate for projects. In 2005, the White House Office of Management and Budget recommends a Real Discount Rate of 3.1 percent for projects of 30 years or longer. For more information see http://www.whitehouse.gov/omb/circulars/a094/a094.html

What does changing the life cycle years do?

Changing the life cycle years changes the number of years over which costs and benefits for the site are calculated. Each infrastructure component is assigned a lifespan, so for example, a 100 year life cycle analysis may include the construction cost of the concrete sidewalk and driveway (30 year lifespan) four times. Different life cycle analysis periods are useful for different reasons, for example the 100 year analysis is useful for comparing green infrastructure options to traditional stormwater infrastructure, while the 30 year analysis is useful for considering green infrastructure investments in terms of the average mortgage length.

Will you change the site over time?

Absolutely. This is the first phase of a long-term project. We will make improvements to the site every month and post the changes made. Please use the feedback mechanism to suggest changes, identify new research and give us your ideas.

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Original Green Values Calculator

- Calculator
- FAQ
- Methodology
- Feedback
- How can something like this be accurate?
- Why can't I evaluate new urbanism concepts such as clustered housing, narrow streets and shorter driveways?
- Does the calculator apply to all regions?
- Can I save my results and come back to them?
- Why do you only offer six green options, aren't there other green actions, such as infiltration trenches and rain barrels, that would reduce runoff?
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- Why do you ask if this is an existing neighborhood?
- I live in the city, how many blocks are there to an acre?
- Why can't I change the number of trees on my lot?
- How does one go about finding most of these answers?
  - Average slope?
  - Soil type?
  - Average roof size?
  - Average number of trees?
- What is "real discount rate?"
- What does changing the life cycle years do?
- Will you change the site over time?

FAQ

General Questions

How can something like this be accurate?

The Green Values Stormwater Toolbox aims to help people evaluate sustainable design opportunities. It is based on extensive research into the long-term costs and effectiveness of green infrastructure approaches. Its results are still approximations based on research-based assumptions of green infrastructure performance, soil types, cost ranges, and other key factors. Results of the calculator are as accurate as our estimates can be, given current research. Results are not, in this version, meant to substitute for detailed, formal design and engineering assessments.

http://greenvalues.cnt.org/calculator/faq
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CMAP meeting with:
Age Options

Rebecca Burgstahler and Kim Blechschmidt (Director, Planning, Program Design and Grants Management).

- They're doing workforce development for older adults (senior population) via ARRA funding

- They like the public involvement of GOTO2040

- Like indicators we've specified (e.g. how many are now near transit that previously were not near transit)

- Primary concern with transit is that routes and the times of service are not conducive to the commuting patterns of older adults

- Our plan focuses on paratransit provided by PACE, but they noted much paratransit is actually provided by others.

- Paratransit is not keeping up with demand, and AgeOptions would like to see more emphasis on this fact in GOTO2040

- Also, concern today (and in GOTO2040) is largely “curb-to-curb”, while the actual need is “door-to-door”

- Real problem with geographical limits of paratransit coverage (e.g. Oak Park paratransit doesn’t go to nearby Loyola Hospital, because it is outside of boundary)

- Also, for paratransit and transit in general, length of trip is major concern for older adults, along with availability of a bathroom.

- Workforce development- GOTO2040 focuses on first-time job seekers, but 70% of baby-boomers are expected to work past retirement (partly because of retirement savings lost in the stock market).

- Also, workforce development needs to also be from the viewpoint of employees, not just employers (as is GOTO2040’s emphasis)
Also, they believe their needs to be more attention on the “huge knowledge base, and creative abilities” that older adults can bring to the workforce. GOTO2040 seems to focus much more on attracting new, younger workers.

They like the idea of tech asst for changes in ordinances, and they would like to see some efforts to rewrite ordinances to allow granny flats and homesharing (and perhaps they could partner with us on this)

Food access is a big issue, and they coordinate the farmers market program targeted at older adults, which we highlight in GOTO2040.

*They want to know what specific communities are indicated in the GOTO2040 map of food deserts (p. 140), because they see it as their responsibility to address any needs of older adults in these areas (actually, I discovered later that same day that Daniel Block from Chicago State U. produced that map; I will coordinate him getting in touch with them)

They partnered with others for livability study on accessibility (e.g. Chicago Heights—they provided me with a copy of final report), and developed an “assessment tool”

They've been working in the near-south suburbs (e.g. Dixmoor, Harvey) working with churches to provide caregivers

They have a “TCLIP” program focused on the needs of older adults in various ethnic communities

They had a question: how to best get information from municipalities on what needs are out there, and what is changing. For example, are there surveys?
CMAP meeting with:
Alliance for the Great Lakes

Group submitted formal comments.
Dear CMAP:

The Alliance for the Great Lakes is the oldest independent regional citizens’ organization focused on environmental issues in the Great Lakes. The Alliance thanks the Chicago Metropolitan Area for Planning (CMAP) for the opportunity to comment on the draft GO TO 2040 Comprehensive Regional Plan.

The following comments are in regard to the Plan’s Chapter on Regional Mobility and the section of the Livability Chapter titled Manage and Conserve Water and Energy Resources.

Regional Mobility - Transportation/Waterways

Chapter 7, Create a More Efficient Freight Network, briefly discusses the Chicago Area Waterway System (CAWS), and acknowledges the concerns over invasive species caused by the connection that CAWS makes between the Great Lakes and Mississippi River basins. The Alliance has called for a permanent separation of this connection while recognizing that shipping, other commercial operations, recreational access and water management issues related to the CAWS must be addressed as part of any analysis evaluating separation.

The Go to 2040 Plan calls for waterway shipping opportunities to be preserved and expanded. Waterborne commerce and tourism has certainly been a boon to the Chicago-area economy for many years, and waterborne cargo shipping in particular provides distinct sustainability advantages over other modes, with the exception of invasive species introduction. However, rather than concluding that shipping should be preserved and expanded, the current and future importance of the waterways for shipping needs to be studied with the same degree of attention provided to road, rail and air networks. Until that has been accomplished, shipping infrastructure needs and desirability in the CAWS over the next three decades are truly unknown. The plan should call for such studies, including an evaluation of appropriate accommodation for shipping and other waterway uses. These studies should be completed in
conjunction with regional road, rail and air transportation planning while considering the option of permanent separation of the Great Lakes and Mississippi River basins.

**Livability - Manage & Conserve Water & Energy Resources**

1. The second bullet point on page 72 is titled: *Integrate land use policies and site planning with water resources*. This section needs to mention the need to integrate land use policies with available water supplies. Land should not be planned or zoned for development without the affirmative identification of a reasonably available water source.

   A similar statement to integrate land use policies with available water supplies should also be included in the first paragraph on page 93 under *Integrated Land Use Policies and Site Planning with Water Resources*.

   This concept is included in the *Water 2050* plan on page 63 in the chapter titled *The Impact of Land-Use Decisions on Water Resources* where is says: “... incorporating future water demand/supply information (as can be modified from ongoing Illinois State Water Survey (ISWS) analyses) into local land-use plans is another mechanism that DCEO may use to insure that future developments in the northeastern Illinois region are consistent with regional plans. Communities that are encouraged to review and demonstrate their 40-year water supply will likely be more cognizant of the relationship between growth/development patterns and water use.”

2. Include stronger references in numerous locations to the *Water 2050 Plan*, as noted below.

   On page 72, there are three CMAP water resource sustainability recommendations. There is no mention in this section that there is a *Water 2050* plan that is behind these recommendations. There should be language in the text at this location, not in a footnote, about the *Water 2050* plan, and readers should be urged to refer to it for more water resource analysis and recommendations.

   Language under *Water Use* on page 80 does mention the *Water 2050* plan, but not in a way that indicates its scope. While it is referenced in footnote # 25, here again readers should be specifically urged to refer to it for more water resource analysis and recommendations.

   The bottom of page 83 under *Water Demand* is another location where the *Water 2050* plan should be referred to as a building block of the *Go to 2040* plan and readers should be urged to refer to it for more water resource analysis and recommendations.

   And on page 90, at the end of the first paragraph under *Water Resource Recommendations*, the reference to *Water 2050* should be strengthened by urging readers to go to this water resources plan.
Footnote #49 on page 92 and footnote #61 and its related sentence on page 104 are excellent examples of the type of referencing to the Water 2050 plan being called for here, including the CMAP web link for the plan in each reference.

3. On page 81 under Energy and Water Nexus the text states:
   “Furthermore, federally-imposed standards on water providers to control emerging contaminants, such as pharmaceuticals and personal care products, demand costly and energy intensive treatment processes.”

While federally imposed standards for emerging contaminants are expected, there are no such standards yet in place and they are not likely to be in place for many years. This sentence should be amended to read:

   “Furthermore, federally-imposed standards on water providers to control emerging contaminants, such as pharmaceuticals and personal care products, are anticipated and will demand costly and energy intensive treatment processes.”

That same sentence, plus the next two sentences, read as follows:
   “Furthermore, federally-imposed standards on water providers to control emerging contaminants, such as pharmaceuticals and personal care products, demand costly and energy intensive treatment processes. It is important that the energy implications of such standards are closely studied and mitigated before enforcement. Options such as waterless urinals and composting toilets, among others, should be further studied as alternatives to stringent water treatment standards.”

Waterless urinals and composting toilets are not options for treatment for emerging contaminants, and do not eliminate such contaminants from the hydrologic cycle. They are water conservation demand-side management measures that reduce water consumption levels for the flushing of waste. They bear no relation to or impact on drinking water treatment. The last sentence above should be stricken.

4. After noting the energy/water nexus in its own section, the Greenhouse Gas section on page 84 makes no mention of the potential greenhouse gas reductions achievable through water conservation. Significant greenhouse gas reductions through water conservation are achievable at the local level without further Federal action. The text should be amended as follows:
   “... energy retrofits, transit investments, water conservation and emphasis on compact development recommended in GO TO 2040, which represent an optimistic but achievable level of voluntary GHG emissions reductions for the region that concentrate on transportation, water use and energy use in buildings, as they are two three areas which can be positively influenced by GO TO 2040.”
5. Table 1 on page 91 cites CMAP, 2010 as its source, as does Figure 21 on page 95. That reference is too general to be meaningful to anyone wishing to find the source. These references should include the appropriate section of the Water 2050 plan that includes the information referenced.

6. On page 94 under Optimize Water and Energy Sources to Scale of Operation, communities that can switch from ground water to the Fox or Kankakee Rivers are encouraged to do so in light of studies by the ISWS showing that these rivers have the potential for supplies for future growth. It is extremely critical to note the source of most of this potential supply on the Fox River. It is not from existing flow in the river but from increased wastewater plant discharges into the Fox that are coming from municipal systems that are pumping from the shallow and deep aquifers that are being mined. Less additional water is available from the Fox River as pumpage from the shallow and deep aquifers in the area declines. The Fox River flow could also be reduced by about 7 million gallons per day if the City of Waukesha, Wisconsin switches from deep and shallow aquifers to Lake Michigan water.

7. The following sentences at the top of page 95 do not logically follow one-another:
   “Communities dependent on Lake Michigan are mostly served by water that has been treated and processed by the Chicago Water Management Department. Thus, it is particularly relevant for communities that draw from surface water supplies and groundwater to explore consolidation of water service to attain economies of scale.”

The fact referenced in the first sentence does not lead to the suggestion in the second. This is still true when these sentences are read in the context of the full paragraph in which they appear. It seems that a transition sentence or two is needed here.

8. The discussion on page 95 suggesting the consolidation of water utilities and the consolidation of wastewater facilities does not go far enough. The operations of water and wastewater utilities can have significant impacts on one another, but divided operation and management impedes the implementation of operational, policy and capital investments that are in the mutual best interests of both utilities, their customers and the environment. Language urging the consolidation of the management of water and wastewater utilities, known in some circles as Integrated Water Management, should be added to this section.

9. On page 98 the action item titled “Promote rainwater harvesting for non-potable indoor uses” lists municipalities and non-profits as implementers. Implementation of this action also requires state action. Senate Bill 2549, Rainwater Harvesting, introduced in the last session of the legislature and approved in the Senate, is the type of action needed at the state level to implement this action. The state should be added as an implementer.

10. On page 100, under Implementation Action Area #3, Pricing, the action to utilize full cost pricing includes CMAP, municipalities and utilities. The Go to 2040 plan area also includes
private water utilities whose rate structures are set by the Illinois Commerce Commission (ICC). The Implementers box should also include the ICC.

11. On page 102, Implementation Action Area #4: Funding the first action item calls for the use of SRF funds to implement full cost pricing. The Green Project Reserve program can be used for a variety of water conservation measures in addition to full cost pricing. It is suggested that this action item be amended as follows: “Use State Revolving Funds as a mechanism for implementing water conservation measures, including full-cost pricing”

12. On page 102, Implementation Action Area #5: Local Governments as Early Adopters of Sustainable Practices does not include water conservation, just as it was not included in a prior section on Green House Gas reductions as noted in comment #4 above. Implementation of water conservation measures is recommended numerous times in the plan and can be an effective sustainability measure implemented at the local level without Federal action. It needs to be included here as a separate action item.

13. Page 229 under Regional Mobility, Freight includes the following statement:
   “As implementation occurs, planning for the next phase should commence. The CREATE Partnership, along with CMAP should begin to develop, finance, and implement projects and improvements beyond those identified in the CREATE.”

A similar statement regarding Water 2050 should be included in the section titled Manage & Conserve Water & Energy Resources. The Water 2050 plan calls for and assumes a next phase of water resource planning on page 152 where it states:
   “Thus, the next five-year planning cycle, commencing in February 2010, will aim to address deficiencies that are enumerated towards the end of this chapter and the ongoing need for refinement in the many areas under current consideration.”

As we all know, that next five-year planning cycle has not begun nor is it currently anticipated. Go to 2040 should include a statement calling for an on-going iterative water resource planning process in the Implementation Action area, as it does with CREATE in Freight.

14. The structure of the Go to 2040 plan section titled Manage & Conserve Water & Energy Resources seems to jump from one subject area to another and then back again. For instance, there are three water resources recommendations on page 72, additional, more comprehensive recommendations beginning on page 90, and further recommendations in the Implementation Action section. A person reading page 72 and not comprehensively reading the whole report might conclude the recommendations on page 72 are all of them. Page 72 should at least include a reference to move the reader to page 90 and 97 for more water resource recommendations.

15. We are pleased to see the call for IDNR to make the data reported by Lake Michigan water users publicly available in electronic form. We are also pleased to see the call for municipal
utilities to move toward full cost pricing, including full maintenance and capital costs in their water rates.

Thank you for the opportunity to submit these comments. Should you have any questions about our comments please contact Ed Glatfelter at 312-939-0838 x235 or eglatfelter@greatlakes.org.

Sincerely,

Ed Glatfelter
Director of Water Conservation Programs
Alliance for the Great Lakes

Cc: Tim Loftus
    Hala A. Ahmed
CMAP meeting with:
Alliance to End Homelessness in Suburban Cook Country

Mike Wasserberg, South Suburban PADS
Terry McCullough, Thornton Township
Jose Alvarez, Town of Cicero
Padma Thangaraj, Chicago Homelessness Prevention Call Center
Peggy Troyer, Alliance to End Homelessness in Suburban Cook County
Jennifer Hill, Alliance to End Homelessness in Suburban Cook County

- Good response to the general plan concepts.
- The focus of this group however was on homelessness and the desire for the plan to specifically address it.
- They don’t believe we can speak of healthy communities without talking about homelessness and the contributing economic factors.
CMAP meeting with:
American Planning Association, Illinois Chapter

Conversation with John Paige, IL APA member
(comments are those of Mr. Paige)

- Three main comments on the plan so far (he will probably submit more before the deadline)-
- The plan is constrained by our current economic situation and there will be ups and downs and we need to be as prepared for “ups” as we are for “downs”
- High Speed Rail network is not addressed specifically enough.
  - Does not identify what funds could be used to support HSR, just “new revenue”
  - There is not a good overall vision for the plan and the HSR network could be that vision with Chicago region as the hub of the Midwest
  - CMAP should identify revenue sources and propose to DC
  - CMAP should take the lead in promoting HSR and partnering with other MPOs outside the region
- Housing
  - The plan mostly addressed affordable housing, but also needs to address fair housing and discriminatory practices
  - The plan primarily deals with housing in terms of new development, but should also focus on old / existing areas – especially where there is not enough housing equity
  - We are creating pockets of poverty in the inner ring suburbs with displaced residents and this will become a major problem in the near future – like a cancer in the region. CMAP should research this phenomenon and identify the problem, maybe reach out to universities for help with that
- Implementation Tools
  - CMAP’s real power is in the power of persuasion, this is where we can have the most influence / success
  - Technical assistance is very important – workshops, model ordinances, etc. (APA will partner on these)
  - CMAP and MPO should be one agency, and any projects that are proposed in a long-range plan or TIP should be subject to the principles of GO TO 2040
- Future APA Partnership Areas
  - Workshops / training programs for municipal and county planners
  - They have a subcommittee looking into these workshops, CMAP should partner with that
  - Review documents, push them out, get speakers
August 2, 2010

Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
Willis Tower, 8th Floor
233 South Wacker Drive
Chicago, Illinois 60606

RE: CMAP GO TO 2040 Draft Plan Comments

Dear Mr. Blankenhorn:

On behalf of Arts Alliance Illinois and our network of arts professionals, advocates, and cultural institutions, we urge you to include the arts as one of the high-priority recommendations of the GO TO 2040 plan.

According to a recent Tribune/WGN poll, regardless of race and income level, whether they lived in the city or suburbs, or were young adults or senior citizens, the arts and culture are what people appreciate most about Chicago. Our arts and cultural assets are not only cause for great pride, they also sharpen Chicago’s competitive edge and international reputation and generate the kind of economic and cultural vitality that helps drive community sustainability.

Any plan that addresses the livability of communities across the Chicago region must include the arts. Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, “The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.”

Arts Alliance Illinois was pleased to work in partnership with the Chicago Metropolitan Agency for Planning and The Chicago Community Trust to convene a GO TO 2040 Arts and Culture Advisory Committee. This Advisory Committee developed an actionable vision for the Chicago region as a global mecca for arts and culture. This strategy report is available at www.goto2040.org/arts culture.

The Chicago region is home to a rich, robust, and diverse cultural ecosystem and has become one of the leading creative regions in the world. Including the arts as an implementation area of the GO TO 2040 plan will build on the work of the Arts and Culture Advisory Committee and encourage complete, diverse, sustainable, and livable communities throughout the region.

In keeping with your existing rules and regulations, we urge you to include the arts and culture as one of the high-priority recommendations of the GO TO 2040 plan. We look forward to working
with you in meaningful ways to help promote GO TO 2040 and assist with the pending implementation campaign. Should you have any questions or if we can be of further assistance, please contact Ra Joy at joy@artsalliance.org or 312.855.3105 x14.

Sincerely,

David Hawkanson  
Executive Director, Steppenwolf Theatre  
Chair, Arts Alliance Illinois

Village President Al Larson  
Village of Schaumburg  
Arts Alliance Illinois Board of Directors  
CMAP Board of Directors
CMAP meeting with:
Aurora Regional Chamber of Commerce

- The President was receptive to the work force development section and supportive of the region’s global economic standing.
- He said he would take a closer look and provide comments.
- This chamber has members from all around the region and has close ties to local GA members. Would be interested in helping promote issue to local GA members.
**Berwyn Development Corporation**

Lots of comments – meet with two planners. BDC serves as the economic development and planning arm of the city.

CTA needs to do a better job of investing in its infrastructure – reliable and working rail “EL” lines. The plan should integrate private enterprises options, like having more IGO or zip options at Metra stops. Berwyn is getting 2 new IGO cars for its station.

Pace and CTA are in Berwyn – the city/suburban struggle complicates this option for many, but CTA is more reliable than Pace.

Berwyn, Metra and BNSF rail have a good working relationship unlike other communities.

Berwyn wants to see an investment in the Cermak/Butterfield – BRT option.

Sometimes retail overlay districts hamstring the city to only seek out retail option for development. However, many residents are demanding more retail – a Chico’s, a BW3, etc.

Berwyn, Oak Park and Cicero have developed a intergovernmental agreement for planning and development on Roosevelt Road. They use form based code for the streetscape and it has been working out very well.

Berwyn is also very supportive of public-private partnerships and want to see more information about SSA, TIFs, improvement districts, etc.
CMAP Meeting with:
Bridge Communities

- Shared general support for the plan
Minority Perspectives on the
GO TO 2040 Regional Comprehensive Plan

Presented by the
Bronzeville Coalition Education Task Force
July 30, 2010
THE BRONZEVILLE ALLIANCE EDUCATION TASK FORCE is part of a coalition of dozens of community based institutions that believe more can be achieved working together than separately. Member organizations share a common vision for a productive and vibrant Bronzeville community and feel the best way to achieve such a community is through collective action.

The Education Task Force is one of five teams working under the Alliance umbrella. The other teams are:

- Green Jobs, Health and Environment
- Housing
- Quality of Life, aka: Crime and Grime
- Retail, Hospitality, Tourism, and Transportation

Though the focus of the task force is local we understand that our community does not exist in a vacuum and some solutions can be found by studying similar situations in communities across the region and across the globe. Our thanks to The Chicago Metropolitan Agency for Planning (CMAP) for the opportunity to address this distinguished gathering of our peers in the education and social service arena.

The mission of our task force is to connect children and youth with educational resources within the Bronzeville community through a partnership that includes a strong parent base supported by committed educators.

We are currently working on Three Education Initiatives

1. A community wide effort to promote Family History Research as a student learning and community development tool by training and involving parents in the family research process along with their students/children. We believe this will promote stronger family ties, greater community pride, and help improve scholastic skills;

2. A survey of youth needs and resources throughout Bronzeville;

3. A review of Green Education Capacity designed to prepare our young people for employment opportunities and for the survivability of our community as energy resources become increasingly scarce.

Bronzeville Alliance Education Task Force
These efforts are designed to engage parents and families and therefore by extension the broader community in the educational process. We want to empower and excite parents and help them become active and enthusiastic participants in their children's education inside and outside the home. Parents are the first teachers and they have an immeasurable impact on the potential success that will be available to their offspring.

Today we want to specifically address the need to improve education and workforce development in the region and how greater parent and community involvement in the process is essential to any successful coordination of resources and services.

According to the Human Services Policy Center, "There is growing consensus in Washington and other states that effective education policy development requires policy makers to consider the entire educational enterprise experienced by children and youth as they progress through early childhood, elementary–secondary, and postsecondary learning."¹

This concept has been dubbed the P-20 approach. Quality educational programs that prepare students for real-world work and life experiences must be about developing the whole human being. "Hard" skills are one piece of the puzzle, but workplace success involves a wide range of "soft" skills that include basic socialization, interpersonal communication, critical thinking, problem solving and emotional maturity. These are universal human qualities with no gender or racial distinction and are generally acquired in the earliest stages of child development -- thus parents and extended family are essential players in the process.

Any serious educational / workforce development plan must be designed with a comprehensive, holistic concept in mind. Effective programs and services must be prepared to address such issues as racism, lack of jobs, youth violence and crime associated with gang activity. This intuitively involves a strong focus on the family and the broader community in which a student or worker resides.

¹ P-20 Education Objectives and Indicators: What Do We Want to Know and Why Do We Want to Know It? A Framework for an Early Learning-Through-Postsecondary Approach to Data and Policy Analysis. http://hspec.org/topics/p-20/full_report.pdf
Yet as the CMAP *GO TO 2040* Regional Comprehensive Plan points out the current system of services in the educational and workforce arenas are seriously lacking in their ability to work within a P-20 framework to help residents throughout the Chicago Metro region enjoy a strong and stable quality of life backed by quality educational programs and ample job opportunities.

One of the recurring themes in the plan report was the lack of coordination among the many agencies working within the two areas: *education and workforce development*. For example, in the education arena what is viewed as a coordinated system is more accurately "a variety of institutions and organizations, each with their own decision-making processes and funding structures." With almost 300 school districts and over 2000 public schools in the region it's not surprising that standardization and coordination is a daunting task.

As members of the Bronzeville Alliance, we understand the challenges of creating opportunities for diverse organizations to work together effectively while maintaining their often hard-won and closely guarded autonomy. Yet, in these compelling times we must put aside any non-essential jurisdictional concerns and focus squarely on the families that are trying to raise and prepare children for the various stages of their P-20 experience.

The Bronzeville Alliance is working diligently to create opportunities for parents to connect with the process and come together in an organized fashion to let their needs and demands be heard. Far too many parents feel disconnected from the educational and workforce resources in their communities. When a violent incident happens, or when some disparaging report is issued about student achievement, parents are often held up for ridicule by the various segments of the community. How can parents respond and let their needs and demands be heard?

Local police agencies have dozens of spokespeople and large PR departments to address the public. Teachers and administrators have well-financed unions to speak for them and fight for their interests. Politicians invest large sums of money in media consultants and poll after poll when speaking to the media. Inevitably, when the heat is on, all these groups will too often point an accusing finger at parents for not doing enough to raise and prepare their children for school. Even popular music acts whose work is filled with gratuitous sex and violence will often blame parents for not keeping their children away from popular media that is not age appropriate. Enough is enough.
Parents need comprehensive help and support, not burdensome guilt and vague unfair accusations. It's obvious that none of our grand schemes will succeed without strong parent involvement and widespread community support. The Bronzeville Alliance, just as many of the groups gathered here today, has chosen to focus on a particular community, and work to develop a comprehensive plan that addresses the needs of that community.

Bronzeville is a dynamic area with incredible potential. Not only does it have an historical heritage that is as rich as any community in the nation, but it continues to be a major center of black life in America, and by extension the world. The elections of Harold Washington as the first black mayor of Chicago and Barack Obama as the first black president of the United States are just two of the major historical events that have deep ties to the Bronzeville community. For many decades Bronzeville has laid the foundation for great achievements in every field of human endeavor such as aviation, medicine, law, arts, music, media and of course politics.

Yet we are still bombarded with media images of a community out of control, burdened by crime and dysfunctional families. This stereotype of the inner city must stop! It is all too often deliberate in its presentation and designed to marginalize and criminalize not only our youth but the entire adult population as well. There is great need for a more well-rounded understanding of and interaction with the inner-city ethnic neighborhoods in the region.

Better coordination of resources and services in the educational and workforce communities can go a long way toward facilitating this better understanding and help raise the quality of life in neighborhoods like Bronzeville, Woodlawn, Chatham, Westhaven, Roseland and dozens of other inner city areas throughout the Chicago Metro region.

The Bronzeville Alliance Education Task Force will continue to create mechanisms for parents, teachers, and where appropriate, workforce administrators to come together and better coordinate resources and services. We urge members of CMAP and other policy groups to make funding of such efforts an integral feature of the GO TO 2040 Regional Comprehensive Plan. Thank you once again for the opportunity to address this forum.

Bronzeville Alliance Education Task Force
August 6, 2010

Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Randy:

Thank you once again for presenting the Go to 2040 plan last week and seeking comments and suggestions from CNT staff. CNT is very pleased with the direction that the plan has taken and with the emphasis it places on housing and transportation affordability, transit oriented development, and energy and water resources management. As you know, our research documents that compact, mixed use, mixed income developments are essential for growing sustainably. Communities can and should do more to accommodate growth in this fashion. This letter records much of our discussion on the 21st. We hope these suggestions find their way into the final document.

Livable Communities

Land Use and Housing
The land use and housing section focuses on infill development, the redevelopment of vacant and underutilized land in existing communities, and lowering the combined cost of housing and transportation as key indicators with targets that the region should be tracking. These are certainly important but equally significant is the fact that the current recession has resulted in numerous partially built subdivisions that may never be completed—an issue that may not resolve itself even once the economy recovers. Consideration should be given in the plan to recapturing these subdivisions as open space or redesigning them to make them more affordable to the people who will one day live there.

The plan also notes that only 23% of community comprehensive plans address affordable housing and cites Chicago Metropolis’ Homes for a Changing Region approach to calculating housing need as one way of determining affordable housing demand. Another method, the Regional Housing Needs Assessment (RHNA) process, is in force in California wherein the state planning agency provides each regional planning council with income stratified housing production targets that flow from regional population projections. The regional council then assigns production targets by income level to each municipality and county in the region and collects housing permit data annually from each unit of local government to evaluate the degree to which targets have been met. This approach assigns fair share targets to all member governments and improves the chances that affordable housing will be more evenly distributed within the region. While no statewide mandate exists in Illinois, CMAP could implement this strategy in northeastern Illinois under its existing enabling legislation.

CNT has two suggestions related to implementing the recommendation to identify and exploit additional TOD opportunities. The first is that CNT along with Reconnecting America and Strategic Economics, our partners in the Center for Transit Oriented Development, have developed a database aggregating housing, demographic, employment and H+T data to the half mile area surrounding more than 4,000 fixed guideway stations in the U.S. This database could be useful to municipalities interested in collaborating on corridor plans for TODs. We urge CMAP to advertise this fact and think about how it too can put it to use. Our second suggestion is that local governments working together should consider packaging weak and strong market developments to improve the chances of weak market TODs being built.
Finally, the plan mentions that only 23% of comprehensive plans in the region address the need for affordable housing and suggests that municipalities utilize the Homes for a Changing Region approach to forecasting housing demand. Another approach is used in California wherein the state assigns housing production numbers by income group to regions who then turn around and sub-allocate targets to municipalities and counties commensurate with their expected population increases. This process, the Regional Housing Needs Allocation (RHNA) approach, would help ensure an equitable distribution of housing in all corners of the region.

**Regional Mobility**

**Invest Strategically in Transportation**

Page 162 of the plan discusses several challenges related to funding transit improvements but overlooks the fact that Illinois and northeastern Illinois do not have dedicated revenue streams to pay for transit improvements. This coupled with the erratic nature of Illinois capital programs makes it difficult to schedule orderly improvements based on condition and use-life. In the current climate that means that the state is able to issue bonds for road improvements included in last year’s state capital program while debt for transit improvements is held up by the fact that video gambling has been blocked.

**Increase Commitment to Public Transit**

CNT has two recommendations for the indicators listed under this section. The first is to note that the Transit Access indicator combines bus and rail access into one measure. Given that the region has so much investment tied up in rail assets and that the development community clearly values property more highly the closer it is located to fixed guideway systems (and that the same can not be said of property valuation near bus routes), it seems to make sense to break this measure out into two: one for bus and the other for rail. Tracking separate population measures for bus and rail increases the possibility that, as a region, we make the most of the extensive public investment in fixed guideway public transportation systems by capturing increasing shares of the region’s residents within walking distance of these very valuable corridors.

Secondly, commute trips represent 59% of transit trips nationally and the H+T Index shows that job access is important to reducing transportation costs at the household level. CNT believes that CMAP should also track the number and percentage of the region’s jobs that have access to bus and rail transit—tracking the two modes separately as with population.

As it relates to the components of the region’s public transportation system, CNT would also like to see some reference in this section to car-sharing as an extension of public transit that contributes to reductions in car ownership, congestion and greenhouse gas emissions in the communities where it operates.

**Create a More Efficient Freight Network**

With as much emphasis as the plan places on planning land use in conjunction with transportation, it is surprising that this section of the plan neglects to mention the need to plan for the freight-related development of vacant and underutilized property on an infill basis when it is proximate to freight transportation assets such as freight rail corridors, truck routes, highways, truck terminals and intermodal facilities. At the moment the private sector is setting the agenda with respect to the development of Greenfield intermodal facilities because the fragmentation of land ownership and environmental contamination make infill development cumbersome. This dynamic will never change unless the region prioritizes such an approach and targets resources to remediate and market sites with high potential for this type of redevelopment. Firms operating in areas with a concentration of these assets log fewer truck miles, realize fuel savings that reduce the cost of consumer goods, and contribute to greening the nation’s complex supply chain, while creating local jobs.

**Manage and Conserve Water and Energy Resources**
Energy Conservation Recommendations

Economic Benefits
Throughout the document, energy efficiency is acknowledged as a top priority for GO TO 2040 and encouraged for its economic and environmental benefits. As a relatively new focus of the planning process these benefits may be undervalued or overlooked as secondary to other forms of economic development activity. Consequently, we recommend that the document include stronger language surrounding energy efficiency’s economic benefits.

Behavior Change/Education
Add language acknowledging that while advances in energy technology and efficiency are important, it must reach beyond the “bricks and mortar” to address the occupants of buildings. Both individual and collective change in behavior and habits will be necessary to create long term sustainable change. Below are some key areas for consideration:

- Operations & Maintenance: Building performance monitoring will allow O&M staff of commercial, institutional, governmental and large multifamily buildings to track actual energy consumption (not just base energy consumption from a building’s energy rating) and identify problem areas quickly after they arise.
- Household/Small Business Behavior Change: There are some relatively simple actions that people can take to reduce energy consumption and costs. These don’t take much effort and include things like increasing/decreasing settings for cooling and heating, reducing “phantom load” by unplugging appliances not in use and others. An education campaign to identify easy changes in behavior and habits could help many households and small businesses across the region experience decent energy savings.

Indicators and Targets
Energy retrofits are a key element noted in the Plan; however, the reduction of GHG emissions may not be the most comprehensive measurement for measuring energy retrofits in buildings. GHG emissions that come from buildings are directly from electricity and natural gas consumption. But GHG emissions also include transportation, energy, aviation, waste, and industrial processes. An additional indicator/target should include energy consumption, both electricity and natural gas.

Financing Retrofits (p.88)
The draft document mentions PACE bonds and ESCOs as potential funding sources for retrofit programs. Adding language about revolving loan funds as another tool in the “retrofit financial tool box” might be helpful for municipalities that may have misconceptions or not enough information on what a revolving loan fund is. Revolving loan funds were strongly encouraged in the federal government’s EECPG funding process as a way to jumpstart retrofits in any building sector in a community, and they can be initiated in the private market as well. Another advantage is that revolving loan funds are typically less political than PACE bonds.

Renewable Energy
The Plan notes that sustainable practices can be fostered with “small-scale renewable energy generation, which could include wind and solar…” (page 71). However, any distributed generation system would need to be grid-connected to contribute to its maximum capabilities. For example, a photovoltaic electric system may produce more electricity than the host site needs during hot summer afternoons, and this is the same time of day that more electricity is needed for consumption. Without being connected to the grid, this exchange cannot occur. More precisely, the grid needs to be a “smart grid”, capable of directing electricity where it is needed, when it is needed, in the most efficient way.

The necessity of making electricity systems “smarter” is widely accepted, but the ways that this smart grid can be utilized are not so well thought out. Smart meters, which provide detailed and real-time data on electricity usage, are part of the smart grid. These meters have the ability to help consumers understand their electricity
usage, and combined with smart rates, can save consumers money and result in conservation of electricity. An example of this is the ComEd Residential Real Time Pricing Program, in which 95% of all participants in 2009 saved on their electricity bills at an average savings rate of 19%. These types of rates should be available and expanded.

The Exclusion of Waste/Recycling (other than a few excerpts)
The Plan makes some brief mentions of the importance of waste reduction in fostering sustainable practices within the energy section, as well as what municipalities and individuals can do under the Context and Best Practices section. These very limited references are a stark contrast to CNT's experience in working with municipalities on their sustainability plans. Community members have been very interested in improving their waste management programs and policies as part of this process. The very minimal discussion of waste policy means that the GO TO 2040 plan is missing important opportunities to engage the public.

We strongly advocate for the consideration of adding waste and recycling as an element of the plan with its own recommendations and indicator targets. The United States Environmental Protection Agency (EPA) has concluded in favor of recycling, saying that recycling efforts reduced the country's carbon emissions by a net 49 million metric tons in 2005.[4] The EPA cites financial, social and environmental benefits of recycling that have impacts across several key subject areas of the Plan1:
• Recycling protects and expands U.S. manufacturing jobs and increases U.S. competitiveness.
• Recycling reduces the need for landfills and incineration.
• Recycling prevents pollution caused by the manufacturing of products from virgin materials.
• Recycling saves energy.
• Recycling decreases emissions of greenhouse gases that contribute to global climate change.
• Recycling conserves natural resources such as timber, water, and minerals.
• Recycling helps sustain the environment for future generations.

Waste management programs in the entire Chicago region are substantially behind those in other major metropolitan areas, in both scope (kinds of materials collected) and efficacy (amount of material recycled). The City of Chicago has not even succeeded in instituting recycling services for all of the households it collects waste from, and the blue bin system expansion has been suspended.

Here are some more “sound bites” related to the impact of recycling that could be useful:
• If all morning newspapers read around the country were recycled 41,000 trees would be saved daily.
• If just 100,000 people stopped their junk mail than 150,000 trees could be saved annually.
• By recycling 1 ton of paper you save:
  o 17 trees
  o 6,953 gallons of water
  o 463 gallons of oil
  o 587 pounds of air pollution
  o 3.06 cubic yards of landfill space
  o 4,077 kilowatts of energy
• Recycling paper uses 60% less energy than manufacturing from raw materials.
• Recycling 1 glass jar saves enough energy to keep a light bulb lit for 4 hours.
• Recycling Aluminum takes 95% less energy than making it from virgin materials.2

And finally, below are some examples of how single-stream recycling provides benefits to municipalities and the surrounding environment:
• Increases ease and convenience of recycling so participation increases & more materials are diverted from landfills.

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1 http://www.epa.gov/epawaste/conserve/rrr/recycle.htm
2 http://www.sacomaine.org/departments/publicworks/recyclingfacts.shtml
• More efficient collection for haulers.
• Decreases collection cost, which is the most costly part of recycling programs (but can increase processing costs)
• Reduces risks to workers, especially when the system is automated.
• Wider range of workers qualifying for the automated collection jobs.
• Opportunity to add new materials to collection systems, especially green waste.

The plan also makes an offhand reference of incineration of waste for energy; this needs more context. Such a system would be acceptable if it were part of a comprehensive waste management strategy that includes recycling and handling of hazardous waste. The plasma gasification technologies appear better than burning, but still need to be proven out at scale in the U.S. Our waste streams are different from Europe. In sum, this should not be ruled out, but it has huge hurdles to overcome.

Water Recommendations

CNT applauds the water section’s efforts to promote: demand-side management (including full-cost pricing), improved storm water management with support for green infrastructure, and optimal scales of operation within water resource management. In addition to laying out recommendations for how the region can move forward effectively, this plan provides a powerful opportunity to educate the general public about our water resources and tell the story of why conservation and efficiency are needed (specifically from an economic perspective).

The plan comes up short in telling this story, however, because it fails to mention that Federal and State infrastructure funding is going away and local governments will not be able to keep up with mounting water infrastructure needs under the existing financing model. Communities need to understand this fact and how demand-side management serves as a viable solution to the growing economic burden of our infrastructure. US EPA’s The Clean Water and Drinking Water Infrastructure Gap Analysis (2002) could be a good source to cite in making this argument (http://www.epa.gov/owm/gapreport.pdf).

Moreover, current water rates do not typically incorporate the total cost of water service. The plan touches on this, but an expanded discussion could make a stronger case for full-cost pricing. Most public water sector utilities in our region do not incorporate true operating and maintenance, or replacement costs within their rate structures. This problem will only worsen and, ultimately, hurt communities economically until they move towards water rates that more accurately cover the actual cost of water service.

Finally, Energy and Water are currently grouped together within the same section. The issues and information discussed within each resource becomes confusing when going back and forth between the two. To give these large topic areas their full credit, we would advise separating the examination of each within the section to permit for a more thorough and coherent review of their respective issues. The discussion about the water/energy nexus could conclude the section to bring the two together.

In closing, let me say that the breadth of issues covered in Go to 2040 give us hope that the region will move closer to achieving more sustainable growth. CNT applauds CMAP and its staff for this work. We look forward to continuing to work with you and local governments to implement these strategies.

Sincerely,

Kathryn Tholin
Chief Executive Officer
CMAP Meeting with:
CEP Youth Leadership

- Provides youth programming for Lyons and Proviso Townships youth (mostly teens)

- Interested in civic engagement and works to provide opportunities for teen volunteers to support communities

- One challenge is transportation, for teens to get to and from their programs

- CEP belongs to all the business associations and chambers
CMAP Meeting with:  
Chaddick Institute for Metropolitan Planning  

Lauren Fischer and Joe Schwieterman (Director, Chaddick)

- Conversation focused on the many possibilities for partnerships between Chaddick and CMAP, especially in GO TO 2040 implementation efforts on land use and housing issues—particularly planning commissioner (and elected official) training, but also in direct technical assistance for municipalities.
August 4, 2010

Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Blankenhorn:

As a leader of a non-profit arts education organization, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The arts enable us to view the world as the complex and multi-faceted place that it is. The arts inspire us to develop common understandings of each other cultures, perspectives, and worldviews. These statements are not just wishful sentiments -- the roles of the arts in building community are exhibited each day in our schools and neighborhoods, museums and shopping malls. Ask any school principal or any parent what is important about their child’s school, and they will more often than not talk about arts programming and the impact they are having on their child. Ask any business leader what they value in a workforce, they will state a desire for creative, innovative, collaborative, and ethical employees -- just the skills that are built through participation in the arts.

The first draft of the GOTO 2040 plan is a document that will provide for the Chicago region’s structural needs -- but it doesn’t inspire people to really engage in and contribute to their community. Daniel Burnham’s plan for Chicago was recognized for its visionary and creative approach to designing a city. I urge the GOTO 2040 plan to be just as visionary and creative. The plan needs to inspire and excite people -- and the arts do just that.

Sincerely,

Amy Rasmussen
Executive Director

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Mr. Blankenhorn,
I'd be happy to discuss this letter and the GOTO 2040 draft with you. It is essential that the arts are included - it's what makes our region so vibrant and livable! Thanks for your attention to this matter.
Comments submitted by Sherry Williams, President, Bronzeville/Black Chicagoan Historical Society

Livable Communities

4. Promote Sustainable Local Food

Response to Excerpt from ...

Livable Communities Page 142 Local Food

......Where land ownership by local food producers is not an option; leasing farmland can provide an alternative.

Federal farm policies, such as the Federal Farm Bill, should promote viable local food systems through incentives and funding that encourage resource conservation, minimize the distance food travels, mitigate environmental degradation, and promote techniques that assure food safety and the production of nutrition-rich healthy foods. Furthermore federal production and processing standards should reflect needs of small scale operations to process food locally while still ensuring food safety.

My response: Legislation, statutes, and ordinances do not reflect measures needed for access to land to remedy the current food security crisis. Vacant lots in Chicago’s Black communities could be used for raised bed gardens to meet neighborhood needs. Lots could also serve as the training ground for part of the green economy. Unfortunately, a request for purchase or use of a vacant lot must be approved by Aldermen of Chicago. These types of request are rarely, if ever, acknowledged or approved. Land ownership for local food producers should be a no-brainer but currently politics stand in the way.

4.5 Implementation Action Areas

Implementation Action Area #3: Increase Data, Research, Training, and Information Sharing

Provide technical assistance to incorporate local food systems in comprehensive plans and ordinances

CMAP, municipalities, nonprofits

Assist government officials and planners to incorporate local foods into comprehensive plans and
Environmental
Livable Communities                        Page 136                        Local Food
A sustainable local food system has many environmental and conservation benefits. First, sustainable local food systems can be a strategy to mitigate climate change. A recent study estimates that food production and distribution emit 8.1 metric tons of carbon dioxide equivalents per average household per year, with food production accounting for 83 percent of these emissions.14 Production, including inputs such as farm machinery, fertilizers and pesticides, is by far the most energy-intensive component of the food system, but sustainable farming practices could reduce that footprint. Sustainable farming can also provide direct environmental benefits associated with green space such as stormwater management, water quality improvements, and reduction of urban heat islands.15 The distance food travels from farm to plate -- referred to as “food miles” -- is also of concern. The average food item travels 1,500 miles, compared to the average locally produced item that travels only 56 miles.16 Although food miles account for only 11 percent of the food system’s greenhouse gas (GHG) emissions, a reduction of food miles also reduces the impact that rising fuel costs have on food prices. If the cost of gasoline continues to rise as it has over the last two decades, the global food system may no longer be as economical as it has been in the past.

And .......Livable Communities on Page 137 Local Food
A food system can also be a waste management technique and energy producer ....

My response to the above highlighted notes:

Local food production mitigates climate change, reduces urban heat islands, reduces distance food travels from farm to plate, builds intergenerational bonds (elders teaching youth), preserves heritage of community members (okra, collard greens, and watermelon are traditional staples in Black families), reduces weight (obesity is high in Black communities),
creates waste management techniques (worm composting) and overall improves quality of life. Access to land in Chicago should be streamlined.

Section: Context and Best Practices

Context and Best Practices Page 388 Nongovernmental Organizations

Non-governmental organizations

.... Some nongovernmental organizations serve an important role in convening government agencies and other advocates; examples of this include Chicago Wilderness, which convenes environmentally-focused groups, or the Urban Land Institute (ULI), an organization of development and real estate professionals. Nongovernmental groups are active at a variety of levels, from those that cover the entire region (and often beyond) to those that focus their efforts in a single community or neighborhood

And Excerpt from Context and Best Practices page 389 Nongovernmental Organizations

Open Space

GO TO 2040 recommends the expansion and improvement of parks and open space in the region. A significant role can be played by both funders and environmentally-focused nongovernmental organizations. Philanthropic groups, including land trusts, are major funders of open space acquisition, improvement, and restoration. The actions of these organizations can be most effective when they complement the public sector’s role, and GO TO 2040 recommends development of shared regional priorities that both the public and private sectors can use to guide investment decisions.

My response: Advocates for food security and green initiatives are often grass roots coalitions.

Input from local communities is tragically underrepresented in the development of a collective response to food security and green economy engines. Coalitions that have been organized and actively seeking remedies for fresh food access, green jobs, and networking have few resources committed to engagement with larger organizations like Chicago Wilderness and Urban Land Institute. Outreach is essential in the Englewood, Woodlawn, Roseland, and South Chicago communities. Efforts should focus on community organizing and action in these critical neighborhoods.
Chicago Metropolitan Agency For Planning (CMAP)
Comments on the Go To 2040 Plan
Submitted by members of the Chicago Cultural Alliance
August 6, 2010

The Chicago Cultural Alliance is a consortium of 27 community-based ethnic museums, cultural centers, and historical societies (Core Members) working together to promote social change and public understanding of cultural diversity through the first voice perspectives of their representative communities. Serving as more than just traditional museums, Alliance Core Members also act as trusted spaces for community conversation and debate over topics of contemporary significance. The Alliance also partners with larger mainstream institutions, such as Children’s Memorial Hospital and The Field Museum, to bring resources and opportunities to our members and their communities.

As part of our work connecting Alliance Core Member communities to the larger public policy discussions within the region, the Alliance hosted two “Community Conversations” with CMAP in 2009. Three Alliance representatives have taken the time to review different aspects of the Go To 2040 plan and to submit comments to CMAP via the Alliance.

Overall Plan

While the overall plan appears to be comprehensive, we found two areas fully unaddressed as priorities in the plan: cultural diversity and arts & culture. Both areas are bedrocks of identity for the Chicago metropolitan area, linked strongly to the region’s economy and community stability. In a plan that references “livable communities” throughout, the absence of either of these areas is painfully obvious and obtuse. Neither area simply exists in a vacuum, but requires careful cultivation and policy. To fail to address these areas means not only the loss of economic and community values, but also the possibility for creative solutions. If “active cultural institutions” are a necessary component of a “global” region as referenced in a memo with Arts Alliance Illinois, why are they not incorporated as a priority for the 2040 Plan? While the plan does incorporate brief mentions of arts incorporation into infrastructure and education, this cursory inclusion fails to represent the structures and policies necessary to foster a truly vibrant and economically health arts sector. Moreover, Chicago’s rich quilt of cultural communities often feels overlooked in these types of policy discussions.

As one of our members notes, “As an individual who leads a cultural organization and teaches in the field of city planning, Go To 2040 fails to mention anything regarding cultural planning in the plan. This is a grave omission! Strange how you quote Richard Florida and his now (largely debunked) creative class theory yet you offer no solace to those who actually nurture those who are creative!”

Land Use & Policy: Submitted by Charles Daas: Museum Director, Cambodian American Heritage Museum and Killing Fields Memorial & Adjunct Faculty, University of Illinois - Chicago - School of Urban Planning and Public Affairs

1) Leaving planning/zoning/land use decisions exclusively to local authorities with the veneer of technical assistance from CMAP is ridiculous. We have 280 municipalities planning in isolation, yet 2040
rewards this behavior. Bizarre! I don't care how many pseudo-downtowns, TODs, infill housing, CLTs (e.g. Highland Park) or what have you that these communities can develop - they are doing it largely in isolation. We need regional cooperation and planning beyond the transportation planning successes that date back to the 1930s and pre-date the '56 federal highway bill.

We need zoning reform to allow for denser infill housing, multi-family, TOD, rental/commercial/mixed-income and other forms of housing available to families at all income levels. Most of these suburbs forbid multi-family housing - why? Zoning! Springfield legislators (e.g. former State Representative Julie Hamos) supposedly gave CMAP more "teeth" to your planning, but this is as toothless as it gets. Inclusionary Zoning (such as that found in Montgomery County, Maryland) would be a seamless process that allows a naturally mixed income community. But 10% set aside - "scary!" Note: good luck getting that past the IL Republican legislators.

2) N/E Illinois needs an urban growth boundary. Case in point - true story: Kane County Government sets aside up to one-third of its land for open space. Joe Developer comes along to snap up some unincorporated land. He starts out his mcmansions on septic, cons the county to build the roads and then, after he has enough fools to buy these homes, he lobbies the nearest village for annexation. And then taps into the Chicago water system. Voila - insta-burb! Another point - DeKalb area developers have already scooped up much of the valuable farmland west of I-47 so that they can plan for the exurbs of tomorrow. 2040 has to say - enough! It doesn't, and that is a huge problem.

3) N/E Illinois needs codified state housing building standards to ensure quality and minimize fraud. Metropolis 2020 also calls for this reform.

4) You speak of corridors of opportunity where infill should occur along transportation corridors, a redux of the NIPC '68 finger plan which was also not adopted. We need to come up with better words for density, infill, low-income, etc. Car dealers went from used to "pre-owned" - can't we at least come up up with a nice euphemism? CNT's H + T index is a huge step in the right direction, since transportation is the second largest cost for homeowners after mortgage/insurance/taxes. Just like my recommendation for zoning and regional planning, H + T should be codified. It should show up at Chicago Title and every title company, every bank and mortgage broker, every realtor, etc. Not just home ads in the Sun-Times and the Tribune. Nice start but not enough.

Re: infill and development zones, what you fail to mention is that Illinoisians are on the move due to technoburbs (where they work - Schaumburg, Oakbrook, Deerfield, Naperville, etc.) as they move further away from the Loop and the older suburbs. This process will continue into the foreseeable future. Although it might be nice to think that everyone should fill up Harvey or Maywood before they sprawl, you are talking about rational human beings making rational decisions. As U.S. Representative Jesse Jackson notes there is a "spatial mismatch" with jobs in one place and poor people in another. There is no easy way to get LMI individuals to where the jobs are plentiful.

**Manage & Conserve Water & Energy Resources:** Rebecca Sanders, Executive Director, Chicago Cultural Alliance
The Chicago Cultural Alliance works through its Core Member organizations to build community awareness and buy-in around conservation initiatives as well as creating opportunities to learn from the great diversity of cultural practices in the Chicago region that could be incorporated into policies that foster resource conservation and sound environmental practices.

1. **Foster sustainable practices & support water use conservation efforts**: Not all efforts in energy and water conservation need to be related to the installation of infrastructure such as wind turbines or solar panels. There are other ways to work with communities on small-scale sustainable & energy saving practices, such as providing community gardening spaces, promoting the planting of plants and trees that absorb more water in yards than grass does, and using clothes line rather than clothes dryers. While Paragraph 1, Page 89 does state that “it is important for communities to focus on conservation activities that move beyond the installation of energy efficient devices,” the plan does not provide any practical recommendations on how to do this. We have found that working through local organizations with strong understanding of and trust from their communities, practices can be identified and scaled up from the very local practice to larger, policy reinforced strategy.

   a. Add a recommendation for the installation of smart meters in local homes so people understand how much energy they consume and can make appropriate adjustments through the motivation of cost savings. An emphasis on energy conservation through public education initiatives and funding is important to change individual behaviors. While household consumption of energy may be less than 40% of consumption for the region, collectively household energy conservation can make a significant difference in the region’s energy consumption.

2. **Tree planting** is an area that several of our communities (particularly in Pilsen and West Ridge) have noted as a possible improvement for their wards and cities, particularly along busy thoroughfares and business corridors – not only to provide as a way to pull carbon from the atmosphere, but also to make these areas more community friendly. We welcome CMAP’s recommendations in this area.

3. **Retrofitting** will be most sustainable and effective if it is cost effective for communities and if it is managed hand-in-hand with organizations that the communities already trust. This will also allow for further teaching of sustainable, energy & water conservation practices from community representatives that understand their communities’ practices. Agencies need to gain trust of people and to provide incentives for communities to embrace retrofitting. If the goal is to increase energy efficiency for the region, we must ask if it is fair to assess fees to the residents retrofitting their homes as is mentioned in paragraph 2 on page 88 of the full report. While passing the costs on to customers, you are setting a standard for segregation of services and asking the lower income levels to pay more for energy over time as only the customers who can afford to take on this expense retrofit their homes.

**Regional Mobility:** Laurel Fujisawa, Board Member, Chicago Japanese American Historical Society
First, there are excellent suggestions about reducing automobile usage by increasing the cost of commuting by car, through congestion fees and increased parking rates. However, getting people out of their cars is only half of the problem. There has to be a viable public transportation alternative. Outside of the lengthening of the southern end of the Red Line, there is very little improvement to the city transit system.

There are three problems with city transit that have to be addressed:

1. The trains only go one place: Downtown. When the system was built, downtown Chicago was the employment and entertainment center of the city. Now, people travel to many different parts of the city, too often by auto, because there are no convenient train routes from one part of the city to another, other than routing through downtown. A set of rails should be built linking the major spokes of the current system (the Red, Blue and Green lines) so people could travel quickly from one part of the city to another.

2. The buses are getting bigger and bigger but they are just adding to street congestion, and street congestion is interfering with bus schedules. More and/or bigger buses are not a solution. A system of small, neighborhood buses that travel to and from neighborhood train stations is a better solution.

3. The perception of a lack of safety is a major reason why people avoid the trains. It doesn't matter that the incidence of crime is down. As long as the trains and stations are perceived as potentially unsafe places, they will be avoided. To change this perception, there needs to be a crackdown not just on crime, but on activities associated with the perception of crime (vandalism, rowdiness, loitering, etc.)
CMAP Meeting with:
Chicago Loop Alliance

- Ordinances, tax relief and economic incentives will be important to making this plan happen.
- In Europe, train hubs are located by airports. Most of the air traffic on the east coast is local. Local trips could be solved with high speed rail
- We need to merge CTA/RTA/Metra/Pace
- Put an ultra modern train car in a downtown plaza so that people can experience what you mean by “world class” transit.
- What about the impacts Unions have on the workforce – are you looking at that.
- Transportation is a big issue, especially for the downtown universities like Columbia College and DePaul downtown’s campus.
- Columbia is spending $8-10 million/year on facades, making them more energy efficient.
- Need to talk to Gordon Gill on how to get an area to be green. He is looking at how to use energy from one building to green another.
- We need to work on better curriculum for schools so that students become more critical thinkers.
- ComEd pilot SmartMeter monitoring system could be a great example.
- CMAP should look to the Chicago Bungalow Initiative.
- Growing Power is another organization that could be a huge resource for local food.
Attached are the comments made by our summer interns at Chicago Metropolis 2020. They reviewed the Go To 2040 plan with a fresh set of eyes and provided insightful editorial and substantive comments.

Chicago Metropolis 2020 summer internship program includes college and graduate school students and provides them with direct experience in public policy research and advocacy.

Since our inception, one of the goals of Chicago Metropolis 2020 has been to introduce the next generation into the policy discussions surrounding the issues on which we have focused our time and energy. We have done this through formal and informal means of bringing highly motivated interns on board and providing them with opportunities to expand their knowledge and their base of contacts in order to position them to take on roles of increasing responsibility throughout the Chicago region and the State of Illinois.

CMAP Go To 2040 Comprehensive Regional Plan Draft:
Comments from the CM2020 Interns

Introduction

- Top Priorities: It is alluded to in chapter 2 that energy reduction, regional economy, transportation choice, and land consumption are the top four most important indicators of progress toward achieving the Regional Vision [page 72]. Is there a way to address these four key success trackers in the Introduction? As a whole, the report gives a multitude of suggestions, which can leave one thinking, “Where do I start?” Pointing to these four key areas may help spur people quickly into action since they will know a place to begin.

- It would be helpful if, in addition to previewing the content of the report, the Introduction could preview the organization of the report. Each chapter is broken down into 6 sections with a short introduction which includes the recommended actions. It would be beneficial to explain why it was decided to organize the chapters in this way and what, as readers, we are intended to learn from each section.

Challenges and Opportunities

- Overall this chapter contains compelling information and an agreeable vision. However, since the chapter is meant to be a “preview” [page 3] of the GO TO 2040 plan, it would be beneficial to include some of the policy recommendations—instead of just visionary and unarguable ideas.

1. Achieve Greater Livability Through Land Use and Housing
General:
This chapter was excellent. My only trouble was that I’m not familiar with the subject matter so terms like “infill opportunities” and “mixed-use housing” went over my head. It would be helpful throughout the plan to provide definitions for planning and policy terms that might not be known to Chicagoans not working in those policy areas.

1.1 Benefits
- What is a “mixed-use community”?
- Paragraph before Figure 7: who were the “participants” in these workshops and why should we value their opinions? What field were they in? Someone unfamiliar with the workshops of 2009 wouldn’t understand why these people were especially qualified to comment on this issue.

1.2 Current Conditions
- Figure 8 is not very clear (the pictures themselves), If not, find a way to heighten the contrast.
- Paragraph after Figure 8 “where jobs were located and where people lived.” The rest of the paragraph is in past tense.

1.3 Indicators and Targets
- Housing Affordability: take out the “also” in the first sentence

1.4 Recommendations
- Under the Ordinances bullet point: “…hobbled by years of band-aid modifications that have often…”
- funding and financial Incentives, third paragraph “The funding program should be further supplemented by fund from federal and state economic development, environmental or housing agencies (no comma) such as DCEO…”
- Link Transit, Housing, and Land Use sixth paragraph: “Municipalities should plan for mixed-income transit oriented development (no comma) by ensuring…”

1.6 Costs and Financing
- Last sentence of first paragraph: “…and national studies and CMAP’s own research have shown that…”

2. Manage and Conserve Water and Energy Resources

General:
This chapter offers very important information and suggestions for both local government and individuals. Most of the content of the chapter met the standard that such a critical topic sets. The problematic aspect of the chapter was not the information, but the organization. I found the overall format of the chapter easy to follow, but the organization within specific sections and paragraphs was not clear and the confusion it caused unfortunately detracted from the overall value of the report.

Organizational Suggestions:
- Keep lists in the order they were presented.
a. [page 71] The title of the section is “Water and Energy Resources,” the first sentence repeats this order—yet the chapter is presented with energy conservation first and water conservation second.

b. In section 2.2, the subsection “Energy and Water Nexus” precedes “Stormwater Management” [page 80], but in section 2.4 their order is reversed [page 96].

c. [page 77-78] Speak first about electricity and second about natural gas in order to abide by the title “Electricity and Natural Gas.” The third and fourth paragraphs should switch places.

- Stick to the outline. Set up certain expectations for the chapter, and then follow through with them. This not only gives you credibility but it helps guide the reader through the chapter.

a. [page 72] The last paragraph before section 2.1 is an opportunity to draw a roadmap for the entire chapter, so as a reader I know what is coming and I can follow along with each section, understanding that it leads up to another. It is especially confusing to say the following will “describe current conditions, explain the importance of conserving water and energy, and provide detail about the recommendations”—this leaves out a three of the upcoming sections (2.3 Indicators and Targets, 2.5 Implementation Action Areas, and 2.6 Costs and Financing) and it is not in the correct order that the sections will appear.

b. The pie chart called Figure 12 in section 2.1 [page 75] tells us that transportation accounts for 27% of regional emissions. Under the subsection “Environmental” there is a paragraph dedicated to transportation. Yet, in 2.1 there is no mention again of transportation (I would expect a subsection called “Transportation” after the subsection “Electricity and Natural Gas”). In order to avoid unmet expectations from the reader, transportation should either be included in the rest of the chapter or its paragraph should be removed.

c. In the chapter’s introduction, when listing the recommendations of CMAP, it should be mentioned that the same recommendations will appear in section 2.4—this way you again prove your reliability to the reader and you show the roadmap.

- The title of each section or subsection should mandate what type of information will be found there.

a. [page 76] The top paragraph about plant biomass does not relate to water or energy—important though it may be in curbing GHG emissions. Simply mentioning that this topic will be discussed in full during Chapter 3: Expand and Improve Parks and Open Space will keep the reader on course.

b. [page 76] The first few sentences of the second full paragraph belong in 2.4 Recommendations, not Benefits.

c. Section 2.2 includes a subsection called “Energy and Water Nexus” [page 80]. While it is important to acknowledge the link between energy and water, this perhaps belongs in the introduction as a way to explain why energy and water were linked for this chapter. Or else the information in this subsection is closer to a recommendation—it does not help me, the reader, understand our state’s current conditions.
d. [page 82] Half-way through the first full paragraph on this page, a sentence begins, “A potential solution…” These suggestions belong in section 2.4.

- Use a consistent vocabulary
  a. A sentence in the last paragraph of the introduction [page 72] says, “…explains the importance of conserving water and energy.” This sentence could better reflect section 2.1 if the sentence instead read, “…explains the benefits of…”
  b. In 2.6 Costs and Financing, the three subsections correspond to the three subsection in 2.2—therefore “Energy and Efficiency” [page 103] should be renamed “Electricity and Natural Gas” [page 77], or vice versa.

- Charts and Graphs
  a. Figure 11 [page 73] is difficult to understand. What was the dependent variable?
  b. Figure 12 [page 75] is at a strange angle. It was hard to visualize the proportions.

- Section 2.4 is the first opportunity to introduce exciting and innovative ideas. Therefore, each paragraph should make a powerful and evocative statement. The suggestions can be strengthened by ensuring each answers three simple questions: What, who, and why.
  a. What: The paragraphs should lead with action, with the recommendation.
  b. Who: Be explicit about whose responsibility is would be to implement each recommendation.
  c. Why: Link each recommendation back to section 2.3 Indicators and Targets—always answer the question, how will this recommendation contribute to our targeted goals?

Content Suggestions:
- As the consumer of water approximately 70 percent of our nation’s water, agriculture deserves a spot in this chapter. Land-use in the counties of Kane, McHenry, and Will is over 50 percent agricultural. Beef production is also a major consumer of water, and the fact that more water goes into one pound of beef than a single person will drink in a year cannot be ignored. Suggestions such as efficient irrigation, farming with “gray water,” and other water-sustainable farming practices must be included in this chapter to have a fully developed water conservation plan in the Chicago region.
- Section 2.2 Current Conditions should convince the reader that current policy and infrastructure in Illinois is not meeting the standards of need and will not suffice in years to come. The subsection “Water Use” in particular was not compelling, I thought. Conveying the serious water shortages our communities could face in the next 20-30 years will make readers take the recommendations of this chapter to heart.
- As the section 2.4 says, trees help decrease the amount of GHG in the air. Since other factors are therefore at hand, I wonder if the best way to measure our energy use is by the amount of GHG in the air. Perhaps a more direct measurement would be better suited.
- On page 88, the title “Foster Sustainable Practices” is a bit general, as that could refer to land, water, energy, gas, etc. Perhaps “Increase Energy Efficiency” instead.

Other Ideas:
Social Influence:

- A number of studies have indicated the power of social influence. As the section 2.4 says, this report provides a number of ways for communities to “lead by example” [page 88]. Not only is it desirable for communities to be leaders, the work of one community (or person), when made public, is often adopted by other communities (or people)—simply because of the desire to meet social norms. Therefore, I wonder if CMAP could stay engaged in the work communities will do after reading GO TO 2040 publish all that is happening in the region.

3. Expand and Improve Parks and Open Space

- “A top GO TO 2040 priority is to expand the green infrastructure network. To do so, CMAP recommends making significant, criteria-based investments in parks and open space” (106).
  - What are the criteria? Why is this specific method more effective than another mode of investment or funding?

- “Provide functional connections between parks and preserves, using the green infrastructure network as a design concept” (107).
  - While it is understandable that green space should be accessible for all of the city’s residents, it is unclear to me why it is important to build connections between preserves and parks.

- While the difficulty to installing green space in high density areas if acknowledged, it is also important to discuss the displacement that may arise from such a project. In anticipation of displacement being a counter argument to this plan, it may be fruitful to research, present and discuss the demographics of the residents in the neighborhoods that will be most affected. In addition to this, it would be nice to address the possibility that the increase in green space will increase property values and consequently cause a shift in the population of certain neighborhoods. Overall, it is worth mentioning how the addition to green space would help to better Chicago communities without necessarily changing the face of them.

- Do parks come with any kind of programming? In some cases, throughout the fall, but more commonly during the summer, the Chicago Park District holds camps and activities for kids. During the summer, there is also the “Movies in the Park” series during the summer. Would these parks include programming such as this? There are some benefits and drawbacks to this. While it would increase the amount that it takes to run the facilities, it could potential have great social value. Programming in new parks would provide more job opportunities especially for teens during the summer. In addition, it would serve to increase recreational activities in areas that suffer from a lack of such programming. These improvements could be linked to less violence in these areas.
• Overall the report needs to make it more explicit why green space is necessary for the region. This is especially true given the current economic state of the region. I did not come away from the report with an understanding of why this project should be given financial priority considering other important areas that need to be funded. While the quality of life and environmental benefits are understood, a stronger argument could and should be made for this project. It might be useful to consider some of the long term implications of implementing this plan. Maybe helping to expand the tourism industry? Or helping to establish Chicago as a leader in the green urban movement? Discussing the long term, broader implications for the future of the city as a whole would help the reader to better understand why this is something that should be pushed for.

4. Promote Sustainable Local Food

Overall I thought the chapter was very well done and did a great job explaining how food production and consumption patterns are related to broader economic and health trends, as well as how we can effect those patterns. There were a few organizational errors, so that while I always had a knew where I was, I didn’t always know where I was going. Reiterating the path of analysis more often would be helpful.

• I would define what “sustainable local food” (fourth paragraph) is earlier on, maybe even integrate it with the first paragraph. Otherwise the title of the section isn’t explained until a page in. The third paragraph also sets you up for policy recommendations/angles that don’t come until the fifth paragraph.
• “Current conditions” should come after “…explains the importance of sustainable local food,” because that’s how the chapter is organized.

Section 4.1

Economic subheading

• In the third paragraph when you talk about food deserts, you seem to imply that the existing demand coupled with public financing would be enough to attract a grocer. This is overly simplistic. Population density can also play a role in food deserts (i.e. the residents of a neighborhood want a large grocer, but the customer base is not large enough to sustain one), as can transportation, the income level of the neighborhood, knowledge of how to prepare healthy food, gang violence etc.
• “Additionally, the health impacts described above can have positive economic impacts…” The health impacts were the increased diabetes/liver/cardiovascular diseases described a page ago, so maybe “the aforementioned health impacts” would be better. Also, they have negative impacts, so it’s their absence/decline that has positive economic impacts.
• Two paragraphs down from that,”unused/using/use” all in one sentence. Maybe say “…and putting this land to productive use can have positive impacts…”

Environmental subheading

• At the end of the first paragraph, state more plainly that more transportation/higher fuel prices make food prices go up

4.2 Current Conditions
- Typo: “Today fewer farms produce greater amounts of food: while...”
- I know you guys talk about it later, but maybe some mention of the local grocers who might be willing to stock local produce, or even chains like Walmart (which I have heard sometimes has locally grown/organic produce)
- Why is the next paragraph not on the preceding page? It seems like it should fit.
- “These statistics reveal that expanding the workforce is needed...” is awkward, try “an expansion of the workforce is necessary...”

Food Access
- First paragraph: “Just over 11 percent of our region...” do you mean land or population? You specify population in the next section but you should do it here to avoid confusion.
- Second paragraph “lacked/lack” in same sentence, make it “due to inadequate financial resources”

4.4 Recommendations
- Second to last paragraph, grammar “Furthermore, federal production and processing standards should reflect the need of small scale...”

Increase Access to Fresh, Nutritious, and Affordable Foods
- You mention legislation to encourage the use of Link benefits at farmers’ markets. I believe there’s something in the Illinois general assembly about this, it may even have already been passed. Whichever the case, shouldn’t it be mentioned here?

4.6 Costs and Financing
- Third paragraph, you mention a 10-percent premium (I think you used it once earlier too), I don’t know what that is, though maybe I should.

5. Invest Strategically in Transportation

This chapter is very comprehensive and well thought out. Conceptually, I cannot find anything that I disagree with or feel they have overlooked. The only thing I would add is that CMAP should address the interoperability of the various, perhaps seemingly disparate, aspects of the transportation system. The National Science Foundation listed improving urban infrastructure as a grand challenge. Particularly, the NSF stressed the need for integrated transportation systems and gave as an example a system in Hong Kong that allows for parking and transit services to be purchased with a single smart card.

6. Increase Commitment to Public Transit

General:
The organization and brevity of this chapter was impressive. Each section 6.1-6.6 began with a clear presentation of the information that would follow. The chapter did an excellent job of acknowledging related topics without straying for too long from the main topic; instances of providing a source to find more information were well placed. The recommendations of section 6.4 addressed the current problems in public transit (discussed in 6.2) and clearly contribute to the targets (set in 6.3). Most of the language, charts, and explanations of academic matters could be understood by any reader.
Organizational and Grammatical Suggestions:

- On page 199 and page 212, fiscal health is listed first in the recommended actions. Therefore, Finance should be listed first in 6.4 Recommendations instead of after Maintaining and Modernizing and Expansion.
- On page 206, first paragraph in 6.4 Recommendations, one sentence would be better understood as, “This section also makes recommendations for financing...” Otherwise it sounded like financing and supportive land suggestions were being built into the first two subsections.

Content Comments and Questions:

- Thank you for distinguishing CTA, Metra, Pace, and RTA [page 203].
- Thank you for defining “transit ridership” and “transit access” [page 205].
- What is “bus bunching”? [page 207]
- What is a paratransit system? [page 208]
- What is PPP? [page 210]
- The suggestion about universal fare payment [page 214] will, I believe, appeal to many current public transit riders. This is a suggestion worth mentioning earlier and elaborating on.
- Under 6.2 Current Conditions, it seems that more should be included than just funding. What are the current conditions of the rails? What is the current quality of technology? What is the current relationship between CTA, Metra, and Pace (are they working well together)?
- If ridership and transit access are the only indicators, how will we know what causes increased ridership? Is it better access, better land development planning, the perception of public transit, increased safety, decreased congestion and delays from universal farecards?

Suggestions:

- The chapter mostly does a good job of crediting its sources, but there a few places where information is presented as generally agreed upon--though a stronger argument could be made by explaining where the information came from.
  a. “For many people today, transit is an option of last resort, due to concerns (whether real or perceived) about personal safety, delays, or infrequent service” [page 199]. Is this comment coming from GO TO 2040’s surveying?
  b. “Lower-income households, particularly those without access to cars...” [page 202] and the rest of this paragraph. How do you know this?
  c. The last sentence of the paragraph above is very strong, reminding people that the inability for anyone (not just themselves) to travel has a negative impact on their lives. This is a fact that should be played up more throughout the chapter. If only 9% of people traveling are traveling by public transit, what incentive is there for the other 91% of people to support increased funding and maintenance of the public transit system? The majority of the population may be thinking this chapter does not apply to them.
d. “There are 24 major capital projects which were proposed but which are not on the constrained project list” [page 209]. Who proposed them? The public or CMAP?

e. “Rules of thumb among transit researches are that six to eight housing units per acre or 25 employees per acre) are needed to support basic bus service…” [page 210].

- Improving the “perception” of public transportation is critical towards reaching the goal of increased ridership. The paragraph on page 207 about perception should be enhanced to properly convey what an important factor perception is on human behavior. If you are suggesting that enhancements such as cleaner and more decorative stations, this paragraph should include examples of where this idea has worked before or some sort of psychology.

- It is mentioned a few times that other innovative sources of funding will be needed in order to get some of the transit development projects off the ground [page 205, 209, 213]. What if the CTA had a donation page on their website, where the collected money goes specifically towards upgrading the CTA to high-speed rails? Or on the RTA website, specifically for installing universal farecard readers in all public stations and on all public vehicles? I know I would donate if my money helped get those projects done (and soon). I think citizens would be very willing to help--we all want it to be easier to move about the city (and the suburbs).

7. Create a More Efficient Freight Network

This chapter addresses many of the issues associated with goods movement and is appropriate in detail for a long-range plan. However, CMAP should also explore dedicated funding options for the freight system along with rail diversion strategies.

Dedicated freight funding

- The Chicago region has a number of dedicated sources of funding for passenger travel, the primary one being the gas tax. Illinois should explore a dedicated source of funding for freight mobility as well. A combination of public and private funds, possibly in the form of a sales tax and user fee, respectively, would form the financial foundation necessary to implement freight projects.

Rail diversion strategies – These strategies primarily address external and internal freight movements.

- A significant portion of truck traffic in the Chicago region consists of through movements that, although nationally important, do not contribute economically to the region. These movements contribute to congestion, highway deterioration and poor air quality. Options for diverting these movements to rail should be explored such as a rail intermodal bypass service.

- Rubber tire crosstown transfers, which contribute to highway and arterial congestion, are also candidates for diversion to rail. Strategies that increase steel wheel interchanges would reduce rubber tire interchanges and the negative externalities associated with them.
8. Improve Education and Workforce Development

- “From an economic perspective, low educational performance can make some resident an economic liability to the region and its communities rather than an asset; for example, incarceration rates of high school dropouts are double the rates of graduates” (245).
  - It may be worth while to go more in depth with this concept and those related it to it. This would help to really appeal to those who may be interested in economic incentives. Furthermore, this fact could be treated as being more than economic, given the amount of social value that it holds. Perhaps it could be discussed in the Quality of Life section that follows the Economic.

- While the Quality of Life section (245) is an important and interesting argument for the improvement of the region’s education and workforce development systems, this importance should be made more explicit. It might be better to give some specific examples to make it easier to understand exactly how quality education would increase one’s living experience in the city.

- The Workforce Development section (247-249) could be a bit more precise. It is somewhat difficult to understand all of the different kinds of groups that fall under this category. Perhaps generically describing the work of a few different kinds of workforce development groups would be beneficial. This would help the reader to better understand the difference between workforce development and education while making the connection between the two more clear. A clear understanding of these things is critical to make it evident why communication between these two groups must be a focus of the city in the future.

- “In addition, the new [education information] system aims to impact by tracking program participants’ wage earnings” (254).
  - While tracking wages may be the most practical means of assessing the success of education initiatives, it may be beneficial to consider other methods of measuring success. This would help give analysts a more holistic account of the impact of education programming. For example, given the current state of the economy, many individuals are working jobs for which they are overqualified and thus making less money than a person of their education level would traditionally make. By tracking things like whether people attend college, average GPA during a certain period, participation in extra curricular, etc., analysts would have a better understanding of impact of education programming as well as the ability to make more specific connections between programs and outcomes.

9. Support Economic Innovation

General:
Very concise, well organized, with great definitions of economic terms. Could be understood by most readers. Good ideas, but a bit theoretical or vague at times, probably due to the subject matter.

- Good setup of innovation’s diverse role in economic development efforts, and its ability to generate “tremendous efficiencies and increased economic vitality” (261).
- On page 261, 4th paragraph, last sentence: It would be helpful to expand this in order to provide a definition of business cluster up front—it is a concept important to innovation and to the understanding of regional economies in general.
- Page 262, 1st bullet point: It seems that there could be a sentence encouraging results to be publicized so that available resources are known, numbers are transparent, and successes can be celebrated. This would strengthen the “Create a Culture of Innovation” piece.
- Page 262, 2nd bullet point: What is meant by “These efforts should focus on how to make the region’s successful clusters grow and prosper in the 21st Century and enable the region to be proactive in terms of funding and other opportunities”? This seems to be a bit vague and obtuse—are there specific ways of doing this that can be given as examples?
- Page 262, 3rd bullet point: Who are the “diverse groups”? Are the researchers? Academics? Venture capitalists? Entrepreneurs? Big corporations headquartered in the Chicago area?
- Page 263, first paragraph: Important point about harnessing the innovation happening in universities.
- On Page 263, in the 2nd paragraph of 9.2 Current Conditions, it might be useful to give an example of a smaller firm with a brilliant innovation—could draw on winners of the Innovation Awards from the last couple of years.
- Page 264-265 Clusters of Regional Specialization: Great section, well organized, very clear with good examples.
- Page 265-266 Research Institutions and Technology Transfer: “It requires coherent information sharing and coordination across institutions and people.” There is talk of lack, and of how to measure technology transfer program performance, but could be more specific about what mechanisms or institutions actually promote high performance.
- Patents and Venture Capital section provides powerful and compelling data.
- Page 267, 2nd paragraph: what is “local deal flow”?
- Page 269, really like the idea of an Innovation Index!
- Page 269 Employment in Research and Development: Of course employment numbers are important, but how about the quality and size of the organizations the employees work for?
- Page 270 Venture Capital Funding: Is there a reason why venture capital peaked in 2000 and has fallen since then regionally? Also, how does this stat compare to the national trend over that time period?
- Page 270 Recommendations, 3rd paragraph: Important emphasis on education—very strong. Might add the point that investment in the public school system will also be important to growing the region’s economy in the long term.
• Page 271, great mention of CONNECT in San Diego—could go farther to say that this could be used as a model in creating effective measures locally.

• In the *Improve Data and Information Systems* section: Mention the Innovation Index again. Could call it the Illinois Innovation Index (III) to give it a regional spin.

• In *Nurture the Region’s Industry Clusters* section: Good idea to find a lead organization to work on innovation for each cluster.

• In the section *Develop a “Culture of Innovation”*, great point about encouraging innovation in the classroom. How about adding a Juniors category to the Innovation Awards that are already widely popular? Or High School and College categories?

• Good use of tables to organize the Implementation Action Areas.

**Typos:**

• Page 262, 2nd bullet point, last sentence: “…enable the region [to] be proactive in terms of funding and other opportunities.”

• Page 270, 2nd full paragraph: “…the region is falling behind, compared to other U.S. metropolitan areas.” Take out comma.

• Page 271, footnote 14: CONNECT misspelled.

• Page 273, 2nd complete paragraph: “Technology” in “Creating Opportunities to Meaningfully Promote Excellence in Technology” is misspelled.

• Page 274, 4th full paragraph, last sentence: “work” appears twice in one sentence.

• Page 274, first sentence, last paragraph: get rid of second “government”.

### 10. Reform State and Local Tax Policy

**General Comments**

• For the common person who is not aware about the particulars of tax policy, this document is challenging to understand.

• Considering tax policy is such a political topic and CMAP wants other government agencies to support the plan, it may be necessary for CMAP to acknowledge in the document that it understands the political complexity of the topic and proceed by suggesting a strategy for presenting these policies to the public.

• Although it is easy to see some of the inefficiencies in the current tax system, it is difficult to clearly understand its relationship and impact on people’s daily lives. If there is interest in wanting the public’s support, and the lawmakers’ who have to respond to the public, it would be good to also suggest the potential micro impact of these tax policy changes.

• The sections of the document that point to socio-economic disparities as a result of current tax policy effectively engage and convince the reader of the necessity for tax reform. Showing existing inequalities in combination with the need for regional funding draws a broader audience with diverse political leanings.
• Although Illinois has lower income tax rates in comparison to other states, we have pretty high taxes in general. Can motor fuel and income tax be increased and any other tax decreased?

• This chapter generated questions. In addition to making comments, would people have the opportunity to ask for clarification questions?

• [P. 282] Recommending that tax policy reform “should not create large inequities across households, businesses and local governments” is great, but how can this be ensured aside from progressive income tax?

• [p. 283] I find the following argument—“low income earners consume more goods relative to their incomes than do high income earners”—to be one of the most persuasive for expanding the sales tax to the service sector. Although there is a graph showing goods vs. services consumption expenditures, there isn’t anything that shows its relevance to income disparity. Showing inequalities graphically, and possibly quantitatively, would make this argument more effective and convincing for the general public considering such political topic.

• [P. 290] Regarding the recommendation to attract businesses that do not have the greatest economic contributions, such as industrial businesses. It’s not clear about whether this would attract small businesses or large business? What is the effect does this recommendation have on small businesses? Maybe it’s important to discuss the impact of the policy. Also, it seems like this would create more corporate jobs and fewer less skilled jobs. Who will gain or lose? Should this be discussed? How can this be addressed in a way that is not confrontational?

• [P. 293] School funding and property taxes are the source of much school funding inequality and as such, it makes sense to change the way education is funded and deviate from primarily funding schooling through property taxes. This discussion could play a larger role in the document and added in the recommendations section. Considering the extent of this issue, I would even give property tax and education their own section in the plan.

• [P. 294] The policy seems to propose equal taxes for homes and businesses. Does this mean taxes for homes will increase or that they will decrease for businesses? Would increased home taxes deter people from buying homes? It may good to clarify for people what this means for current home owners and potential home owners.

• [P. 294] One of the target goals includes creating higher paying jobs. Maybe this should be emphasized and interconnected in the discussion of raising taxes. Could taxes not be raised for areas with a certain unemployment rate?

• [P. 294] It is great that there will be a Regional Tax Policy Task Force to provide advice. After Task Force ends in 18 months of formation, will there be anything else? Would it
be appropriate to include tax payers in the task force? Will the task force at some point gauge public opinion? Maybe it should also ensure that the homeowners’ and renters’ opinions are represented, even if they exist within the assigned task force members [P. 297]. This comment may be more appropriate for the task force to consider once the plan is passed.

- [P. 295] Great innovative idea to take into account tax disbursements with land use and the hometown of retail shoppers. Would retailers collect customers’ address information at the time of purchase? Would tax money be distributed equally to surrounding towns?

**Typos**

[P. 295] “Although voters can approve tax increases above PTELL, fiscal policy by means of referenda has often proved to be ineffective in other parts of the U.S.”

1
11. Improve Access to Information

General:
Exciting to read about CMAP’s new project with CCT. Great need for an unbiased organization to create an internet tool that aggregates data and improves transparency.

- On page 301, the website is forecasted to launch when the GO TO 2040 plan is implemented. When is this? Same time as the report release?
- In Governance section on pages 301-302, there is mention of the increasing call for transparency and accountability, but not enough mention of the fact that increasing access to the internet makes transparency more pertinent, widely expected, and affordable.
- Page 303: Very clear examples of innovative use of government data with EveryBlock.com and the CTA-Google partnership.
- Page 303 in Tracking Progress section: What is meant by “visualization tools”? What will be visualized? Graphs? Maps?
- Good section on Inefficiencies—like the listed, step-by-step illustration of the process.
- On page 307 in Recommendations: “CMAP will provide technical assistance”. What does this mean specifically? Or how about, “The agency will aggressively acquire the data needed to build state-of-the art data systems.” How will it do this?
- In Costs and Financing section: Should foundations be mentioned? It seems like government transparency and sunshine efforts, particularly tech-based projects, are getting funded by large grants from private foundations.

Typos:
- Page 302, 3rd full paragraph, last sentence: “we can ill-afford”, just say “not afford”.

12. Pursue Coordinated Investments

General

- I gave the first page of this section to a friend who does environmental organizing and she thought it was not written in a way common people would understand, if there is a concern about this. However, I thought this section was easier to conceptualize in comparison to other sections, such as 10. Reform State and Local Tax Policy.

Specifics

- Overall, I think the ideas to consolidate efforts and services and reform state and federal policies and programs are a much needed initiatives considering the number of existing bureaucracies. Conceptually, it makes sense, but it does raise questions about specifics. Would consolidating local services mean that some agencies will disappear or that they will unite efforts and expand? If they do disappear, would people be unemployed or relocated? Aside from if the agency’s efforts are duplicated by others, how is the
distinction made about whether an agency is unnecessary or should join existing agencies?

- Schools are mentioned a couple times, particularly when using it as an example of a potential consolidation challenge (p. 321), but when “human and community development” are mentioned as goals, it became evident that more should be included on education. This also would mean adding education recommendations in the Implementation Action Area # 2: Reform State and Federal Policies and Programs section/chart on page 324.

- The top of page 313 states that there needs to be a more coordinated approach by various levels of government for service delivery, funding allocations, programmatic and regulatory authority, and increased efficiencies. Are there any others that can be added to this list?

- I initially had a question about which agencies are responsible for particular areas and to what capacity. It’s not until the last pages that readers get a more clear sense about specific agencies these initiatives apply to. It would be good to introduce at the beginning that the implementation chart is at the end of the chapter. It would also be nice to get more information about where these agencies are lacking support and can benefit from collaborating with each other.

- [P. 315]. Another great point in this section is that of prioritizing by creating outcome based performance measures. Would funding also be allocated based on outcome based performance measures?

- Would a task force be formed to research and provide recommendations to pursue coordinated investments as will be done with the tax policy?

- In terms of taking a regional approach, I just wonder how much opposition smaller units of government would have about losing power as the region’s strength increases. Maybe an explanation about what these units of government would gain, or mention how a strong regional economy also impacts them, would prevent some discontent.

- Considering the political climate in Illinois and the level of innovation of these policies, I was surprised to not see anything on transparency expectations or guidelines about how to create a transparent process.

- Page 314 explains that our diverse region is linked by transportation system, a vast network of open space, water resources, shopping, cultural activities and sports teams. There is no mention about umbrella organizations, associations, activist efforts, philanthropy, etc. Depending on the target audience, it may help to mention the organized community sector.

- Could community organizations, foundations, etc contribute to coordinated investment efforts, maybe in establishing expectations or assisting with the evaluation of agencies, etc? Collaborating with them could be valuable and strategic.

- [P 321] Using concrete examples was extremely useful. Some examples included HUD and EPA’s collaboration on addressing brownfield clean up, and the consolidation of and police services.
To Whom it May Concern:

In 1999, the business and civic community, through the Commercial Club of Chicago, published a report that created Chicago Metropolis 2020 to implement changes in policies and institutions to ensure that the Chicago region is economically vibrant and provides the best possible conditions of living for all its residents and businesses. The Commercial Club’s 1999 report and our 2002 report, “The Metropolis Plan: Choices for the Chicago Region,” explicitly recommended the creation of a CMAP agency to play a leadership role in making this “One Region, One Future”. Chicago Metropolis 2020 championed the legislation in 2005 and 2007 creating CMAP and making it responsible for comprehensive and integrated regional planning. We have been actively involved in the work of CMAP since then.

We are very pleased with the draft Go To 2040 plan. It is consistent with Metropolis 2020 ideas and the recommendations we have made over the past several years. The plan is unusual in that it recognizes and addresses the critical importance of creating a strong economy and the role of the private sector in stimulating economic growth.

There are several features of the plan that make it attractive to the business community and investors. First, the effort to address important issues related to the State’s tax structure is a welcome addition to the plan. Businesses are, of course, sensitive to the size of their tax burden. They are also aware of the inequities and counter-productive effects of flawed tax structures. By placing tax structure on the public agenda, CMAP provides the opportunity for the region to adopt fairer and more rational tax policies. Better policies will provide a measure of stability to investors in the region.

Throughout the plan there is an emphasis on creating a more efficient and effective transportation system, where investment choices are made through careful analysis of outcomes rather than political advocacy. The idea that scarce tax dollars are being spent intelligently will give businesses confidence that their tax dollars are being well spent. Currently businesses in the region spend over $26.2 billion each year moving goods through the transportation system. A small reduction in that cost can provide businesses with enhanced profits and the opportunity to invest more in the regional economy.

The Go To 2040 transportation recommendations are particularly strong. In addition to emphasizing that projects and investments should be made based on transparent criteria, it makes other important recommendations. For example we support increasing State and Federal motor fuel taxes and indexing them to inflation. We also support moving toward implementation of congestion pricing. We admire the ambitious action areas and hope the final report reflects that.
The section on freight correctly goes beyond the issue of freight transportation. The fact that the region is the logistics capital of North America is of significant consequence. We are pleased that you have recognized that this industry not only contributes directly to our economic success but supports thousands of businesses that depend on effective logistics management. The State and the region have long neglected this element of our economy and we strongly support your suggestion to create a Freight Authority.

As business leaders, we are particularly pleased with the strong commitment to transit. Chicago is a global city and it is in our economic interest to maintain and grow that position. Global cities depend on transit because their economies depend on high concentrations of knowledge workers. The only way we can support this intensity of use is with transit but we have been letting the system deteriorate and we are not expanding it to meet the region’s changing needs. That trend has to be reversed. We agree with your recommendations to improve the RTA, focus investments on maintenance and modernization of the system, prioritize Bus Rapid Transit expansion and link land use planning with transit oriented development.

The sections of the report that address innovation and workforce development are further indications that you are committed to steps that will create a great economy. We agree, particularly that the Federal government needs to give local workforce development systems greater flexibility to pursue innovative and creative uses for Workforce Investment Act dollars.

We note that arts and culture is discussed in the challenges and opportunities section of the plan as a strength to the region yet is not included in the action plan. The arts are a critical component in building strong sustainable communities and a rich quality of life for metropolitan Chicago. Our continued investment and support of the arts is smart and forward thinking policy and should be included in the plan.

The Commercial Club of Chicago over 100 years ago commissioned Daniel Burnham’s 1909 Plan of Chicago that helped to make the Chicago region the robust and attractive place it is today. The legacy of the Burnham Plan is evident in the process and the draft GoTo2040 plan. CMAP was able to use the Centennial Celebration of the Burnham Plan to engage a significantly wider audience in the regional plan. The public participation over the past three years was extensive through the more than 100 “Community Conversations” that identified and prioritized the region’s most critical challenges and alternate development scenarios. The conversations were the basis for public input that engaged 20,000 participants via interactive web tools, workshops, kiosks, and booths at community festivals. Eighty percent of the electronic responses were registered in Millennium Park by people visiting the CMAP’s kiosk at the Burnham Pavilions. The partners engaged in the Burnham Centennial were asked to continue the conversation with CMAP as they completed the Go To 2040 plan and prepared for its implementation. Public engagement and support have been important in developing the plan and will be key to its successful implementation.

A plan of this quality is an important signal to the business community that public officials are trying to reduce the uncertainty about the growth of the region. Businesses can thrive when there is a clear sense of direction. When they know the rules of the game they can make sound investment decisions. With several hundred local governments in the region setting land use, tax
and growth policies, we trust the plan, and your subsequent implementation activities, will reduce the confusion and uncertainty and set the course toward a sound economic future that we can all work together to achieve.

Sincerely,

George A. Ranney
President & CEO
Chicago Metropolis 2020
30 W. Monroe Street, 18th Floor
Chicago, IL 60603
312/332-8181 ph
312/323-2626 fax

Attachments

GAR/cr
Dear Randy:

I want to commend the CMAP staff personally for an outstanding draft plan. I look forward to the graphics and improvements, but I think it’s just an excellent effort and well justifies the time and energy we at the Commercial Club and Chicago Metropolis 2020 put into the creation of the agency.

I do have one comment with respect to regional mobility on page 186. I’m aware that your reference to “various design alternatives, including designing for lower speeds and using innovate interchange/intersection ideas, should be strongly considered during projecting planning,” reflects many more creative ideas on the part of your staff. I hope you can put in another sentence or two about those. Referencing the possibility of designing for a 2-lane boulevard which is made possible by new tolling technology would be helpful. Also a reference to the desirability of improving other roads so that so much emphasis is not put on this project as a “silver bullet” would be helpful. This particular project is such a great example of why CMAP is so important because it rejects old fashioned thinking which says you can solve complex planning problems with a simplistic solution. I wish you would make this point.

I think your section on Sustainable Local Food is great! I would like to see something more on the subject of how more economically productive local vegetable farms are compared to conventional agriculture. I believe that the numbers in our area are that the profit margin for conventional soybeans and corn is about $300 per acre whereas the local vegetable farmers are netting $6,000/acre. Mike Sands at mikesands@prairiecrossing.com can confirm them.

Sincerely,

George Ranney

George A. Ranney
President & CEO
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August 4, 2010

To: GO TO 2040  
Chicago Metropolitan Agency for Planning

From: Jon Pounds  
Chicago Public Art Group

Re: Comments

While the full GO TO 2040 document acknowledges the value of Arts and Culture, the Executive Summary and PPT pdf pointedly, do not — in any way. That is indicative of our social and political structures as they exist, not as, the full document suggests, we want them to be. If we believe that a creative culture has significant value to human development, community and economic development, and is a vital aspect of creating places in which people want to live and age and speak to strangers — Art and Culture needs to be incorporated into the final language of every document, including the executive summaries and public presentations. GO TO 2040 incorporates language, both extensive and subtle, to unfold a commitment to transportation and land use, etc.— and buries the human expression of art and culture.

The quality of our lives as human beings is also held by our ability to feel “at home” in public because there is evidence and symbols of our evolving and blending understanding of society, culture, race, and human identity. As we make and remake our cities and suburbs, we need to see more than land use zoning and traffic patterns. We need to understand that our conscious planning process unconsciously reveals the social concerns we believe are important.

In Scotland, 45 years ago, artists were included at the planning table because they could see opportunities that other professionals could not. As a result, and over decades, infrastructure projects incorporated public art projects at minimal cost while creating unique spaces.

Artist involvement in planning can make our public spaces unique, engender pride, create a sense of place, improve stewardship, and encourage us all to be more human. It is not too late to elevate the recognition that both planners and artists are both dreamers and creators.

It is not too late to affirm that we all live in the world we make.

Jon Pounds  
Executive Director  
Chicago Public Art Group

312-427-2724 x12
CMAP meeting with:
Chicago Southland Chamber of Commerce

- Maureen Connor Kelly, Chairman of the Board (Chicago Southland Chamber of Commerce); Christine Radtke, Vice Chair of Economic Development for the Southland Chamber, Reggie Greenwood (Chicago Southland Economic Development Corporation)

- Overall supportive and want to partner, especially to stay more involved. The best comment of the meeting was – “I guess this CMAP thing is really taking off.”

- Major issues are the lack of inclusion for SE metra service, Illiana and South Suburban Airport.

- 1 – SE Service: Feds have committee, locals are getting their matches together and now private industry wants to help.

- 2 – Illiana – only Phase I Engineering is included, which sounds like we want to study it and not build it.

- 3 – South Suburban Airport needs to be a serious point of reference in freight, transportation, and economic innovation.

- The process: 1.) Projects that make it to the fiscally unconstrained list should have some sort of review process so that they stay on the radar and can be discussed. 2.) Why was south suburban brought in so late in the process?

- Economic innovation: Specific identifies of clusters should be mentioned.
CMAP Meeting with:
Chicago State University – Neighborhood Assistance Center

- CSU Staff prepared the “food desert” maps for GO TO 2040 noted above (p. 140 of the draft plan). He’s also helped out with maps for Active Transportation Alliance’s car-free day boulevard maps.

- CSU Staff also works on forming coalitions on the south side/southern suburbs, especially near Chicago State U.

- CSU Staff helped review the Local Food recommendation chapter. Some observations:
  - It should be stressed that “food deserts” is really a “retail investment” issue – i.e. where retail, in general, is and where it isn’t.
  - The local food shed really goes into WI, IN, and MI – state and regional boundaries don’t—or shouldn’t—matter
  - It is important that, in addition to more options for food, there are a variety of choices. In other words, the draft plan text felt a little bit too narrowly-focused on fresh, local food. Farmers markets might not only feature local food.
  - Community gardens etc. are possibly more about “community building” than food (but a good thing in any case)
  - The data supplied for the plan’s discussion of food deserts is something that needs to be collected regionally by other entities.
CMAP Meeting with:
Chicago Zoological Society – Brookfield Zoo

- Accessibility to the zoo is a major issue, especially for their nearly 900 seasonal employees. The number 304 Pace bus has been cut which means many employees have to make multiple transfers which takes longer for them to get here.

- The Zoo is a major economic driver with almost $150 million in annual revenue and 2000 employees. The Zoo is the most popular outdoor cultural attraction in the region. They see nearly 2.2 million visitors each year and have 110,000 household members that they promote conservation action to.

- Their animals are truly impacted by the realities of climate change.

- The Zoo recycles water in their Great Bear Wilderness exhibit.

- Both the Zoo and the Aquarium are members of the partnership for Great Lakes States.

- The Zoo coordinates with the Metropolitan Planning Council on water conservation efforts.

- They have a procurement policy that if they can buy local they will try to stay local.

- Promote awareness through children’s exhibits.

- In this conservation movement we must hear from everyone. Difficulty getting residents here who we want to, mostly because of transit access. We receive letters from members who wish that they could come here via transit (especially from the City of Chicago) but can’t. They want to be environmentally conscious in their travel options but can’t. Transportation is key.

- Our economic and community educational impact is huge.

- Working with MPC to create a “my water footprint” website

- There is great value in working with young people to understand these issues and take them with them as they grow so that they can be ambassadors of our precious natural resources.
Gentlepersons:

Citizens Against the Sprawlyway is a grassroots organization, formed in 2001 to oppose the Prairie Parkway. We represent more than 500 persons in Kane, Kendall, and adjoining counties.

We support the draft Go To 2040 plan evaluation which determined that the Prairie Parkway was in the "fiscally unconstrained" category. CMAP projected that $10.5 billion in state and federal funds would be available over the next 30 years for major capital projects. With a price tag of about $1 billion, the Prairie Parkway does not provide sufficient benefit to area motorists to warrant funding. IDOT’s traffic projections, for example, show that the Prairie Parkway would provide only a slight reduction in the traffic volume on Illinois 47 through Yorkville in 2030, compared to traffic volume without the Prairie Parkway.

In addition to diverting scarce funding from more effective projects, building the Prairie Parkway would destroy thousands of acres of farmland, threaten the Fox River and other area streams, and stimulate sprawl in rural areas of Kane and Kendall counties.

The SAFETEA-LU transportation bill includes two earmarks with have been linked to the Prairie Parkway – one is $152 million for a “north-south connector” between I-80 and I-88 and the second is $55 million for at US 34 interchange, later expanded to include additional improvements to US 34.

The presence of this possible federal funding, however, is not a sufficient basis for supporting a project that has limited benefit for area motorists and which has engendered significant local opposition. Further, funding even a portion of the Prairie Parkway with the earmarked funds is not warranted. The Prairie Parkway proposal demonstrates how earmark funding drives a project that would not merit planning consideration absent the Congressional interest.

web: http://www.sprawlway.org | e-mail: info@sprawlway.org
The Illinois Department of Transportation has removed all funding in its six-year Highway Improvement Program for the initial segment of the proposed freeway between Illinois 71 and US 34. With the expenditures thus far – for environmental studies, engineering, and limited land acquisition – and planned improvements to US 34, there remains about $142 million in the federal earmarks and no known source of funding for the state share of further expenditures.

The five-mile initial segment between Illinois 71 and US 34, projected to cost over $200 million, essentially duplicates a Kendall County project to extend Eldamain Road with a bridge over the Fox River about a half mile from the Prairie Parkway route. The estimated cost of the county project is $30 to $35 million. Clearly, the Eldamain Road project should take precedence over the more expensive Prairie Parkway segment with its substantial agricultural and environmental impacts.

There continues to be widespread opposition to the Prairie Parkway. Our organization has joined with 12 other environmental, agricultural, and public interest groups to support improvements to Illinois 47, the Eldamain Road project, and other improvements to existing roads instead of the Prairie Parkway.

Voters in five townships in Kane and Kendall counties, crossed by the proposed route, have voted overwhelming opposition to the Prairie Parkway proposal in advisory referenda. The five townships cover the entire length of the proposed Prairie Parkway with the exception of Little Rock Township in Kendall County which includes Yorkville and Plano.

Residents of three Kendall County townships - Fox, Lisbon, and Seward - voted against the the proposed Prairie Parkway in the February 2008 primary election. 72 percent of Lisbon voters, 65 percent of Fox voters, and 58 percent of Seward voters said they oppose the project.

In April 2007 voters in two Kane County townships strongly rejected the Prairie Parkway. In Big Rock Township the vote was 88 percent against the proposed freeway and in Kaneville Township 81 percent voted their opposition.

The MetroWest Council of Governments recently voted by a narrow 9 to 7 margin to support the Prairie Parkway, but just over half of the 31 member municipalities were represented in the vote. This is hardly demonstrates consensus support for the project.

In summary, Citizens Against the Sprawlway supports the Go To 2040 emphasis on maintaining and improving the existing transportation networks instead of focusing on new capital projects.

web: http://www.sprawlway.org | e-mail: info@sprawlway.org
We further believe that there are superior alternatives to the Prairie Parkway -- the planned improvements to Illinois 47 through Yorkville and Kendall County's innovative extension of Eldamain Road with a bridge across the Fox River.

Common sense and fiscal restraint support the Go To 2040 characterization of the Prairie Parkway as a "fiscally unconstrained" project.

Sincerely,

Jan Strasma
Chairman
July 21, 2010
Chicago Metropolitan Planning Agency  
Go To 2040 Draft Plan Comments  
233 South Wacker Drive – Suite 800  
Chicago, IL 60606

SUBJECT: Go To 2040 Comprehensive Regional Plan Draft

Dear Sir / Madam:

Thank you for the opportunity to comment on the Go To 2040 Comprehensive Regional Plan Draft. We are impressed by the amount of good work represented by the draft and related documents that CMAP prepared.

We have grouped our comments into four categories:

1. The treatment of the I-290 Multimodal Corridor raises a fairness issue.
2. Downtowns are important.
3. We need to strengthen many communities.
4. General Comments.

1. The treatment of the I-290 Multimodal Corridor raises a fairness issue.

In particular, the lists of Fiscally Constrained Major Capital Projects and the List of Unconstrained Major Capital Projects troubles us. Consider the following:

- As part of IDOT’s Phase 1 Engineering and Environmental Study, the District 1 office says, “The Phase I Study is taking a fresh look at the current and future transportation needs of the corridor, as required by NEPA and CSS. Although the pavement is nearing the end of its service
life, there is no predisposition toward a highway widening scenario in conjunction with the pavement reconstruction."¹

- CMAP’s List of Fiscally Constrained Major Capital Projects under the heading “Expansions and Improvements” has the I-290 Multimodal Corridor to be completed in the Year 2020. CMAP’s List of Unconstrained Major Capital Projects under the heading “New facilities and extensions” has the Blue Line West Extension to be completed in the Year 2040. There is a twenty-year difference between the two projects. Widening the expressway is expected to have funding, but the Blue Line West Extension has no identified source of funding.

- CMAP shows the expressway widening project with a Revenue (Toll Assumption) of 10 percent, but the Blue Line Revenue Assumption is zero percent, despite the fare box recovery requirement in state law.

- IDOT has not made a recommendation for improvements to the Multimodal Corridor pending completion of their studies. Why is CMAP showing widening the expressway by 2020 (with anticipated funding) and a Blue Line West Extension at the very last year (2040) with no identified funding source? Further, you identify the Corridor as multi-modal, but do not recommend funding for a multi-modal solution.

- “Recommended capital improvements also include managed lanes on the I-90 and I-55 expressways and a multimodal corridor on I-290 that may include Bus Rapid Transit (BRT).”² The I-290 Corridor already has the CTA Blue Line to Forest Park. BRT that runs into downtown Chicago would compete with the CTA Blue Line, to the detriment of both.

- When talking about the Hillside Strangler improvements, CMAP says, “The data show that there was substantial improvement in travel times for certain time periods on the Eisenhower along the 31-mile segment from the Circle Interchange to the Jane Addams Tollway in Schaumburg. Although traffic volumes have increased significantly, travel times have actually decreased since the improvements.”³ Our understanding is the study shows a minor reduction in travel times.

### 2. Downtowns are important.

Surprisingly, the Go To 2040 Draft Plan says almost nothing about the importance of downtowns in terms of services, jobs, and tax revenues.

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¹ Letter from Illinois Department of Transportation, Division of Highways / Region One / District One (Diane M. O’Keefe and Peter E. Harmet) to Rick Kuner, Citizens for Appropriate Transportation, February 23, 2010.


³ Ibid, Page 353.
Downtown Chicago has the largest concentration of jobs in the region. It provides a wide range of services and generates substantial tax revenues. Because of its importance, many of the interstate highways, CTA’s rail rapid transit lines, and Metra’s commuter lines focus on downtown.

The same arguments apply to the importance of downtowns in suburbs and cities such as Joliet and Waukegan.

The work of David Rusk demonstrates the important relationship between an economically healthy center city and the surrounding suburbs.

Out of curiosity, we used the Adobe “Search Function” for the word “downtown” in the 400+ page Go To 2040 Draft. There are 16 instances where the word “downtown” appears in the document. Nine of the 16 are in the section on Context and Best Practices. None of the 16 stresses the importance of jobs and tax revenues.

3. We need to strengthen many communities.

CMAP says, “For livable communities to take shape, most of our region’s future growth should occur in existing communities that are already served by infrastructure.” The draft plan is weak on policies that will help strengthen inner city neighborhoods and suburbs with limited demand. Some suburbs do not have a strong tax base. They face increasing expenses and declining revenues. Regional policies should focus on how to increase the demand, livability, and investments in these areas. What policies does CMAP recommend to increase the desirability and affordability of existing neighborhoods?

4. General Comments

We have some general comments:

1. **At 400+ pages, the plan is too long and repetitive.** We suspect the repetitiveness reflects CMAP’s desire to allow people to read some, but not all, of the four theme chapters. In addition, there are a large number of stand-alone papers on topics of interest. Very few people will take the time to read every document.

2. **CMAP does not identify which managed lane techniques are suitable for different types of situations.** CMAP says there is a range of improvements possible for managed lanes. Some examples are tolling strategies, Bus Rapid Transit, and special accommodations for truck travel.

3. **Some of the studies that CMAP recommends will be very difficult to do.** Some examples are:

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“Expensive new capacity projects should be built only if they yield benefits that outweigh their costs.” A true benefit-cost analysis requires all benefits and costs to be measured in dollars. In the public sector, social and political benefits are important, but difficult to measure in dollars. Benefit-Cost Analysis is based on linear marginal utility (i.e., a dollar equals a dollar), which ignores increasing and decreasing marginal utility. The results of a Benefit-Cost Analysis strongly depend on the discount rate and time period selected. There are evaluation techniques that get around these limitations, but it will still be difficult to do this in a credible way.

“Transportation user fees should better reflect the true costs to congestion, which include lost time and fuel, decreased productivity, inefficient freight movements, and pollution.” Congestion pricing is a term that includes many variations. Doing a comprehensive study of every variation will be time consuming and expensive.

4. Good public policy analysis accounts for the “triple-E’s” – efficiency, effectiveness, and equity. The theme chapter on Regional Mobility starts with the sentence, “This theme addresses the efficiency and effectiveness of our region’s transportation system.” You mention efficiency (outputs divided by inputs), effectiveness (how well a project performs), but do not mention equity (fairness).

5. Congestion pricing has some disadvantages. The Go To 2040 Draft mentions some of the advantages, but to be fair, you should also mention the disadvantages. Some disadvantages include declining average vehicle occupancy (which works against HOV or HOT lanes), increasing vehicle miles of travel (which can increase air pollution), unused capacity, use of HOV or HOT lanes in off-peak periods and in the off-peak direction, ability to generate new car pools as opposed to diverting existing car pools to the HOV or HOT lanes, possible discrimination against people with lower incomes, the need for effective enforcement, the failure of HOV or HOT lanes to link transportation with land use, confusion among users especially during transition periods, and incident management on a single HOV or HOT lane.

6. Is congestion pricing a good solution in all situations? What types of congestion pricing are good in different types of situations?

7. NEPA policy on environmental impacts is Avoid – Minimize – Mitigate. Avoid negative environmental impacts if possible. Minimize negative impacts if you cannot avoid them. Mitigate negative impacts if you cannot avoid or minimize them.

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5 Ibid, Page 8.
6 Ibid, Page 8.
7 Ibid, Page 151.
8. **CMAP deliberately decided to prepare a policy plan as opposed to a land use plan.** However, the plan has an expensive list of transportation projects classified as either fiscally constrained or unconstrained. More than likely, CMAP includes the transportation projects because you are the MPO for the Chicago region and are required by federal law to identify major transportation projects.

Thank you for considering our concerns. If you need further information, please feel free to contact either or both of us by telephone or e-mail. In addition, we would be happy to meet with you to discuss these issues in more detail.

Sincerely,

**Citizens for Appropriate Transportation**

Rick Kuner, AICP  
708/848-0942  
rkuner@comcast.net
Good afternoon,

I have attached the letter from Citizens for Appropriate Transportation with our comments on the Go To 2040 Draft Regional Plan. I attended the Open House in Cicero last night and made some of these comments to the CMAP staff that attended.

I appreciate all the good work that went into the preparation of the Draft Plan. It is a major project to prepare such a plan for such a large region with a complex set of issues.

If you have any questions, please feel free to contact me. Thank you for the opportunity to submit comments.

Rick Kuner, AICP
Citizens for Appropriate Transportation
www.CitizensForAppropriateTransportation.org
rkuner@comcast.net
708/848-0942
CMAP Meeting with:
Claretian Associates

- Claretian participated in the Burnham Centennial Celebration by creating local tours on South Chicago.
- Very supportive of comprehensive planning
- They hold a green summit annually and would love support from CMAP.
- It is important that CMAP supports local community building efforts and stabilize the communities that are seeing new development.
- Keep the South Chicago with more modern uses and amenities.
- Arts and culture are vital to include in the plan.
- Strongly support the local food initiatives in the plan.
- The local community college is not accessible via transit – which has made it difficult for people who need training.
- The local chamber sponsored a trolley to go to the shopping district – you can ride all day for 25 cents.
- Safety is a big concern
- South Chicago has the greenspace we just need to better educate residents on the importance so that that they appreciate it.
- Also need help getting the community to understand what it means to have a plan and be part of a plan.
- Working with Angelic gardens on local food – they teach workshops on green and native plantings at the local library every other Wednesday.
- Education is vital – Claretian has a pilot leadership program for young adults aged 18-24. Twice a week they learn about the city. It is imperative that we teach young people about urban planning so they know how best to support their local communities.
CMAP Meeting with:
College of DuPage

- College of DuPage (COD) is very interested in communication to junior highs and high schools.
- They have an award winning community garden program that has service learning in sustainable gardening. They also sell shares of the food, food goes to local food pantries.
- Perhaps CMAP and COD could co-host educational forums on plan recommendations.
- Concerns with the idea of shifting groundwater communities to surface water sources.
- Likes that CMAP understands the nexus between water and energy.
CMAP Meeting with:
College of Lake County

- Transportation access is a very big issue for the university community, getting students to classes, bike trails on campus but don’t connect to community

- Have an office of sustainability, are a member of ICLEI’s Star program for sustainability, will forward info on GO TO 2040 to that contact on campus

- Barrier is that transit providers aren’t flexible to work with university schedules, slow in summers, busy in fall and winter. Have been told previously that Pace has minimum weekly requirements which often in the summer they don’t meet.

- In terms of workforce development they have the capacity to create unlimited number of training programs, the issue is that it is difficult to ascertain what the employers needs really are. In some cases they've developed programs that they’ve been told is in great need, only to find that very few students sign up to take the program...

- The communications between businesses and industry need to be stronger for them to support with the proper courses.

- In many cases students don’t even meet the minimum requirements in reading and math for the two-year degrees and other short-term certificate programs.

- Needs to be broader support at lower level education (k-12) to address this need

- Support the return to traditional neighborhoods. The college may also be interested in local foods and open space recommendations.

- The College of Lake County would be happy to partner on educational classes or hosting events that coincide with GO TO 2040 efforts in the fall and beyond.

- CMAP needs to provide incentives (or a stick).
CMAP Meeting with:
Community Foundation of the Fox River Valley

- Does not support the Prairie Parkway.
- Supports the overall effort of the plan, will work with other community foundations to learn their perspective.
- Coordinated government is an area of interest.
CMAP Meeting with:
Community Memorial Foundation

- Health care conversion foundation – focusing on access to health care.
- They could convene grantees together for us (27 different communities in West Cook)
- Have been conducting asset mapping on aging well in their service area
- What does the plan say about health care reform?
- Also employing a demographer to look at uninsured, community trends, decreasing wealth, and the increase in elderly in their service area
- Would be interested in data training when the indicators website becomes available
- Would be interested in becoming involved in CMAP’s human service committee
- Also offered press connections
CMAP Meeting with:
Congress for the New Urbanism – Illinois Chapter

- No formal comments on plan yet, will probably wait until the last day to submit them. But at first glance, likes that we include research from previous documents, like the H + T Index. Seems as though the idea of “retrofits” in the plan is only used in terms of energy, would like to see this go further.

- Future CNU partnership ideas:
  o Model ordinances, form-based codes (FBCI.org)
  o They are currently developing “Sustainable Codes,” which works with transects
  o Encourage professionals from private sector to implement GO TO 2040 principles
  o Charettes, planning & research, education
  o Creating “learning materials” from successful projects
  o CMAP should focus on a handful of projects, maybe 4, that would further GO TO 2040 principles, and CNU could work with private sector to get free / cheap guidance (like they did with the Community Design Workshops)
  o This would show successes, and help keep the plan alive
  o If CMAP does things like Design Workshops, they should hold designers to GO TO 2040 principles and realistic designs that are fiscally possible (ie. the UIC design is not something that a budget-conscious designer would create)
  o CNU could participate in FLIP events / activities
CMAP Meeting with:
The Conservation Foundation

Brook McDonald, President/CEO

- Supportive of inclusion of local food strategy
- Need to make it legal in the State of Illinois to have Transfer of Development Rights programs – would help conserve farmland
- Early childhood initiatives are very important.
- Too many levels of government today
- Supportive of the Water 2050 Plan.
- We need to start living within our own means, rainwater harvesting would be a good example that we should promote more.
CMAP Meeting with:
Delta Institute

- Concerned about how communities become more sustainable if they don't have a sustainability plan. Does CMAP plan to assist communities in creating their own sustainability plan?

- Equity across the region is important, CMAP should build capacity.

- Delta could help by providing case studies and best practices, that is their specialty.

- CMAP should think about what skills and people should be on our current committee structure.

- It is important to provide more information on technical assistance providers – maybe an online map of who they are and what/where they are working.

- Food infrastructure is a big focus for Delta. They are looking at vehicles (not literal) to get food to market.

- Delta is also focused on waste and the prioritization of waste reallocation – what does the plan say about waste.
CMAP Meeting with:
Devry University Meeting

- General support for the plan
- Interested in partnering possibilities in the Human Capital during implementation phase.
CMAP Meeting with:
District 54 Foundation

- CMAP staff provided PDF of the Executive Summary to forward to Foundation board for comments and possible resolution at their August 5th meeting.
- Suggested we contact the Bill Harper 211 school district board member and Lori Stone, Harper College as potential additional area contacts.
August 2, 2010

Randall Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive Suite 800
Chicago, Illinois 60606

Dear Mr. Blankenhorn:

Thank you for providing an opportunity to comment on the draft Go To 2040 Comprehensive Regional Plan, presented to about a dozen Chicago Southland residents last week at the Village of Olympia Fields. I know that the development of this document began three years ago and perhaps several years prior to its incarnation as GO TO 2040. It is a most comprehensive planning document, inclusive of many factors that affect the region’s development.

In our discussion about the Go To 2040 draft, I noted that there was only one reference to fair housing in the 400 plus pages of the document. In my 30 years experience in local government and community relations I have learned to address issues concerning race as directly as possible. Happily this was addressed in the preliminary work for the draft plan. The Strategy Paper on Human Relations developed by the Chicago Lawyer’s Committee for Civil Rights Under Law, in collaboration with Human Relations advisory committee and commissioned by The Chicago Community Trust to support the Go To 2040 comprehensive planning is a comprehensive approach to addressing the challenges of inequity. The Paper identified many of the manifestations of discrimination and planning and policy initiatives needed to address the residual impact of social, economic and political inequities. It appears that the suggestions of this Strategy Paper were not fully incorporated in the draft plan.

The plan touches on these issues in the section on Housing and Social Systems (Page 38). In part this section states, “...A major challenge to our future is inequitable access to the region’s assets, such as good schools, decent jobs, safe and healthy neighborhoods, and stable housing.” Go To 2040 then states “…Large portions of the region remain highly segregated, and there are stark differences between racial and ethnic groups in terms of income, educational attainment, health, rates of incarceration, and many other measures.” While this is true, and inequity due to segregation does result in inequitable outcomes often, but not always, leading to a cycle of poverty. There exists phenomena in which highly educated people of color whose economic opportunities have afforded substantial social and economic status still become segregated, experiencing systemic withdrawal of assets such as retail, commercial and financial redlining, broad marketing of predatory mortgage loans, insurance redlining and withdrawal of capital for investment.

Replacing the past patterns of segregation with a “Culture of Diversity” would diminish the debilitating effect of inequitable opportunities, create an engine of social, economic growth and change for all residents of the Chicago metropolitan area. This challenge is great; to achieve equity and inclusion in the region leaders must address causes of inequity and exclusion in the areas of employment, education, fair and affordable housing, voting rights, wealth and economic disparities, inter-group relations and our sense of us as part of a global community. The root causes of inequity including the cumulative impact of racism and prejudice; weakness of commitment to equity and exclusion of stakeholders impacted by the policies. The Strategy Paper stated that “…a comprehensive strategy to promote equity and inclusion must be one that encompasses:

- Changing attitudes about cultural differences; we add this must provide insight to the similarities among all of the groups as well.
- Enforcement of non-discrimination laws; encouragement of equal opportunity and inclusion; we would add policies and program that provide incentives to practice inclusiveness in the workplace, school systems and in residential communities.
- Policy approaches that make planning for inclusion part of the norm of policy development; a Culture of Diversity.
The Strategy Paper incorporated 24 recommended actions some were appropriate for local jurisdictions and CMAP can develop policies to encourage local government to under these efforts; others are a regional approach to planning by CMAP. If implemented we would be closer to regional equity than ever before.

As an intergovernmental organization composed of racially, ethnically and economically diverse municipalities we strongly encourage CMAP to revisit the recommendations of the Human Relations Strategy Paper and incorporate these in the road map to 2040. We particularly view the following as most urgent to be considered:

1. CMAP is encouraged to create set of principles of inclusion, equity and adopt this as a Board Policy; encourage all units of local government to adopt a similar equity policy
2. Institute systems for regional equity and inclusionary planning to foster coordinated and cohesive strategic planning that would assist to distribute the regions assets equitably
3. Encourage state and federal legislation to provide financial incentives (income tax credits or deductions) to citizens who select housing in neighborhoods where their presence contributes to the diversity of the area; additionally provide incentive neighborhood development programs to promote inclusiveness and diverse participation.
4. Require multi-cultural impact assessments for proposed policies, community development plans, programs and budgets.

In closing, the issue of equity among the diverse communities of northeastern Illinois is extremely complex. The most difficult issue impacting equity for the region is race; if not considered in every plan, community development, policy or program, the status quo will prevail. Diversity, Inc. applauds the work commissioned by the Chicago Community Trust, undertaken by the Chicago Lawyer's Committee for Civil Rights Under Law and the Blue Ribbon Advisory Board assembled to provide input and feedback. We pledge to work with CMAP as they evaluate each of the elements of the Go To 2040 Plan and incorporate the recommendations of the Human Relations Strategy Paper.

Please contact me to let me know how this will proceed and if there are any questions regarding these comments. I may be reached by telephone at 708-205-1204 or by email at joseph.martin@ssmma.org.

Respectfully,

Joseph Martin,
Executive Director

Cc. SSMMA
    BPI
    Diversity, Inc.
CMAP Meeting with:
Dunham Fund

- Supports coordinated investments especially from a funders perspective – they prefer to fund programs/groups that are collaborative efforts.
CMAP Meeting with:
DuPage Community Foundation, Community Works Meeting

- Overall the DCF, was very receptive and pleased that CMAP made the time and effort to reach out to them.

- They stressed that outreach efforts to other community foundations would be beneficial for CMAP. In particular to those that were granted funds from the Grand Victoria Foundation’s Community Works Initiative, which is dedicated to projects that improve land use decisions affecting environment and transportation priorities.

- This program also focuses on workforce development and education beginning with early childhood education.
CMAP Meeting with:
DuPage Habitat for Humanity

- General overall support for the plan
DuPage Workforce Board Comments on GOTO 2040 Workforce Development Plan

The GOTO 2040 Education and Workforce Development Plan stresses the importance that workforce development has on the overall economic vitality of the region. The DuPage Workforce Board is a strategic partner in DuPage with the Regional Office of Education, Choose DuPage Regional Economic Development Corporation, the College of DuPage and the many four-year colleges and universities. It is as that strategic partner that the following comments to the plan's recommendations are made:

**Coordination**
A coordinated system with workforce development, economic development and the P-20 education system as partners are critical. Strengthening the role of just the Community College System will not resolve any issues. DuPage County has a highly educated workforce, many who are currently unemployed because their skills do not match the needs of business in this new economy. Every training institution needs to be better connected to the ever changing needs of business. The importance of business actively participating in workforce and education on a continual basis can not be overstated. Without them, career pathways do not exist. Employers are a critical partner in developing a competitive workforce and their role needs to be better articulated.

**Data and Information Systems**
One obvious omission in this section is National Career Readiness Certificate. A lot of work has already been done by ACT by mapping the certificate levels to job skill requirements. What better coordination than for Economic Development to have the number of workers with the right skills for an employer?

**Improve Delivery of Workforce Services**
The state is a recipient of workforce funds through WIA and those funds should be better integrated to support and expand regional programs.

**Educational Outcomes**
Educational attainment over the course of an individual's career should be stressed. Building blocks of transferable credits and skills as individuals move between employers and change careers over a lifetime are the new reality.
August 6, 2010

To: CMAP

From: Environmental Defenders of McHenry County, 124 Cass St. Ste 3, Woodstock IL 60098
mcdef@owc.net

RE: Comments on Go To 2040 Plan

The Environmental Defenders of McHenry County support CMAP commitment to “plan more effectively for the livability of communities” (defined by the residents of our region as healthy, safe, walkable— with transportation choices and a ‘sense of place’) in the Go To 2040 Plan. Because our organization’s mission is ‘Citizens Working for a Healthy Environment’, we have concentrated our review on plan recommendations which most directly have environmental consequences.

We support the conservation of energy and water as a top priority. We support retrofitting buildings for increased energy efficiency and maximizing the energy efficiency of new buildings as well as integrating water conservation goals with land use planning, preserving open space in aquifer recharge areas and using green infrastructure to manage stormwater.

We wholeheartedly agree that “Access to parks and open space is part of what makes up quality of life, and open space also has a crucial role in flood protection, public health, drinking water supply and quality, and adaptation to climate change.” Specifically, we support the call for a green infrastructure network that follows waterway corridors, expands existing preserves, and creates new preserves in the region with a target of an additional 150,000 acres of land to be preserved across the region over the next 30 years.

We support the concept of building a sustainable local food-shed, which would help in preservation of our region’s remaining farmland, among the best in the world, as well as reducing the energy costs associated with bringing in food from distant places and providing people in our region with fresh, healthy food.

On Regional Mobility, we agree with calls for investment in the existing system and a focus on improving the public transit system.

However, as we read the details of the plan, we have specific concerns which we raise below. Excerpts from the plan are followed by our comments.

Challenges and Opportunities Section

Page 26 Energy and water are not being used efficiently and the region suffers from the degradation of air and water quality.

Page 42 The region should conserve energy and water resources by reducing its consumption in our residential and commercial buildings.

Critical concerns about the quality of the region’s air and water described in the first excerpt are not addressed by the focus on conservation in the second excerpt which was taken from the Conclusion of this section. Specifically, we need to address the quality of our region’s water resources not just the quality of water supplies.

Livable Communities Section

Page 51 By incorporating open space, carefully designing buildings and landscapes, and using small-scale green infrastructure features, the localized negative impacts of density can be avoided.

This is an important, necessary point if we are to sustain and improve the quality of the water resources of our region.
Technical assistance activities will often take the form of creating model ordinances or codes for municipal consideration, often on topics like water conservation that may be outside of usual comprehensive planning practice.

The plan should note the important leadership which NIPC/CMAP has provided the region in developing model ordinances addressing water quality issues, consistent with its responsibility for the Regional Water Quality Management Plan. These have been important tools for communities which CMAP needs to continuously update and promote to municipalities.

Integrate land use policies and site planning with water resources. Land use policies that promote compact development will reduce residential water use and reduce both capital and operating costs for water utilities. Green infrastructure, like rain gardens and permeable pavement, should be integrated more fully into site planning. Using green infrastructure to manage stormwater has many benefits and can be more cost effective when compared with gray infrastructure.

The plan should directly state the groundwater recharge, improved surface water quality and reduced flooding benefits of using green infrastructure to infiltrate stormwater.

Communities that are dependent on groundwater should consider accessing water from the Fox and Kankakee Rivers.

Communities that are dependent on groundwater should be encouraged to vigorously pursue a water management strategy which puts water taken from the ground back on the ground in order to recharge their aquifers. The concerns about the effects of both direct surface water withdrawals and lowering of the water table due to shallow groundwater pumping on the aquatic life in the Fox and Kankakee Rivers cannot be ignored.

According to the Illinois State Water Survey (ISWS), flow in the Fox River will continue to increase as a result of population growth and the associated wastewater discharge. As a result, the Fox River has the potential to supply significant new water demands.

That population growth will lead to new wastewater discharges and new water available in the Fox River for human needs should not be assumed. As communities seek to sustain their groundwater supplies, it is likely that they will opt to land apply their wastewater in order to recharge the water to the aquifer from which it was taken. This is especially likely in McHenry County where the bulk of available groundwater is found in the shallow aquifer. Thus, population growth in McHenry County is not likely lead to the assumed increased flows in the Fox River.

Furthermore, federally-imposed standards on water providers to control emerging contaminants, such as pharmaceuticals and personal care products, demand costly and energy intensive treatment processes. It is important that the energy implications of such standards are closely studied and mitigated before enforcement.

This statement is disturbing as it does not weigh the serious concerns which are emerging about the adverse impacts which pharmaceuticals and personal care products have on aquatic life which live in streams receiving wastewater dischargers and on the people who take their drinking water supplies from the waters. Cost and energy should not be the predominant considerations.

Ideally a watershed plan will consider multi-objective projects that address several problems simultaneously.

Defenders strongly support planning on a watershed scale to simultaneously address water quality, water supply and green infrastructure objectives.

Regional Mobility Section

Our comments on the specifics in this section are summed up by the following quote from the book Suburban Nation. A longer excerpt is found in the endnote to these comments.
“If, as is now clear beyond any reasonable doubt, people maintain an equilibrium of just-bearable traffic, then the traffic engineers are wasting their time—and our money—on a whole new set of stopgap measures that produce temporary results as best. These measures, which include HOV (high-occupancy vehicle) lanes, congestion pricing, timed traffic lights, and "smart streets," serve only to increase highway capacity, which causes more people to drive until the equilibrium condition of crowding returns. While certainly less wasteful than new construction, these measures also do nothing to address the real cause of traffic congestion, which is that people choose to put up with it.” – An excerpt from Suburban Nation: The Rise of Sprawl and the Decline of the American Dream

From: "If you don’t want an automobile, you don’t have to have one." - Secretary of Transportation Ray LaHood’s definition of Livability

Page 67 "require supportive land use planning before new transit investment is made."

Some land use patterns cannot support transit oriented developments/ investments. Roads must be evaluated in the same context. Land use planning needs to take place before expanded road investments are made. (i.e., Alden Road, Fleming Road project in McHenry County)

Page 166 "While finding new revenues is important, the region needs to get more serious about setting priorities for how existing funds are spent, on both the operating and capital side. The region’s transportation decision makers should stress the use of performance-driven criteria, rather than arbitrary formulas, when making investment decisions. CMAP strongly recommends a focus on maintaining the existing system first, and using most of our remaining resources to modernize the system. While some expansions are necessary, and these will be recommended in the plan’s list of major capital projects, very few of these projects require building brand new facilities from scratch. Instead, the emphasis is on making the existing system operate more efficiently given the amount of funding we can reasonably expect to receive."

Once you start listing priority projects, everyone forgets what you just said – all they here is “this project is a priority”.

Widening and extending roads does not decrease congestion over time. Focus should be on public transportation systems.

Good to maintain the existing system – but we also need to consider difference construction standards for roads – if build properly, roads can require much less maintenance and can last longer. Use road construction best practices (e.g. many of Canada’s roadways) to reduce deterioration and maintenance (planned obsolescence).

Modernizing the system should be focused on the public transportation infrastructure – the only way to truly reduce road congestion is to get people out of cars and into busses, trains, etc. Subsidizing the cost of public transportation coupled with elimination of national subsidies for gasoline can assist here.

Page 167 “Making our system “world class” does not simply require raising taxes or fees for more revenue, nor does it require expanding the system much beyond what is here today. Instead, the primary goal should be to prioritize spending on maintenance and modernization efforts. “Modernization” comprises a range of enhancements, including more comfortable and attractive trains, buses and stations, traveler information systems, state of the art pavement materials with longer life spans, signal timing improvements, bus stop improvements, corridor upgrades, and a variety of other strategies that can improve mobility, access, and the reliability of our transportation network.

This is excellent (minus the corridor upgrades), but you have to mean it.

One thing is said here, but then the plan steps in the opposite direction with the priority projects list.

Page 171 “Long-term lease agreements (like the leasing of the Chicago Skyway) involve a publicly- financed transportation facility that is leased to a private-sector entity for a prescribed period of time during which the private entity has the right to collect revenue from the operation of the facility. In exchange, the private entity must operate and maintain the facility, and in some cases make improvements to it.”

We are highly skeptical of this approach.
This creates a “lowest-common-denominator” quality of project. This also creates a system where the project most likely to make money for a private interest is what gets built, over the project that is high quality but less profitable.

Page 185 “Both auto and transit trips increase, and transit’s mode share grows slightly. The high-priority projects support GO TO 2040’s focus on reinvestment in existing communities, and they have limited impact on sensitive natural areas. On the other hand, the projects do have negative impacts on most air quality outcomes. This occurs mostly because the region is expected to be larger (in terms of households and jobs) than it would have been without the projects, and also because the projects improve mobility within the region and hence lead to additional travel. The negative impacts on air quality are minor, and are more than compensated for by the positive impacts of the strategies within GO TO 2040. They are also well within expected air quality conformity limits.”

The plan needs to promote steps to improve regional air quality, not make it even worse by proposing a suite of projects which will make the problem worse.

**New Projects or Extensions**

Central Lake County Corridor: IL 53 North and IL 120 Limited Access
Elgin O'Hare Expressway Improvements (includes Western O'Hare Bypass, EOE East Extension, and EOE Add Lanes)

- Better to use the money spent on these projects to improve mass transit
- IL 53 North corridor runs contrary to stated intent of the plan

CTA Red Line Extension (South)
West Loop Transportation Center

**Expressway Additions and Improvements**

I-190 Access Improvements
I-80 Add Lanes (US 30 to US 45)
I-88 Add Lanes
I-94 Add Lanes North
I-294/I-57 Interchange Addition

- Better to use the money spent on these projects to improve mass transit. Increasing the load capacity on these areas is ultimately short sighted (See quote from *Suburban Nation* and endnote.)

**Managed Lanes and Multimodal Corridors**

I-55 Managed Lanes
I-90 Managed Lanes
I-290 Multimodal Corridor

- Better to use the money spent on these projects to improve mass transit. Increasing the load capacity on these areas is ultimately short sighted (See quote from *Suburban Nation* and endnote.)

**Transit Improvements**

CTA North Red/Purple Line Improvements
Metra Rock Island Improvements
Metra Southwest Service Improvements.
Metra UP North Improvements
Metra UP Northwest Improvements/Extension
Metra UP West Improvements

- Need to ensure that these improvements are not built in far out places that do not and should not have the
population capacity needed to sustain or justify their construction and maintenance. Mass transportation is self defeating if it ends up actually encouraging sprawl development by pacing itself ahead of perceived demands.

Why building new roads doesn't ease congestion

There is, however, a much deeper problem than the way highways are placed and managed. It raises the question of why we are still building highways at all. The simple truth is that building more highways and widening existing roads, almost always motivated by concern over traffic, does nothing to reduce traffic. In the long run, in fact, it increases traffic. This revelation is so counterintuitive that it bears repeating: adding lanes makes traffic worse. This paradox was suspected as early as 1942 by Robert Moses, who noticed that the highways he had built around New York City in 1939 were somehow generating greater traffic problems than had existed previously. Since then, the phenomenon has been well documented, most notably in 1989, when the Southern California Association of Governments concluded that traffic-assistance measures, be they adding lanes, or even double-decking the roads, would have no more than a cosmetic effect on Los Angeles' traffic problems. The best it could offer was to tell people to work closer to home, which is precisely what highway building mitigates against.

Across the Atlantic, the British government reached a similar conclusion. Its studies showed that increased traffic capacity causes people to drive more--a lot more--such that half of any driving-time savings generated by new roadways are lost in the short run. In the long run, potentially all savings are expected to be lost. In the words of the Transport Minister, "The fact of the matter is that we cannot tackle our traffic problems by building more roads." While the British have responded to this discovery by drastically cutting their road-building budgets, no such thing can be said about Americans.

There is no shortage of hard data. A recent University of California at Berkeley study covering thirty California counties between 1973 and 1990 found that, for every 10 percent increase in roadway capacity, traffic increased 9 percent within four years' time. For anecdotal evidence, one need only look at commuting patterns in those cities with expensive new highway systems. USA Today published the following report on Atlanta: "For years, Atlanta tried to ward off traffic problems by building more miles of highways per capita than any other urban area except Kansas City. ... As a result of the area's sprawl, Atlantans now drive an average of 35 miles a day, more than residents of any other city." This phenomenon, which is now well known to those members of the transportation industry who wish to acknowledge it, has come to be called induced traffic.

The mechanism at work behind induced traffic is elegantly explained by an aphorism gaining popularity among traffic engineers: "Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt." Increased traffic capacity makes longer commutes less burdensome; and as a result, people are willing to live farther and farther from their workplace. As increasing numbers of people make similar decisions, the long-distance commute grows as crowded as the inner city, commuters clamor for additional lanes, and the cycle repeats itself. This problem is compounded by the hierarchical organization of the new roadways, which concentrate through traffic on as few streets as possible.

The phenomenon of induced traffic works in reverse as well. When New York's West Side Highway collapsed in 1973, an NYDOT study showed that 93 percent of the car trips lost did not reappear elsewhere; people simply stopped driving. A similar result accompanied the destruction of San Francisco's Embarcadero Freeway in the 1989 earthquake. Citizens voted to remove the freeway entirely despite the apocalyptic warnings of traffic engineers. Surprisingly, a recent British study found that downtown road removals tend to boost local economies, while new roads lead to higher urban unemployment. So much for road-building as a way to spur the economy.

If traffic is to be discussed responsibly, it must first be made clear that the level of traffic which drivers experience daily, and which they bemoan so vehemently, is only as high as they are willing to countenance. If it were not, they would adjust their behavior and move, carpool, take transit, or just stay at home, as some choose to do. How crowded a roadway is at any given moment represents a condition of equilibrium between people's desire to drive and their reluctance to fight traffic. Because people are willing to suffer inordinately in traffic, seeking alternatives--other than clamoring for more highways--the state of equilibrium of all busy roads is to have stop-and-go traffic. The question is not how many lanes must be built to ease congestion but how many lanes of congestion would you want? Do you favor four lanes of bumper-to-bumper traffic at rush hour, or sixteen?

This condition is best explained by what specialists call latent demand. Since the real constraint on driving is traffic, not cost, people are always ready to make more trips when the traffic goes away. The number of latent trips is huge--perhaps 30 percent of existing traffic. Because of latent demand, adding lanes is futile, since drivers are already poised to use them up.

While the befuddling fact of induced traffic is well understood by sophisticated traffic engineers, it might as well be a secret, so poorly has it been disseminated. The computer models that transportation consultants use do not even consider it, and most local public works directors have never heard of it at all. As a result, from Maine to Hawaii, city, county, and even state engineering departments continue to build more roadways in anticipation of increased traffic, and, in doing, create that traffic.

The most irksome aspect of this situation is that these road-builders are never proved wrong; in fact, they are always proved 'right': "You see," they say, "I told you that traffic was coming."

The ramifications are quite unsettling. Almost all of the billions of dollars spent on road-building over the past decades have accomplished only one thing, which is to increase the amount of time that we must spend in our cars each day. Americans now drive twice as many miles per year as they did just twenty years ago. Since 1969, the number of miles cars travel has grown at four times the population rate. And we're just getting started: federal highway officials predict that over the next twenty years congestion will quadruple. Still, every congressman, it seems, wants a new highway to his credit.

Thankfully, alternatives to road-building are being offered, but they are equally misguided. If, as is now clear beyond any reasonable doubt, people maintain an equilibrium of just-bearable traffic, then the traffic engineers are wasting their time--and our money--on a whole new set of stopgap measures that produce temporary results as best. These measures, which include HOV (high-occupancy vehicle) lanes, congestion pricing, timed traffic lights, and "smart streets," serve only to increase highway capacity, which causes more people to drive until the equilibrium condition of crowding returns. While certainly less wasteful than new construction, these measures also do nothing to address the real cause of traffic congestion, which is that people choose to put up with it.
We must admit that, in an ideal world, we would be able to build our way out of traffic congestion. The new construction of 50 percent of more highways nationwide would most likely overcome all of the latent demand. However, to provide more than temporary relief, this huge investment would have to be undertaken hand in hand with a moratorium on suburban growth. Otherwise, the new subdivisions, shopping malls, and office parks made possible by the new roadways would eventually choke them as well. In the real world, such moratoriums are rarely possible, which is why road-building is typically a folly.

Those who are skeptical of the need for a fundamental reconsideration of transportation planning should take note of something we experienced a few years ago. In a large working session on the design of Playa Vista, an urban infill project in Los Angeles, the traffic engineer was presenting a report of current and projected congestion around the development. From our seat by the window, we had an unobstructed rush-hour view of a street he had diagnosed as highly congested and in need of widening. Why, then, was traffic flowing smoothly, with hardly any stacking at the traffic light? When we asked, the traffic engineer offered an answer that should be recorded permanently in the annals of the profession: "The computer model that we use does not necessarily bear any relationship to reality."

But the real question is why so many drivers choose to sit for hours in bumper-to-bumper traffic without seeking alternatives. Is it a manifestation of some deep-seated self-loathing, or are people just stupid? The answer is that people are actually quite smart, and their decision to submit themselves to the misery of suburban commuting is a sophisticated response to a set of circumstances that are as troubling as their result. Automobile use is the intelligent choice for most Americans because it is what economists refer to as a "free good": the consumer pays only a fraction of its true cost. The authors Stanley Hart and Alvin Spivak have explained that:

We learn in first-year economics what happens when products or services become "free" goods. The market functions chaotically; demand goes through the roof. In 1942 by Robert Moses, who noticed that the highways he had built around New York City in 1939 were somehow generating greater traffic problems than had existed previously. Since then, the phenomenon has been well documented, most notably in 1989, when the Southern California Association of Governments concluded that traffic-assistance measures, be they adding lanes, or even double-decking the roadways, would have no more than a cosmetic effect on Los Angeles' traffic problems.

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Read more on why building new roads doesn't ease congestion.
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The ramifications are quite unsettling. Almost all of the billions of dollars spent on road-building over the past decades have accomplished only one thing, which is to increase the amount of time that we must spend in our cars each day. Americans now drive twice as many miles per year as they did just twenty years ago. Since 1969, the number of miles cars travel has grown at four times the population rate. And we're just getting started: federal highway officials predict that over the next twenty years congestion will quadruple. Still, every congressman, it seems, wants a new highway to his credit:

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We learn in first-year economics what happens when products or services become "free" goods. The market functions chaotically; demand goes through the roof. In most American cities, parking spaces, roads and freeways are free goods. Local government services to the motorist and to the trucking industry—traffic engineering, traffic control, traffic lights, police and fire protection, street repair and maintenance—are all free goods.

Read more on why building new roads doesn't ease congestion.

1 This article is an excerpt from Andres Duany, Elizabeth Plater-Zyberk, and Jeff Speck. Suburban Nation: The Rise of Sprawl and the Decline of the American Dream, North Point Press, 2000, 88-94.

2 Donald D.T. Chen. "If You Build It, They Will Come…Why We Can't Build Ourselves Out of Congestion." Surface Transportation Policy Project Progress VII.2 (March 1998): I, 4.

3 Ibid., 6.

Carol Jouzatis. "39 Million People Work, Live Outside City Centers." USA Today, November 4, 1997: 1A-2A. As a result of its massive highway construction, the Atlanta area is "one of the nation's worst violators of Federal standards for ground-level ozone, with most of the problem caused by motor-vehicle emissions" (Kevin Sack. "Governor Proposes Remedy for Atlanta Sprawl." The New York Times, January 26, 1999: A14).

Jill Kruse. "Remove It and They Will Disappear: Why Building New Roads Isn't Always the Answer." Surface Transportation Policy Project Progress VII:2 (March 1998): 5, 7. This study, in analyzing sixty road closures worldwide, found that 20 percent to 60 percent of driving trips disappeared rather than materializing elsewhere.


Almost any situation seems acceptable to justify more highway spending, even the recent road rage epidemic. Representative Bud Schuster, the chairman of the U.S. Congressional Committee on Transportation and Infrastructure, made this recommendation: "The construction of additional lanes, the widening of roads and the straightening of curves would decrease congestion and reduce the impatience and unsafe habits of some motorists" (Thomas Palmer. "Pacifying Road Warriors." The Boston Globe, July 25, 1997: A1, B5).

Stanley Hard and Alvin Spivak, The Elephant in the Bedroom: Automobile Dependence and Denial, 2. Much of the information here on the science and economics of traffic congestion comes from this book, which should be required reading for every professional planner, traffic engineer, and amateur highway activist.

The logic behind the desire to make use of free goods is suggested by an argument overheard at a recent planning conference: "Of course there's never enough parking! If you gave everyone free pizza, would there be enough pizza?"
CMAP Meeting with:
Environmental Law & Policy Center

- ELPC is supportive and wants to know what they can do to help move these issues forward.
- ELPC will be a part of the legislative working group and begin meeting with us regularly.
- ELPC will also be submitting comments regarding ordinances and help CMAP gain a better understanding of the legal framework for many of the ordinances.
CMAP Meeting with:
Evanston Community Development Corporation

- Board chair also sit on the Evanston Community Foundation – Bill Logan.
- Interested in the retrofit and community development technical assistance.
- They would be in submitting comments and considering the partnership.
CMAP Meeting with: Evanston Community Foundation

- Very interested in the Human Capital chapter and commented on a few items. First, that transit and workforce efforts need to be aligned. They put a strong emphasis on early education efforts in Evanston and secondary education. Education and workforce efforts need to align with business needs, but must also keep workers needs in mind for things like transportation and daycare.

- Were concerned that some of the education indicators and measurements are still being developed and wanted to know when and who we are working with to complete these.

- Evanston Community Foundation is also active in the Climate Action Plan and Fund. Suggested we reach out to Grand Victoria Foundation; Downtown Evanston – Carolyn Delutri-cdellutri@downtownevanston.org; and the Evanston CVB (ask about the innovation center.)
CMAP Meeting with:
Fox River Ecosystem Partnership

- Energy & Water: We have to be very careful about recommendations – permeable pavement, rain gardens, bioswals, CNT model etc. – that will ultimately turn out to be “green washing,” or project that look good on the front but do not really make a positive environmental impact. Classic example: Aurora Police Station has installed permeable pavement, but was laid on several feet of clay – no water will get through that. The implementation for energy, water and land use BMPs should be scientifically-based.

- Conservation design – good but may not be good enough for the feds – USACE 404 permits are being stalled if CD doesn’t meet their exact standards.

- TYPO-pp. 81 “stormwater peak rate runoff”

- Page 82, “plants taking up pollution” – a misnomer.

- Retrofitting to “no longer produce runoff” or zero-discharge is unrealistic.

- State revolving funds should be aimed at 319 and 303(d) projects.

- Open Space: 150,000 acres FREP is supportive, but efforts to maintain the properties is critical and essential otherwise the space is not serving a purpose.

- Connectivity between parks is generally good, but can also lead to bad due to the lack of maintenance of our open spaces – overgrown, invasive species – plant and animal.

- Federal conservation funds for OSLAD should be tied to LAWCN

- Overall comments, FREP is a partner, and will be supportive. As we think about 2040 the science will not change dramatically for environmental world because in the last 30 years we’ve made huge leaps and bounds. The years between now and 2040 are really the years for refining and “truthing” what we think and know – BMPs must be scientifically-founded and realistic.

- Provided a list of types of pollution pathways
CMAP Meeting with:
Fox Waterway Agency

- Discussion focused on comments regarding Parks and Open Space and Water Conservation.

- Fox Waterway Agency worked very closely with CMAP on the Waterways Management strategy paper and wanted to know how much of that input was used. That paper originally had little focus on large recreational activities like boating. The Chain O’Lakes and Fox Lake and river valley are a major recreation player in the US. This region started an aggressive effort 22 years ago to salvage and save the wetlands and today little effort is used to expand that and keep these waterways clean. In July and August there is a green fluorescent hue that is from phosphates in the water – more effort needs to be targeted to maintain and improve water quality in waterways.

- Chapter 2 of the plan deals only with the conservation of water for water supply and not quality and recreation. The only type of use mentioned is drinking supply – no other use. Is water mentioned in Parks and Open Space – blueways?

- FWA meet with Secretary LaHood about the Federal Waterway Improvements for rivers and inland waterways. FWA is looking for more assistance on coordinating federal programs – 29 communities in the Fox Water Valley.

- FWA created a Fox River Caucus to help them promote their mission in Springfield and especially help on floodplain issues. Recently, FWA applied for a FEMA grant but it was denied on the point that the funds had to be used for specific plots of land at pre-negotiated amounts not just a lump sum that could then be used in a discretionary manner and the grantee had to identify specific communities in the grant. FWA wanted a lump sum to be able to have the flexibility to purchase land to protect shoreline/wetlands and the floodplain during times of economic downturn – governments have to be able to take advantage of economic cycles.

- Along the shoreline and in the waterways, DNR has trouble – due to lack of resources – to monitor the gates. The plan should include an effort to increase environmental awareness and how people are connected to water not just the land. FWA would prefer the plan explore options to use the waterway system as effluent deposit, rather than building a huge new WWTP.
• Efficient Governance is a chapter that interested FWA. They wanted to see an effort to help streamline the process of moving projects from planning to implementation faster. The joint regulatory process is not working – it lacks maintenance.

• Low interest loans from feds and state need to be provided to land owners to help develop ownership and promote stewardship. FWA has 45-miles of shoreline and most of the shore is privately-owned. Revolving state loans for clean water and drinking water do not focus on freshwater quality – only drinking water and WWT.

• Marine recreation is a large economic engine in the state and is mainly concentrated in northeastern Illinois.

• FWA and the Upper Des Plaines Watershed Partnership is a partner and will submit comments individually.
August 4, 2010

Via email: HAhmed@cmap.illinois.gov
Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

RE: CMAP Go To 2040 comments

Dear Mr. Blankenhorn:

We appreciate the opportunity to sit down with your staff in our offices on June 30th to discuss the GoTo 2040 Plan. Overall, we commend the work of everyone involved and the entire process in this monumental task of creating a regional plan.

As an active member of the Environment and Natural Resources Committee, the Fox Waterway Agency has taken a strong position in highlighting water with respect to lakes and rivers, recreational uses, related maritime businesses, and other outdoor interests. Over the past 3 years we have expressed how the rivers, lakes and streams of our area are like the veins and arteries that fuel the entire system. They are the foundation of the entire GoTo 2040 Plan. Additionally, recreational use of our waterways—the Chicagoland area is rich with waterways—is an economic powerhouse that fuels the Chicagoland area and the entire State of Illinois. This should be part of the GoTo 2040 Plan.

Sadly, the Plan completely lacks references or recommendations regarding lakes, rivers, streams, recreational uses, maritime uses and commercial uses of waterways, except for their potential use as source water or runoff/waste/stormwater.

Parts of the Waterway Management Strategy need to be added to the final plan. Initially, the Waterway Management Strategy was a soft document with a limited focus on canoes and dams. In order to capture the significant economic, social and environmental significance of our waterways, we rewrote and added entire sections to highlight commercial and recreational impacts and revenues. The report now captures over $566 million in revenue with over $39.8 million in state and local tax revenue that commercial use of our harbors brings in. Recreational use of our waterways is just as significant. Illinois ranks 10th in the nation for number of registered boats and spend $763 million annually on their watercraft, with another $1.2 billion annually on boating trips. This should be part of the GoTo 2040 Plan. Additionally, the Plan does not address the hunting and fishing statistics of the Strategy. In Illinois,

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44% of all fishing licenses were sold in the Chicagoland area. On the same note, the Region has over 34,000 licensed hunters, who, due to changes in weather and other factors, find that some of the best waterfowl hunting is now in Northern Illinois. *This should be part of the GoTo 2040 Plan.*

In April of this year, Transportation Secretary Ray LaHood formally launched the administration’s America’s Marine Highway Program, which LaHood said was “long overdue but will soon be a reality.” Under the new program, waterway interests will be encouraged to offer marine highway projects for a portion of DOT’s new $7 million program that will be announced later this summer. We need to make sure that the Chicagoland area is ready for these programs. *This should be a part of the GoTo 2040 Plan.*

To summarize the previous comments and to provide a more concise list of additions and changes, we offer the following:

1. **Blueways Infrastructure**—that infrastructure related to our rivers, lakes and streams—needs to be captured and inserted with recommendations. This includes references to water not just for its usefulness as source water or energy conservation, but as recreational uses, maritime uses and commercial uses. The huge economic powerhouse that our recreational and maritime uses of waterways generate needs to be captured in the plan. As Transportation Secretary states, “...long overdue”. The following Implementation Action Areas are as follows:
   a. Coordinate Open Space Investment to create connected blueways of river, lakes and streams;
   b. Invest in the maintenance and restoration of eroded shorelines and buffer zones around waterways;
   c. Invest in education of waterways and recommend that communities that currently “turn their back” to waterways, reinvest “to face” their waterways and include them in community planning and infrastructure building;
   d. Invest in our ports, marina’s and other maritime interests;
   e. Recover and improve water quality of our region’s waterways through beneficial dredging programs;

2. Neither the **Manage and Conserve Water and Energy Resources** chapter, nor the **Parks and Open Space** chapters of the *GO TO 2040 Plan,* covers the recreational and commercial aspects of water or waterway management. This is a major hole in the document that needs to be corrected;

3. As an Agency that permits multiple projects on a regular basis, within the **Efficient Government** chapter, we see a strong need to capture a recommendation to streamline permitting, and specifically, the **Joint Application Process.** That process has fallen apart. With an initial goal to streamline the coordination of public comment/public hearings/public procedure, the system is so broken that the three main independent Agencies—USACE, IDNR and IEPA—are asking for the same information from the applicant repeatedly, often several months or years apart. Furthermore, multiple public hearings/comment periods are often considered, confusing the public and subjecting the applicant to excessive and unnecessary costs. In this economy, the
need to create a streamlined process, or return back to the former process is critical in moving the economy forward in a positive direction.

If you have any questions concerning this submittal, please feel free to call.

Sincerely,

[Signature]

Ingrid Daniel
Executive Director

Cc: Board of Director
    Chron
    Senator Pam Althoff, FWA Caucus leader
    Senator Michael Bond, FWA Caucus leader
Hello all,

I posted the following comment to the public comment site on the web, but wanted to add a few things for the staff, which can be found at the end of the public comment:

Thanks to CMAP for making food system planning a top priority in the GO TO 2040 plan. I think all of the recommendations are on target. My comments are intended to provide additional support for the overall concept and to encourage collaboration in the greater Chicago “foodshed” (a term that describes where our food could come from if it were produced locally), which includes parts of other states. Imagine a circle with Chicago in the center extending out 150 or 200 miles.

Recently, United Health Care, one of the nation’s largest health insurance providers, contracted with MIT to find the root causes of the diseases that were most stressing the healthcare system, such as diabetes, hypertension and other cardiovascular diseases, and then to design a solution. Much to their surprise, MIT concluded that the way to reduce these diseases was to change the food system—and not simply to get more fruits and vegetables into our diets, but to develop regional food systems. That is exactly what CMAP, and the organization I direct, Fresh Taste, are proposing to do.

By working with neighboring metropolitan planning organizations like the Northwest Indiana Regional Planning Commission, and the Southwest Michigan Regional Planning Council, CMAP has already begun to extend the learning acquired through the GO TO 2040 planning process to other contiguous regions. This can only help accelerate effective planning and regional food system development. The Leopold Center for Sustainable Agriculture at Iowa State has found that the most energy efficient food transportation systems are regional, not local. At Fresh Taste, we are prioritizing the development of regional food hubs where food is produced, aggregated, and minimally processed before being distributed throughout the region. CMAP’s plan implicitly supports such a strategy, and further work may benefit from greater emphasis on regional food production hubs.

Just to add something, I think you did a phenomenal job integrating the food system work into the larger document. It makes total sense. I am simply going back to one of my earlier comments as the draft was progressing, that we need to focus on the “value chains,” or the relationships between farmers, processors, distributors, and sellers to ensure that benefits are extended throughout the chain. We want to see more local ownership, and our policies can influence that. The state of Vermont, for example, is promoting mobile slaughter facilities, and went so far as to buy one to make available to farmers. (I have to say I’m not sure how that’s working, but it’s a start).

The field has actually advanced quite a bit since the report was written. USDA now has a staff person dedicated to working on food hubs. Pam Martin and Julia Govis at University of Chicago, who have been doing a foodshed mapping project, have been invited out to meet with them. (I understand they just met with you, so you know all about that.) MIT’s work was just released, and they and United Health Care are going to try to do some pilots in major metropolitan areas, one of which could be Chicago. I’ve attached their materials for you to use as you see fit.
I think there could be another recommendation between “Continue and Expand farmland protection” and “encourage revisions of federal policy to promote local food.” It would look something like this:

| Promote regional production and distribution hubs throughout the region and in contiguous states | USDA Rural Development, philanthropy, state agencies, nonprofits, MPOs, county governments | To be sustainable and provide the most economic benefits to the region, regional food systems need to be built from food production “hubs” where products can be aggregated and processed and then distributed efficiently. These could be within single or multi-county areas with larger concentrations of farmers producing for local markets. This requires collaboration among all levels of government to harmonize policies to promote food hub development, and among foundations, investors, and government agencies to increase financial support for businesses in the hubs. |

I’d be happy to talk with you further. Again, great job with this! It’s a real contribution to the field.

Best,

Karen

**I check email twice per day at 11:00 AM and 3:30 PM CDT. If you need me to respond to something immediately, please feel free to call. Thanks for helping me give you my best thinking!**

Karen Lehman
Director
Fresh Taste
111 E. Wacker, Suite 1400
Chicago, IL 60601
312-616-8000 ext. 180
312-810-5540 cell
Refocusing the Food System

Project Team

Urban Design Lab:
Richard Plunz
Michael Conard
Kubi Ackerman

Collaborative Initiatives at MIT:
Tenley Albright
Kenneth Kaplan
Eleanor Carlough
In 2006, the total cost of obesity in the United States was estimated to be $147 billion.

Graphic: Urban Design Lab Team
Childhood Obesity Prevalence, 1963 - 2006

Source: CDC NHANES Data
Refocusing the Food System

IN TAKE
7% soft drinks
11% vegetables, fruits, and juice
23% meat and dairy
34% other
12% sweets, desserts
9% bread, rolls, crackers
4% alcoholic beverages

calorie imbalance stored as weight gain

EXPENDITURE
60%

2750 calories

resting energy expenditure
35%

activity energy expenditure

thermic effect of feeding 5%
Total per capita calorie availability in the U.S.

Graphic: Urban Design Lab Team
Refocusing the Food System

Obesity in Chicago

Average BMI by Tertiles

Food Access in Chicago

Distance to Grocers by Tract

Obesity in New York City

Obesity Prevalence, Adults

Food Access New York City

Supermarket Need Index

Refocusing the Food System

With the support of United Healthcare, MIT and Columbia researchers determine an essential key to challenging Childhood Obesity Epidemic is Food System reform.

Current Food System + Need for Food System Reform = National Integrated Regional Food System

A  +  B  =  C

Availability Roadblocks  +  Structural Roadblocks  =  New economic models

Affordability  +  Transportation Infrastructure  =  New retail models

Access  +  Retail Models  =  New production models

Supply Chain Development  +  New processing models

Adequate Healthy Food Supply  +  New transportation models

New education models
Refocusing the Food System – Conceptual Model

CURRENT MODEL

INTEGRATED REGIONAL FOODSHEDS MODEL

Increase Healthy Food Production
Localize Processing Capacity
Decrease Transportation Costs
Increase Healthy Food Retail
Maximize Local Resources

Increase Access
Increase Affordability
Increase Quality

# of regions is arbitrary for illustrative purposes - actual distribution and definition of U.S. foodsheds to be determined
1. Promote Sustainable Local Food

Food -- like air, water, and shelter -- is a basic human need. While sustaining life and influencing health, food, and the act of eating are part of our culture and everyday existence. Three times per day, we decide what to eat, often without consideration of how that food was produced or where it comes from. These daily decisions have consequences whether or not we are aware of them, and they directly shape the farm communities and food delivery mechanisms food industry that daily provide our essential survival nutrients. Feeds us.

There is growing concern about the environmental impacts, safety, and quality of our food. While technological improvements and other methods have dramatically increased crop yields, they have also created ecological damage and negative health impacts. Also gaining widespread attention are the disparities of access to fresh, nutritious, and affordable foods and the health implications of “food deserts” (areas without nearby retail outlets that have fresh, nutritious, and affordable food). How residents and institutions in our region get their food may seem like an issue best left up to individual lifestyle choices and private business decisions. However, food systems are already highly influenced by public policies related to land use, transportation, and many other issues addressed in the GO TO 2040 plan. In turn, food directly influences the economy, environment, public health, equity, and overall quality of life.

This chapter addresses local food in two separate but related categories: (1) production and the mechanisms required to deliver it from a farm gate to a food plate in the region, and (2) people’s ability to access affordable, nutritious, fresh food. Issues of local food production and access are not mutually exclusive. For example, some particularly effective policies, such as urban agriculture projects in food deserts, can simultaneously address poverty, economic disparity, joblessness, lack of entrepreneurial opportunity, public health, as well as community cohesion and emergency preparedness while providing a reliable supply of fresh food, irrespective of its source, both production and access. But often these two categories require different policy solutions, as demonstrated by the fact that people need access to fresh, nutrient-dense foods, affordable food no matter where it is produced.

“Local foods” are products available for direct human consumption that are grown, processed, packaged, and distributed within our seven counties or adjacent regions. A local food system can include a variety of production options, from backyard and community gardens to commercial farms and combinations in between. “Sustainable” is defined as meeting the needs of the present without compromising the future. Sustainability should be the overarching principle regulating all other aspects of any local food system, from farming practices to food product distribution to waste disposal. Therefore, the term “sustainable local food” combines these two definitions.

The region should strengthen the sustainability of its local food system by:
Facilitating sustainable local food production in our region by supporting urban agriculture and farmland protection and helping to develop a market for local foods.

Increasing access to fresh, nutritious, and affordable foods, especially for those residents in food deserts, and linking anti-hunger programs to local food production.

Raising awareness by providing data, research, training, and information for public officials, planners and residents, and increasing data and research efforts to understand and support investments in sustainable local food.

The following section describes current conditions, explains the importance of sustainable local food, and provides details about the recommended actions.¹

Benefits

During CMAP’s GO TO 2040 “Invent the Future” phase of public engagement, issues surrounding local foods such as food access and the environmental impacts of food choices were raised frequently by residents. Significant public interest in sustainable local food was also uncovered during research conducted for the food systems report funded by the Chicago Community Trust.

Recent federal and state legislation demonstrates support for public sector involvement in local food. The 2008 Farm Bill includes $1.3 billion dollars in new funding over a 10-year period for specialty crops (vegetables, fruits, etc.) through programs that support local food production and expand distribution of local, healthy food.² At the state level, the 2009 Illinois Food, Farms, and Jobs Act (Public Act 96-0579) set procurement goals for purchase of local food by state and state-funded agencies. The Act also created the Local Food, Farms, and Jobs Council to address local food issues such as infrastructure, training and inter-agency coordination.³ These recent efforts show growing recognition of the positive benefits of local foods.

Quality of Life

More than 61 percent of people in the region are overweight or obese, but not necessarily well nourished.⁴ Poor diets can result from insufficient access to high-quality produce, often

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¹ This section of GO TO 2040 has been informed by GO TO 2040 Food Systems Strategy Report, 2009. See http://www.goto2040.org/food-systems/


contributing to childhood obesity, diabetes, and other nutrition-related disease. One in three Americans born in 2000 are estimated to develop Type 2 diabetes (previously known as adult-onset diabetes) in their lifetimes, and the estimates are even higher for African Americans and Latinos. Strategies to increase access to fresh food combined with nutritional education can help to overcome these problems. While reporting that 23.5 million Americans do not have access to nearby outlets for fresh food, a recent study noted that access to healthy food decreases the risk of obesity and other diet-related chronic diseases. Research also has shown that, when outlets selling fresh food are introduced in food-deficient areas, nearby residents' consumption of fruits and vegetables will increase, especially in the lowest income families. Additionally, a 2009 report on food access in Chicago found that distance to the nearest fresh food outlet (compared to fringe food outlets like convenience stores) correlated to increases in cancer, cardiovascular disease, diabetes, and liver disease, especially in African American communities.

Linking local food policy with hunger assistance programs can positively affect both efforts. Expanding the types of fresh food outlets that accept hunger assistance benefits (to include farmers' markets, community supported agriculture, or other retail delivery services) would make fresh food more accessible to low-income people, and arrangements between local food producers and food banks would have a similar effect.

The production and consumption of local foods can create a thriving culture and sense of community. Crops that are specific to the northeastern Illinois region provide a sense of regional identity. Regional and local relationships between residents, businesses, and farms can be fostered by better integrating local food into the community. For example, a Saturday farmers' market is more than a just retail outlet to buy food. It also provides a social gathering spot for the community and allows people to meet the farmers who grow their food.

**Economic**

Food production and processing have become increasingly consolidated over the course of human history. Yields have improved dramatically, particularly in the last century, due to technological advances, modern production systems, machinery, and increased use of fertilizers and pesticides. However, the current system also creates economic distortions. For example, federal subsidization of large-scale food systems can serve as a disincentive to produce local

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6 PolicyLink and The Food Trust, “The Grocery Gap, Who Has Access to Healthy Food and Why It Matters Report,” 2010. See [http://www.policylink.org/site/c.1k-kdMBNJRbM/e.5B60371A_A5BD/The_Grocery_Gap.htm](http://www.policylink.org/site/c.1k-kdMBNJRbM/e.5B60371A_A5BD/The_Grocery_Gap.htm).


foods. But when barriers -- such as existing regulations and business practices, subsidies and other artificial pricing structures -- are removed and markets are allowed to function, local food systems can become economically self-sustaining.

Increasing the production, distribution and purchase of local foods will strengthen our regional economy. Illinois residents spend $46 billion dollars annually on food, nearly all of which (an estimated $46 billion) is spent on imported food that sends our food dollars out of state.9

Purchasing food that is grown locally captures and retains those dollars for continued use within our region, supporting local businesses and jobs. Based on estimates for other regions, a 20 percent increase in local food production and purchasing would generate approximately $2.5 billion in economic activity within the region.10 Estimates from the March 2009 report, Local Food, Farms & Jobs: Growing the Illinois Economy, are even larger, at $20 billion to $30 billion for the entire state.

Improving food access could also have positive economic impacts. A full-service urban grocery store typically provides jobs for 150 to 200 employees and generates weekly sales of $200,000 to $300,000.11 While some neighborhoods may initially need public financing to attract a grocery, “food desert” residents’ demand for healthier food will reward both public and private investments. Additionally, the health impacts described above have positive economic impacts, as good health is an important precondition for individuals to succeed in the education system and in the workforce.

Strengthening a local food system can make preservation of existing farmland more economically viable. Over the past several decades, the region has lost around 16,000 acres of farmland per year and currently has about 800,000 acres remaining; as development has occurred, it has become more difficult to assemble large sites that are appropriate for production of commodity crops or livestock.12 Increasing demand for local foods like vegetables, which can more easily be produced on small or scattered sites, provides aspiring farmers with more production options. Farmland preservation, in addition to maintaining an economic asset, also helps to preserve the rural character of much of our region and keep agriculture as a thriving economic activity.

Local food production can also improve land value and be used as a neighborhood revitalization tool in some communities. Vacant, unused parcels of land (particularly brownfields) are deleterious to the surrounding neighborhood, and using this land for

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productive use can have positive impacts on nearby property values -- by as much as 30 percent, according to one study of an urban neighborhood in Philadelphia.\(^\text{13}\)

**Environmental**

A sustainable local food system has many environmental and conservation benefits. First, sustainable local food systems can be a strategy to mitigate climate change. A recent study estimates that food production and distribution emit 8.1 metric tons of carbon dioxide equivalents per average household per year, with food production accounting for 83 percent of these emissions.\(^\text{14}\) Production, including inputs such as farm machinery, fertilizers and pesticides, is by far the most energy-intensive component of the food system, but sustainable farming practices could reduce that footprint. Sustainable farming can also provide direct environmental benefits associated with green space such as stormwater management, water quality improvements, and reduction of urban heat islands.\(^\text{15}\) The distance food travels from farm to plate -- referred to as “food miles” -- is also of concern. The average food item travels 1,500 miles, compared to the average locally produced item that travels only 56 miles.\(^\text{16}\) Although food miles account for only 11 percent of the food system’s greenhouse gas (GHG) emissions, a reduction of food miles also reduces the impact that rising fuel costs have on food prices. If the cost of gasoline continues to rise as it has over the last two decades, the global food system may no longer be as economical as it has been in the past.

A food system can also be a waste management technique and energy producer. By promoting a “closed loop” food system, in which every stage of the food system is used as a resource, the region can divert food waste from our landfills. An estimated 41 percent of U.S. food waste goes to landfills, where it takes up space, loses its nutrients and releases methane.\(^\text{17}\) However, the nutrients can be retained by composting food scraps for use in local food production, home gardens, or landscaping; this can reduce or eliminate the need for fertilizers and thereby improve water quality.\(^\text{18}\) Additionally food wastes can be integrated into animal feed or

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converted to into renewable energy and fuel. Furthermore, the production of local food will contribute to biodiversity and the implementation of the Green Infrastructure Vision (GIV) by providing habitat, protecting valuable green space, and creating opportunities for green infrastructure connections in our region.

Current Conditions

Local Food Production

The region has served as a focal point for the production, processing, and trading of food for many decades. But currently, most of what is grown doesn’t directly feed humans, partly as a result of federal policies that subsidize high-volume crops like grains but not specialty crops like fruits and vegetables. Our region primarily grows corn, soybeans, and forage crops. This reflects the historical shift away from local food production to a global system, aided by government policies, subsidies, and technology investment designed to build economies of scale and efficiencies in agriculture. Today fewer farms produce greater amounts of food: While the number of farms declined from 6.8 million in 1935 to 2.1 million in 2005, U.S. farm output grew by 152 percent over the same approximate period. However, these long-term trends of consolidation, specialization, and mechanization of agriculture have also had repercussions that include economic distortions and negative environmental and health externalities.

Partially in response to these problems, alternative methods of farming and food distribution are attracting interest and investment. While only 8 percent of the region’s 3,748 farms produced food directly for human consumption in 2007, the number has been rising due to an increase in organic farms, urban agriculture, food cooperatives, community supported agriculture (CSA), and farmers’ markets. Increased demand for local and sustainably grown foods can be seen in the growth of local food distribution outlets; between 1999 and 2008, the number of farmers’ markets and CSAs statewide increased dramatically. The fastest growing sector of the food industry has been organic food, reaching almost 20-percent annual growth in recent years. However, this has increased imports of organic products because U.S. producers

24 National Agricultural Statistics Service of the U.S. Department of Agriculture, Census of Agriculture 2007, County Level Data, Table 30.
could not meet demand. 26 This rising demand presents an opportunity for local food production in the region.

Consistent with national trends, the number of small farms in the region increased by 7 percent from 2002-07, with more diversity of both crops and farmers.27 This has occurred despite continued loss of agricultural land. See Figure 29 for two charts describing the number of farms and their sizes by county throughout the region. Every county in the region has lost farmland over the past several decades, despite the efforts of many counties to preserve this important part of their heritage.28

Another important input for food production is workforce: farmers and laborers. Of the 76,000 farmers in Illinois, only several hundred produce food for local markets.29 Furthermore the average age of the principal farm operator in our region was 56 in 2007 and is increasing, meaning that agriculture needs to attract younger workers.30 These statistics reveal that expanding the workforce is needed to maintain a sustainable local food production system.

Despite some promising trends, significant economic and policy impediments combine to keep the market for local food small. Differences in local regulations, past economic practices, subsidy programs, and infrastructure requirements (distribution, storage, etc.) all combine to limit growth of local food production and drive up the price of locally produced food. Existing farmland and urban farms within the CMAP region CMAP does not anticipate that this region...

27 National Agricultural Statistics Service of the U.S. Department of Agriculture, Census of Agriculture 2002 and 2007, County Level Data, Table 2.
even in conjunction with the rich and productive agricultural soils surrounding the CMAP regions, are capable of producing each of the foods we eat that will grow outside tropical climates. Will ever produce all of the food that its residents require. According to a recently released report by the Leopold Center for Sustainable Agriculture at Iowa State University (this is Attached Amy), Illinois’ entire statewide need for fruits and vegetables would require just 0.3 percent of the state’s cropland acres. Much of this land could come from underutilized lots, parking lots, flat rooftops, and other vacant spaces now dotting CMAPs urban/rural areas and the surrounding region. Local food provides the 21st Century’s beginning and small farmers opportunity to prosper from spaces unfit for today’s large and mechanized commodity production practices. The global food system must will continue to serve the region, partly thus ensuring Illinois communities a supply of food products that will not grow in our temperate climate and to export the volumes of excess agricultural products generated annually from Illinois’ vast, rich, and varied prairie soils, because some types of foods are impractical to produce in the Midwest. Still, production of food in the region can certainly be increased beyond its current levels.

Food Access
Localizing food production is only one side of the story. Fresh, nutritious, and affordable food must also be accessible to all residents. Just over 11 percent of our region is located in “food deserts” that lack access to fresh, nutrient dense food. Most often, food deserts exist in low-income urban neighborhoods and in rural areas. Figure 30 displays the location of low-access areas, which are equivalent to food deserts. This analysis is normalized for urban, suburban, and rural areas because the definition of acceptable distance from outlets selling fresh food to a large supermarket varies based on population density.
While hunger is a symptom of poverty that is not necessarily related to local food, it is still useful to consider in the context of food systems. The U.S. Department of Agriculture (USDA) estimates that 9.5 percent of Illinois households between 2005 and 2007 lacked access to enough food to fully meet basic needs due to lack of financial resources, which is termed "food insecurity." The system of food banks and programs that provide hunger assistance is hard to navigate, and participation in food assistance programs is relatively low compared to need. Food banks depend on donated food and may lack an adequate supply of nutritious or fresh food.

**Indicators and Targets**

**GO TO 2040** proposes to measure the region's progress towards a sustainable local food system using two indicators: production is measured using acres of land in the region harvesting food for human consumption, and access is measured using the percent of the region's population who live in a "food desert."

**Food Production**

This indicator will track the acreage of land in the region that is being used to harvest food for human consumption using USDA data. Currently, the region has approximately 5,600 acres harvested for direct consumption, representing 0.72 percent of the total harvested acres (772,308) in the region as of 2007.

- 2015 target: 8,000 acres
- 2040 target: 20,000 acres

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Source: Northeastern Illinois Community Food Security Assessment, Chicago State University, 2007
**Food Deserts**

Along with production, food access must also be measured. Food deserts and food access are inversely related. As food deserts are eliminated, food access is increased. Currently 11 percent of our region’s population (excluding Kendall County, for which data has not yet been collected) is located in a food desert or a low-access area relative to outlets selling fresh food—a large supermarket. Food deserts in the region are shown in Figure 30. The goal is to eliminate food deserts in the region by 2040.

- 2015 target: 9%
- 2040 target: 0%

**Recommendations**

**GO TO 2040** recommendations for sustainable local food cover three areas: food production, food access, and overarching needs such as raising awareness and improving available data and research. The purpose of these recommendations is to move local food from a “niche” market to self-sustaining, thriving system. More detail of these and other recommendations can be found in a report on local food prepared by the Chicago Community Trust, Chicago Food Policy Advisory Council (CFPAC), and the City of Chicago in partnership with CMAP.32

**Facilitate Sustainable Local Food Production**

An important requirement for food production is land availability. Two distinct approaches are to promote urban agriculture within already developed areas and to pursue agricultural preservation in areas that are currently farmed or preserved as open space. Urban agriculture provides opportunities to convert land and space to local food production and includes backyard gardens, community gardens, allotment gardens, greenhouses, aquaculture, and small-scale commercial sites in more dense locations. In addition to producing food, urban agriculture increases open space and community vitality, adds value to underutilized land, increases economic activity, and can provide on-site job training. The process of acquiring and converting vacant or underutilized lots and rooftops into agricultural uses needs to be streamlined and simplified. Site maintenance including landscaping, stormwater, and fencing requirements should be compatible with local food practices. As soil condition is a major concern for urban agriculture, standards need to be established for acceptable soil conditions and procedures to achieve those standards to ensure the land is safe for food production.33 Often soil testing and remediation costs can be high, but there are alternatives such as capping the lot and growing in raised beds.

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32 **GO TO 2040** has been informed by **GO TO 2040 Food Systems Strategy Report**, 2009. See [http://www.gotowe2040.org/food_systems/](http://www.gotowe2040.org/food_systems/).

Protecting and adding value to existing agricultural land also supports local food production. Agricultural preservation programs typically facilitate the purchase or donation of development rights of current farmland, which restricts development on the site but allows farming to continue. Kane County’s Farmland Protection Program is based on this concept and to date has preserved 39 farms totaling over 5,000 acres of farmland, with numerous properties on a waiting list for future funding. Since 2001, Kane County has invested almost $20 million from gaming and riverboat revenue in the program, supplemented by $12.6 million in federal funding from the Farm and Ranch Lands Protection Program. Although currently none of the properties in the program are used for local food production, they may be in the future because land in this program will remain in agricultural use in perpetuity. McHenry and Kendall Counties also have similar farmland protection programs in place, but all three programs would benefit from a more permanent funding source, which would increase the amount of land protected. CMAP supports these programs and recommends that they continue and be strengthened. Furthermore, innovative developments can also support local food production; for example, Prairie Crossing in Lake County permits residential and commercial development while preserving agricultural land and operating a on-site farm.\(^{36}\) Where land ownership by local food producers is not an option, leasing farmland can provide an alternative.

Federal farm policies, such as the Federal Farm Bill, should promote viable local food systems through incentives and funding that encourage resource conservation, minimize the distance food travels, mitigate environmental degradation, and promote techniques that assure food safety and the production of nutrition-rich healthy foods. Furthermore federal production and processing standards should reflect needs of small scale operations to process food locally while still ensuring food safety.

Once imbalanced federal policies and unnecessary municipal, local, state, and federal certain regulatory barriers are removed from local food, widespread wholesale institutional procurement of local food products will give farmers confidence in future demand and will may entice new and existing farmers to enter an emerging marketplace. The farming profession. The 2009 Local Food, Farms and Jobs Act established a 20 percent institutional procurement goal by 2022 and provides incentives to participants by permitting institutions to pay 10 percent premiums for local foods. Federal and state government should work with school districts and other institutions to link nutrition assistance programs with local food production through school, afterschool, summer, and other institution weekend nutrition cafeteria sites. “Farm to School” programs are gaining momentum and several successful models already exist in school districts in Chicago, Grayslake, and Palatine.\(^{36}\)


**Increase Access to Fresh, Nutritious, and Affordable Foods**

Every resident in the region should have access to fresh healthy food within a reasonable distance, which means eliminating food deserts. Various local food strategies such as community gardens, farmers’ markets, and alternative food retail outlets can be used for this purpose and could serve as demonstration programs to expand the diversity of retail options.

Fresh food financing, an emerging strategy, both supports local food production and provides greater access to fresh food. Pennsylvania has developed a model that other states, like Illinois, are considering. In 2004, the Pennsylvania Food Financing Initiative began as a public-private and nonprofit collaboration. With an initial state investment of $30 million, the program leveraged an additional $165 million dollars in private investment to fund supermarket projects in underserved areas. This resulted in access to nutritious food for 400,000 people and created or retained 5,000 jobs. Similarly, Illinois has recently created (but has not yet funded) a $10 million Fresh Food Fund to stimulate fresh food access in underserved areas by assisting with land acquisition, equipment purchases and infrastructure, and an additional $20 million is being sought from philanthropic groups to enhance the program. The proposed 2011 federal budget includes a $345 million Healthy Food Financing Initiative, a program also modeled after the Pennsylvania program that provides financing for local grocers. GO TO 2040 recommends continuing and strengthening these fresh food financing initiatives.

Linking local food policy with anti-hunger strategies can provide mutual support to both systems. Every year nearly 700,000 people in the region rely on food banks and other anti-hunger programs for basic food needs. Programs and policies should link local food production programs with those that address food access issues, particularly for residents who live in hunger. For example, linking urban agriculture programs with food pantries could combine solutions to workforce development, nutritional education, and hunger. Similar programs can already be found in our region. For example, Ginkgo Organic Gardens in Chicago donates all vegetables, herbs, fruit and flowers, approximately 1,500 pounds a year, to Uptown-area nonprofit organizations such as the Vital Bridges’ GroceryLand, a food pantry dedicated to serving low-income residents living with AIDS. Furthermore, the USDA, state and local governments, and farmers’ markets should permit and encourage the use of public assistance (Link benefits) at farmers’ markets and other outlets for local, fresh products. Additional benefits such as “double voucher” programs may be needed to increase the affordability of local food at these locations. Nutrition and anti-hunger programs should be

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coupled in a streamlined, seamless fashion, regardless of whether they are federal, state, municipal or private in nature.42

*Raise Awareness by Providing Data, Research, Training, and Information to Support Local Food Systems*

A regional food system development policy organization should be established to position the region as a leader in regional food systems and allow rapid response to national and state initiatives. The goal of such an organization should be to build capacity of other local food policy development councils and nonprofits, increase economic activity, utilize and protect the region's assets, promote innovation and entrepreneurship, enhance community cohesion and emergency preparedness, and foster a healthier region through better access to local food and nutrition education. To achieve this goal, the regional food organization should support policy development, identify training and technical assistance needs, and work to identify initiatives that support the marketability of locally grown food to meet business needs. The organization should have comprehensive representation of the types of organizations involved in sustainable local foods, and is likely to require a combination of private, public, and philanthropic support.

Through the Regional Indicators Project,43 CMAP should be the central repository for local food data. A variety of local food data should be collected, standardized, and analyzed to provide policymakers, farmers, businesses, retailers, and residents with the tools to make responsible and realistic funding and policy decisions. Beyond simple collection of data, research is needed to understand how local food can best be supported. Food systems require production, transportation and distribution infrastructure, and new forms of infrastructure may be needed to support local foods. While currently the global food market involves high volumes of food being transported, stored, and distributed, local food systems are typically lower volume and will need to consolidate and coordinate distribution strategies. The travel patterns of food within our region are another important part of the puzzle. In the Philadelphia area, the regional planning agency (Delaware Valley Regional Planning Commission, or DVRPC) analyzed food freight to understand how far food typically travels from producer to consumer. The study showed that 99 percent of food tonnage is moved by trucks through the region, and (language correction here?) the movement of accounted for 13 percent of total freight movements for the region in 2002, with significant future increases projected.44 CMAP and its transportation partners should conduct a similar study for our region, which is particularly relevant due to the region's status as the nation's freight hub.

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42 For further recommendations concerning hunger -- going beyond its relationship with local food -- see GO TO 2040 Hunger Strategy Report, 2009 at [http://www.got2040.org/hunger/](http://www.got2040.org/hunger/). The recommendations of this report are supported by GO TO 2040.

43 Described further in the GO TO 2040 section Access to Information.

AsFor local food production, distribution, and consumption to mature as an engine for community betterments, still an emerging industry, workforce training, technical assistance, and information sharing will be needed in the near future. Initiatives at the local level through university extensions and other agriculture workforce training programs should connect farmers to available resources and provide the education necessary to create viable economic models for local food production. Information sharing between farmers, particularly those involved in sustainable farming practices, urban agriculture, or other non-traditional practices, is especially valuable. Finally, the creation of developing information resources that connect farmers, distributors, and retailers would help local foods to grow as a stand-alone economic sector; this should be a responsibility of the regional food development policy organization described above.

GO TO 2040 supports including local food components in local plans, ordinances, and planning decisions. In CMAP’s role as a technical assistance provider, the agency should assist with the incorporation of local food components into county and municipal comprehensive plans and ordinances. This should build on existing work and best practices; Kane County will be including a local food system component in their upcoming comprehensive plan. Another resource for planners is the American Planning Association (APA) Policy Guide on Community and Regional Food Planning, which gives direction on how to incorporate food systems in communities.

In other regions, regional agencies (such as DVRPC) have integrated local food system planning as part of their land use planning and as a part of envisioning a sustainable future for their residents. Municipalities such as Seattle, Detroit, Madison and Kansas City are including local food in comprehensive plans, adopting zoning regulations and districts that permit urban gardens and composting, and removing policy barriers to farmers’ markets. Within the urban garden district in Cleveland, community and market gardens are permitted as well as greenhouses, hoop houses, chicken coops, beehives, compost bins and seasonal farm stands. In our region, farmers’ markets are located throughout in a variety of municipalities such as Chicago, Schaumburg, Evanston, and Zion. Furthermore, Chicago is looking to develop ordinances and standards to simplify the process of converting vacant lots into growing space for local foods. The region’s local governments should continue these efforts.

Finally, providing information to the general public about sustainable local food systems is important, and should be a responsibility of the proposed regional food policy organization. Although public awareness is increasing, ambiguity still exists about where our food comes from, as well as who raises it, processes it, and makes policy decisions about it. This lack of awareness is a formidable barrier to creating a more sustainable system. Education begins at the consumer level through school and community gardens, farmers’ markets, and agricultural endeavors close to where consumers live. While such ventures provide a limited proportion of the food consumed in the region, they reconnect individuals to how food is grown and produced, and they prepare the region’s consumers to become active participants in decisions about the food system. The economic viability of a sustainable local food system depends on a
strong market for its products. Local governments, business organizations, philanthropic groups, and advocacy groups can build demand for sustainable local food through public education campaigns that promote the benefits of local and healthy eating to all citizens.

**Implementation Action Areas**

The following tables are a guide to specific actions that need to be taken to implement GO TO 2040. The plan focuses on three implementation areas for promoting sustainable local food:

- Facilitate Sustainable Local Food Production
- Increase Access to Fresh, Affordable, and Healthy Foods
- Increase Data, Research, Training, and Information Sharing
## Implementation Action Area #1: Facilitate Sustainable Local Food Production

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
</tr>
</thead>
</table>
| Support urban agriculture as a source of local food | Federal: USDA, U.S. EPA, HUD, DOT, FEMA, CDC, DOD  
State: Governor's Office; Lt. Governor's Rural Affairs Council; Attorney General's Office; Departments of Agriculture; Central Management services; Commerce and Economic Opportunity; Finance Authority; Treasurer; Human Services; Public Health; Aging; Children and Family Services; Healthcare and Family Services; Veterans Affairs; Transportation; Emergency Management; Corrections; Natural Resources; Environmental Protection  
Municipalities and local governments, nonprofits, for profits, institutions, financial institutions, and individuals | Urban agriculture can be a productive use of vacant or underutilized urban land. Local governments should simplify and incentivize the conversion of vacant and underutilized lots, rooftops, and spaces into agricultural uses. Agricultural land within the CMAP and surrounding region should be encouraged and incentivized to grow food for local consumption. Research groups should support this by developing an inventory of underutilized publicly owned land that could be appropriate for urban agriculture. Brownfield remediation funding can and should be used to support community gardens and farmers’ markets. |
| Continue and expand farmland protection programs | Counties, forest preserve districts and conservation districts, municipalities, park districts, land trusts | The region’s local governments should maintain and improve their current farmland protection programs and develop new programs where needed. Counties and municipalities should work together to remove barriers to local food production on their respective lands and encourage inter-jurisdictional business opportunities. Where appropriate, agriculture should be supported as part of preserved open space such as forest preserves, park districts, or land trusts. |
| Encourage revisions of federal policy to promote local food | White House, Federal Congress, Judiciary, federal departments, USDA and all federal field offices and their programs within and | Federal farm and food policies, regulations, and subsidies at the federal level should be reassessed to accommodate local food farmers and entrepreneurs, small farm operations. Most federal incentives have been geared to encourage large industrial farming practices, and current regulations can inhibit local food small farm production and infrastructure development. Recent federal policy changes to recognize the |


Support local food production through diverse organizational and institutional support

<table>
<thead>
<tr>
<th>Supporting groups</th>
<th>Importance of local food should continue and be strengthened</th>
</tr>
</thead>
<tbody>
<tr>
<td>Social, financial, public health, and emergency response State agencies, organizations, and institutions, University of Illinois Extension</td>
<td>In line with the 2009 Local Food, Farms and Jobs Act, a procurement process for state institutions that favors local foods (such as schools, hospitals, and other government facilities) could bolster the local foods economy by creating a stable market demand for local food. Sharing of best practice information between participating institutions is also recommended. Community colleges, universities, and organizations can train beginning farmers and local food entrepreneurs, share information, and disseminate best practices. Municipal, local, state, and federal governing entities, philanthropies, private donors, and traditional banking institutions should collaborate to partner financial resources required by local food entrepreneurs to begin and expand projects.</td>
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### Implementation Action Area #2: Increase Access to Fresh, Affordable and Healthy Foods

<table>
<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase community access to fresh food through demonstration programs</td>
<td>Federal (USDA), state (DCEO), counties, municipalities</td>
<td>Support and expand various demonstration programs for providing better food access in food deserts, such as farmers’ markets, farm carts and stands, fresh food delivery trucks, food cooperatives, and other alternative retail options and direct sales from community vegetable gardens. On-site school farms could also be used to increase access and develop a local food curriculum. Funding should be identified to implement these programs. These programs also can be supported by examining health and licensing regulations to ensure that they do not create barriers to local access to fresh food.</td>
</tr>
<tr>
<td>Implement fresh food financing initiatives</td>
<td>Federal, state, local, municipal governing authorities, nonprofits, philanthropic, private investors, traditional lending institutions</td>
<td>Illinois should replicate the Pennsylvania Fresh Food Financing Initiative, which used state funding to spur private investment in fresh food delivery projects in underserved areas. The recently created Illinois Fresh Food Fund could provide a similar opportunity for Illinois; however, sufficient funding is required. The federal government should also continue and strengthen its efforts to fund similar programs.</td>
</tr>
<tr>
<td>Link hunger assistance programs to local foods</td>
<td>Federal, state, local, and municipal (USDA) governing entities, state (IDOA), food pantries, public health organizations, other organizations, individual farmers’ markets</td>
<td>A partnership between hunger assistance and local food production can benefit both parties. Food pantries can work with local food producers to increase their quantities of fresh food. USDA F&amp;N Services and the Illinois Department of Human Services should partner efforts to provide the underprivileged among us equal access to freshly harvested and nutrient dense foods. Additionally farmers’ markets and other alternative local food outlets should accept SNAP benefits and outreach to Supplemental Nutrition Assistance Program (SNAP) recipients to utilize these locations to purchase food. To support this effort, the Illinois General Assembly passed the Farmers’ Market Technology Improvement Program Act (deleting Governor’s approval), which establishes a fund to provide financial assistance for equipment (such as electronic benefit transfer (EBT) card readers) and transaction fees to facilitate the use of SNAP benefits at farmers’ markets and other alternative retail locations. Resources such as grants and loans should be provided to support the fund and the other efforts listed above.</td>
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### Implementation Action Area #3: Increase Data, Research, Training, and Information Sharing

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<thead>
<tr>
<th>Action</th>
<th>Implementers</th>
<th>Specifics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Build regional nonprofit capacity for local foods systems</td>
<td>Nonprofits, philanthropic</td>
<td>Identify and support a regional food entity (nonprofit). The entity should be represented by a variety of members (economic, environmental, public health, emergency preparedness, transportation, etc.) to analyze and support food policy issues from a comprehensive perspective and coordinate federal grant and loan programs. This entity should coordinate with the activities of the Illinois Food, Farms, and Jobs Council. It should also host summits and informative meetings for local officials and policymakers, including health departments, community organizations, and environmental groups.</td>
</tr>
<tr>
<td>Improve data and research on local food production and needs</td>
<td>CMAP, nonprofits, universities</td>
<td>The region needs improved data on the production and distribution of local food and specialty crops. Also, infrastructure needs for the transportation, storage, and distribution of food (such as distribution hubs or refrigerated storage facilities, for example) should be identified and analyzed.</td>
</tr>
<tr>
<td>Provide training and information sharing</td>
<td>Universities, other education and training providers, philanthropic</td>
<td>Local food training and technical assistance programs for farmers and laborers should be provided to assist in the transition to local food production. These should be linked with workforce development programs. Sustainable and conservation oriented farming techniques should be particular focuses. Also, information sharing between practitioners on a variety of local food topics, including food waste reduction, processing, and reuse, should be encouraged. Develop comprehensive information resources for farmers, distributors, and retailers to connect producers and distributors.</td>
</tr>
<tr>
<td>Provide technical assistance to incorporate local food systems in comprehensive plans and ordinances</td>
<td>CMAP, municipalities, nonprofits</td>
<td>Assist government officials and planners to incorporate local foods into comprehensive plans and ordinances. Technical assistance should accommodate the full spectrum of local food production from community gardens to commercial farm operations, and could include activities such as removing barriers to local food distribution or designating certain zones for permitted small-scale food production.</td>
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</tbody>
</table>
Costs and Financing

Supporting the development of sustainable local food systems is not free, and some of the recommendations contained on the previous pages would involve costs to the public sector which, though small, are not negligible. However, this needs to be placed in context. The U.S. already spends a significant amount of money to subsidize agricultural production and food infrastructure through the Farm Bill, legislation passed every five years to guide national agricultural policy. The most recent Farm Bill (the Food, Conservation and Energy Act of 2008) has a cost of $307 billion dollars between 2008 and 2012. While the majority of this funding, $209 billion, is directed toward nutrition programs like food stamps (SNAP), nearly $35 billion dollars over the next few years will be spent on direct payment subsidies, or about $5.2 billion annually.

Federal policy is shifting toward supporting local food, as seen in modest monetary gains found in the 2008 Farm Bill for both production and access of local food. Supportive programs such as the Farmers’ Market Promotion Program or the USDA “Food Desert” Study have either been expanded or created to elevate local food as a viable agricultural use. But this transition will require further investment. Commodity and local food farming require different machinery, tools, maintenance, training, labor, packaging, marketing, and transport. Our region’s food infrastructure is currently set up to produce and export commodity crops such as corn and soybeans. While there will be a cost associated with transitioning to local food production, much of this would likely be borne by the private sector, without public cost, if federal policies, subsidy programs, and insurance programs extended equal support and financial incentives to local food farmers and infrastructure entrepreneurs, the playing field for local food was leveled.

Furthermore, as a result of the 2009 Local Food, Farms and Jobs Act, publicly funded or owned institutions are encouraged to buy local food, and can pay a 10-percent premium for locally grown produce. In the past these institutions were required to choose the lowest reasonable bid. This increase in spending is voluntary, and depends on the budget situations of these institutions, but creating demand for local food among large food purchasers would support the emergence of local food as a viable economic sector.

The preservation of farmland or conversion of vacant lots to urban agriculture can have positive financial impacts for the public sector. Although the initial land purchase may be costly, agriculture generates local tax revenue and has very low service costs, meaning that it generally has more favorable fiscal impacts than residential development. Municipal-owned vacant lots that are converted to local food production provide another opportunity to add local tax revenue, so initial investments in urban agriculture by local governments can pay off over time.

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Improving food access also has associated costs, but initial, small-scale investments by the public sector can leverage larger private sector investments. In the Pennsylvania Food Financing Initiative, private investors matched public funds at a ratio of 5.5:1. Overall, public investments and financing in the short term can create a local food economy (including both production, infrastructure, and fresh food access) that will mature into a thriving, community-enriching marketplace sustain itself in the long term.
April 28, 2010
Illinois Fact Sheet to “Selected Measures of the Economic Values of Increased Fruit and Vegetable Production and Consumption in the Upper Midwest”

Overview of Study
The Leopold Center for Sustainable Agriculture at Iowa State University, in collaboration with regional partners in the upper Midwest,¹ conducted a multi-state economic impact study on increases in fruit and vegetable production in a six-state area (Illinois, Indiana, Iowa, Michigan, Minnesota, and Wisconsin). Fresh Taste, a collaboration of funders encouraging diverse local agriculture and healthy eating in the Chicago region, was the lead partner and sponsor of the Illinois data.

Expanding the fruit and vegetable industry in the upper Midwest could have a huge economic impact in the region, particularly in Illinois. The study shows the potential statewide and regional economic values that might accrue to farmers and regional economies in six states if there was an increase in the production and marketing of 28 types of fresh fruits and vegetables for local consumption.

Illinois Agricultural Facts²
Illinois has over 23.7 million acres of cropland. The average size of a farm is 348 acres and there are a total of 76,860 farms in Illinois. However, the majority of farms in Illinois are less than 50 acres. Corn and soybeans are the main agricultural crops produced, and over 13 million acres are devoted to corn and 8.29 million acres to soybeans. Illinois has almost 1400 farms producing vegetables, melons, potatoes, and sweet potatoes. Over 600 farms produce fruits, tree nuts, and berries. However, Illinois has the lowest current level of fresh vegetable acres per 1,000 persons in the Upper Midwest (only 1.4 acres in 2007). Illinois also has extremely low levels of non-citrus fruit and berry production. In terms of indicators for regional production competitiveness, based on acreage (not productivity of those acres), Illinois has the lowest of all six Upper Midwest states [0.15 acres for fresh vegetables, 0.05 for fruit bearing acres, and 0.06 acres for berries].

Leopold Study: An Illinois Perspective
Two separate scenarios were investigated by David Swenson, Department of Economics, at Iowa State University and it must be emphasized that the economic values from the two scenarios should not be added together. Regional partners in the study included the Leopold Center for Sustainable Agriculture (who coordinated the study), Fresh Taste, Institute for Agriculture and Trade Policy, the Minnesota Institute for Sustainable Agriculture at the University of Minnesota, Land Stewardship Project, Center for Integrated Agricultural Systems at University of Wisconsin, the Michael Fields Agricultural Institute, Indiana Cooperative Development Services, Michigan Food and Farming Systems and the C.S. Mott Group for Sustainable Food Systems at Michigan State University.

¹ The Good Food Network of the Upper Midwest is a working group of regional NGOs and universities in a six-state region that convened in 2008-2010 to share best practices and develop a research agenda to ramp up sustainable food production and marketing in the upper Midwest.
Fresh Taste
April 2010

First scenario:
The first scenario provided state-only estimates with economic values compiled from each state’s farmers and each state’s consumption. A major finding was that the equivalent of cropland in one of Iowa’s 99 counties (270,025 acres) would be needed to produce the partial-year demands of 28 fresh fruits and vegetables in the six-state region. Though some conversion may be necessary, the production of these 28 fruit and vegetable crops would not require extensive conversion of many acres currently dedicated to commodity production. The amount of Illinois acres for Scenario 1 is 69,387, which is just 0.3% of the state’s 23.7 million acres of cropland.

An estimated increase in fruit and vegetable production in Illinois would mean:
- $988.6 million in retail sales for farmers from 28 crops.
- $263.9 million generated in farm-level sales.
- 2,600 farm-level jobs and $120.53 million in labor incomes (as compared to 635 jobs currently generated under corn and soybean production). The net job trade off per converted acre from fruit and vegetable production to corn and soybean production is 4 to 1.
- Estimated labor income per job would be $46,320 in Illinois.
- 420 fruit and vegetable establishments would be needed, requiring 2,887 jobs, if 50% of this production were marketed directly in-state.
- Jobs related to sales of 50% of the locally produced crops would produce a total of $91.1 million in labor income and $130.9 million in value-added.

Second scenario:
The second analysis evaluated individual counties within the six-state region and their capacity and potential to produce fresh fruits or vegetables, and was indifferent to state boundaries. The acres required for Scenario 2 are 49,596, which represents 0.2% percent of Illinois cropland.

To meet the demands for regional metro areas (which include Chicago, Peoria, Rockford, Quad Cities, and St. Louis for Illinois), increased fruit and vegetable production in Illinois would result in:
- $188.7 million in Illinois farm sales.
- $391.58 million generated in retail sales.
- 1,859 farm-level jobs (compared to 454 jobs currently generated from same acreage under soybean and corn production) requiring $86.1 million in labor income.
- Farmer-retail direct economic impact would generate an additional 2,287 jobs.

This study estimates the total value of fruit and vegetable production in each scenario, and does not account for existing production. To determine a net increase in jobs or labor incomes, additional research would be needed. Swenson noted that the region has the capacity to grow enough fruits and vegetables to reach targets outlined in the study. Scenario 2 is a much more realistic depiction of a potential producer-to-consumer relationship in space and in overall farm values.

The full report, “Selected Measures of the Economic Values of Increased Fruit and Vegetable Production and Consumption in the Upper Midwest,” is on the Leopold Center web site at: www.leopold.iastate.edu/research/marketing_files/midwest.html

For more information, contact:
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- Laura Miller, Leopold Center Communications, (515) 294-5272, lwmill@iastate.edu
- Read the full report
Major Study of Midwest Fruit and Vegetable Production Reveals Significant Potential for New Jobs and Increased Income in Illinois

Springfield, IL—The State of Illinois could gain more than 5400 jobs and over $988 million in retail sales through increased production and marketing of 28 types of fruits and vegetables for local consumption according to a major study of the economic potential of increased fruit and vegetable production in the upper Midwest.

The same analysis shows that if local fruit and vegetable production were focused on the state’s nearby major metro areas, including St. Louis, the potential gain could be approximately 4,100 jobs and over $783 million in retail sales.

The study, done by the Leopold Center for Sustainable Agriculture at Iowa State University reveals that meeting our entire statewide need for fruits and vegetables would require only about 69,000 acres of land, or just 0.3 percent of the state’s 23.7 million acres of cropland. Just under 50,000 acres would be needed for the urban center option.

The new findings were announced during a mid-day event at the Illinois State Library in Springfield as part of the Illinois Stewardship Alliance Local Food Day activities.

“Here in Illinois we understand the importance of farming and are proud of our rich agricultural history,” said Governor Pat Quinn. “Markets that make fresh Illinois-grown produce available to families in every corner of our state help build the farms and local businesses that are so vital to the health of our economy.”

“There would be nothing but winners in a statewide effort to greatly expand production of food for local consumption,” said Jim Braun, Coordinator of the Illinois Local Food, Farms, and Jobs Council. The Council was created by legislation signed by Governor Quinn last summer to encourage local food production, infrastructure development, and purchasing of local products. “Farmers will enjoy larger incomes derived from expanded opportunity and new businesses will be needed to process, distribute, and market locally grown food. Consumers will enjoy the flavor, health benefits, and increased homeland security generated by the simple act of purchasing products that are local.”
The Leopold Center data on Illinois was one part of a larger analysis of the economic potential for expanded fruit and vegetable production in a six-state region of the upper Midwest. Indiana, Iowa, Michigan, Minnesota, and Wisconsin all showed economic and job potential similar to Illinois. The lead sponsor in Illinois was Fresh Taste, a collaboration of area funders encouraging diverse local agriculture and healthy eating in the Chicago region.

“We know that people want more, fresh, local food—consumer demand is there,” said Karen Lehman of Fresh Taste. “What we are seeing now is important research that reveals the significant benefit that can come through modest changes in the way food is produced and sold in Illinois and throughout the Midwest.”

The vast majority of agricultural production in Illinois is devoted to commodity crops. Corn and soybeans grow on approximately 21 million of the state’s 23.7 million acres of cropland.

“Illinois’ rich soils will produce an abundance of whatever is planted on them. Much of the land needed to meet the demand for locally grown fruits and vegetables could come from underutilized corners of farm fields, farmyards, and vacant lots in our rural and urban communities,” said Tom Jennings, Director of the Illinois Department of Agriculture. “The benefits of adding this local food production to the state’s economy would be enormous.”

The Leopold Center report is the second major study in the last year to reveal the significant increase in jobs and income that Illinois could realize through expanded production of food for local consumption. A 2009 Report by the Illinois Local and Organic Food and Farm Task Force to the Illinois General Assembly stated that of the $48 billion spent by Illinoisans on food each year, only a tiny fraction is spent on food grown in Illinois. The report presented a strategy for greatly increasing Illinois-grown food that would trigger billions of dollars in economic activity and public health benefit.

The Leopold Center Study: Two Scenarios

The study explored two scenarios for the production and marketing of 28 fruits and vegetables on a scale large enough to meet demand in the upper Midwest. The first looked at the impact of meeting the needs of each state. The second explored the impact of meeting the needs of the major metropolitan areas of each state.

The statewide scenario estimated it would take approximately 69,300 acres, or about 0.3 percent of Illinois’ cropland to satisfy current demand in Illinois for the 28 fruits and vegetables. This would generate an estimated $263.9 million in farm level sales and $988.6 million in retail sales. The scenario would create 2600 farm-level jobs paying $120.53 million in wages. Farmers directly selling 50 percent of that produce would generate an additional 2900 jobs and over $91 million in labor incomes.

The second scenario focused on fruit and vegetable production for major metro areas within and bordering Illinois. This fruit and vegetable production would result in more than $180 million in farm sales, $783 million in total retail sales, and an estimated 1,859 farm-level jobs paying $86.1
million in wages. Farmers directly selling half of that produce would generate an additional 2,287 jobs.

The Leopold Center study is the first multi-state study in the upper Midwest to examine the potential economic benefits of fruit and vegetable production on a scale that would meet the needs of consumers in each of the six states.

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Ray Boyer, Boyer Media   312-330-6433   rayboyer@rboyer.com
Jim Braun, Illinois Local Food Farms and Jobs Council   515-229-2679   jbraun2525@yahoo.com
Leopold Center study:  

**Fresh Taste**

“…encouraging diverse local agriculture and healthy eating for all in the greater Chicago region.”

**Illinois Local Food, Farms, and Jobs Council**

“…making local farm or food products available to all Illinois citizens.”  Public Act 96-579

April 27, 2010
Media Advisory: Major Study of Midwest Fruit and Vegetable Production Reveals Significant Potential for New Jobs and Increased Income in Illinois.

The state of Illinois could gain more than 5400 jobs and over $998 million in retail sales through increased production and marketing of 28 types of fruits and vegetables for local consumption according to a major study of the economic potential of increased fruit and vegetable production in the upper Midwest. The same analysis shows that if local fruit and vegetable production were focused on the state's nearby major metropolitan areas, including St. Louis, the potential gain could be approximately 4100 jobs and over $738 million in retail sales. The study, done by the Leopold Center for Sustainable Agriculture at Iowa State University reveals that meeting the entire statewide need in Illinois for fruits and vegetables would require only about 69,000 acres of land, or just 0.3 percent of the state 23.7 million acres of farmland. Just under 50,000 acres would be needed for the urban center option.

Where: The Illinois State Library Room 203-204 as part of the Local Food Day activities of the Illinois Stewardship Alliance. (300 South 2nd Street, Springfield)

When: Thursday, April 28, 2010 11am to 1pm (Box lunch provided)

Who: Jim Braun, Coordinator of Illinois Local Food, Farms, and Jobs Council and Bruce Karmazin, Director, The Lumpkin Family Foundation, representing Fresh Taste, a collaboration of funders encouraging diverse local agriculture and healthy eating in the Chicago region.

Contact: Jim Braun, Illinois Local Food, Farms, and Jobs Council 515-229-2679
Ray Boyer, Boyer Media 312-330-6433

###
Friends of the Parks
17 N. State Street • Suite 1450 • Chicago, Illinois 60602-3315
Phone (312) 857-2757 • Facsimile (312) 857-2056 • Web Site www.fotp.org

May 14, 2010

Randy Blankenhorn, Executive Director
CMAP
2335 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Randy,

We wish to congratulate you on the positive impact CMAP’S GO TO 2040 planning initiative has had on discussion regarding our region’s future. We admire the tremendous efforts you and all of the CMAP staff have put forward to develop a comprehensive and cohesive planning vision for the greater Chicago region.

We are writing today to inform you of a project with which Friends of the Parks has been actively engaged for the past four years – The Last Four Miles: A Plan to Complete Chicago’s Public Lakefront Parks. A copy of our proposal is enclosed, which articulates a clear and compelling vision for the completion of one of the Chicago’s region’s most valuable assets: its public lakefront.

The Last Four Miles project has a track record of tremendous acceptance by both the professional planning community and concerned citizens throughout Chicago. It was selected as one of twenty regional priority projects by the Burnham Centennial Committee, and received three prestigious awards from the region’s professional design and planning groups: AIA, Chicago; Illinois ASLA; and APA Illinois.

We are writing to request inclusion of The Last Four Miles project in the June draft release of CMAP GO TO 2040 Regional Plan. We believe The Last Four Miles Plan has significant regional benefits that complement the goals of GO to 2040. These include completing a single lakefront-long park, which will contribute to the regional open-space network, as well as benefit the Lake Michigan ecosystem and the quality of life for all. The economic, cultural and recreational benefits alone are unparalleled in their potential effect on people living in the Chicago region. The Last Four Miles presents an alternative to car-based transportation with an extensive bike trail, and also significantly advances regional habitat

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Since 1975
CMAP 405
creation and lake protection, which we feel will establish the benchmark for 21st century planning for the Great Lakes and our natural resources.

The Last Four Miles is an achievable project of truly regional benefit, and which we believe supports Go To 2040's initiatives. We urge CMAP to insure that it is included in the 2040 Regional Plan.

With best regards,

Erma Tranter
President

Eleanor Roemer
Public Trust & Policy Director

cc:
Erin Aleman, Senior Regional Planner
Ty Warner, AICP, Principal Planner, Land Use Committee
Thomas Murtha, Senior Planner, Regional Greenways/Trails Plan
Friends of the Parks
17 N. State Street • Suite 1450 • Chicago, Illinois 60602-3315
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July 30, 2010

Randy Blankenhorn, Executive Director
CMAP
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Randy:

We wish to congratulate you on the positive impact CMAP’s GO TO 2040 Planning Initiative has had on discussion regarding the Chicago region’s future. We admire the tremendous efforts you and all of the CMAP staff have put forward to develop a comprehensive and cohesive planning vision for the great Chicago region. We support CMAP’s Regional Comprehensive Plan for promoting better land use decisions by using three planning principles or criteria:

- Preservation of natural areas
- Providing more parks and accessibility to parks
- Making functional connections with green infrastructure network, i.e. greenways and trails, including water trails.

Friends of the Parks supports the 2040 goal for the region to be substantially closer to having a fully connected network of protected land and water along waterway corridors with park access for all residents of the region meeting a minimum standard and a doubling of greenway trails now 700 miles.

FOTP recommends that CMAP’s GO TO 2040 Planning Initiative incorporate in the document’s narrative The Last Four Miles: A Plan to Complete Chicago’s Public Lakefront Parks. The proposal articulates a clear and compelling vision for the completion of one of the Chicago region’s most valuable assets: its public lakefront providing access to Lake Michigan.

We believe the Last Four Miles Plan has significant regional benefits that complement the goals of GO TO 2040. These include completing a single lakefront-long park, which will contribute to the regional open-space network, as well as benefit the Lake Michigan ecosystem and the quality of life for all. The economic, cultural and recreational benefits alone are unparalleled in their potential effect on people living in the Chicago region. The Last Four Miles presents an alternative to
car-based transportation with an extensive bike trail, and also significantly advances regional habitat creation and lake protection, which we feel will establish the benchmark for 21st century planning for the Great Lakes and our natural resources.

FOTP also recommends:

- Specification of a minimum standard for each of the 7 counties.
  - Rather than only encouraging the region to provide all residents with a (non-specified) minimum of park access by 2040, CMAP should promote a robust minimum standard which acknowledges the realities of the open space opportunities in the dense urban, as well as the more rural areas of the 7 county region.

- Mention of specific projects which would contribute to achieving these goals, such as completing Chicago’s lakefront parks system, which is the first policy of the Lake Michigan and Chicago Lakefront Protection Ordinance.
  - For example, on p. 112, the CMAP Regional Comprehensive Plan states that opportunities are scarce to reach the City of Chicago standard. FOTP recommends that a line be inserted regarding effective ways to increase parkland in a dense urban environment, such as recreating sustainable parkland for public recreation purposes which will also create habitat and benefit the Lake Michigan ecosystem.
  - On p. 113, CMAP Regional Plan recommends that more parks be established. FOTP recommends that specific examples be suggested, such as Completing Chicago’s Lakefront Parks which would add 500 acres of beaches and parks.
  - On p. 116, CMAP Regional Plan references worthy Green Legacy projects developed for the Burnham Centennial, “one of the most important being the Last Four Miles Plan to complete the park system along the Lake Michigan shoreline.”
  - In the Implementation Table on p. 118, CMAP recommends prioritization of greenway trail projects.
  - FOTP recommends that significant examples be noted, such as completing the Lakefront Trail which links the City together and connects with existing and proposed trail projects.

- Correction of CMAP’s greenway trails map.
  - The proposed lakefront trail juts west at 87th and this should be corrected to show that the entire eastern edge to the Calumet River is to be part of Chicago’s public park system. Indeed, the
section between 84th and the Calumet River has already been transferred to the Chicago Park District.

- There is currently a set back along the Calumet River, and this set back should be used to connect the lakefront trail to Ewing Street bridge which crosses the Calumet River.
- Further the Confined Disposal Facility on Iroquois Landing is owned by the Chicago Park District, although as a CDF it is managed by the U.S. Army Corps of Engineers. By 2040 the CDF should be closed and capped to become parkland to connect with Calumet Park. In addition there is vacant Illinois Port District land which should be transferred to the Chicago Park District to expand Calumet Park.

We thank you for your consideration of our recommendations regarding CMAP's final GO TO 2040 Regional Plan.

Sincerely,

Erma Tranter
President

Eleanor Roemer
Public Trust & Policy Director

cc: Jesse Elam, Senior Planner
    Thomas Murtha, Senior Planner, Regional Greenways/Trails Plan
    Erin Aleman, Senior Regional Planner
    Ty Warner, Principal Planner, Land Use Committee
Hi Erin!
It was nice to meet you Friday.
Thanks for your follow-up e-mail to last Friday’s CMAP meeting at St. James in Chicago Heights.

One thing I wanted to mention: The Dean of our College of Health and Human Services here at Governors State University believes that the plan lacks an acknowledgement of the role of four-year colleges / baccalaureate and higher degree in this mix.

Perhaps you could add that comment?

Again, thanks for all your hard work, and for giving everyone a chance to add their “2 cents” on the plan.

Margaret
Margaret Brady
Coordinator
Building Capacity in Health Disparities Research
College of Health and Human Services
Governors State University
708.534.4567
CMAP Meeting with:
Greater Joliet Area YMCA

- Generally supportive
- Likes the idea of collaborative efforts
- Wants to try to figure out how to engage during implementation
CMAP meeting with:
The Greater North Michigan Avenue Merchants Association
Phil Levin, Planning & Advocacy

- Supportive and will partner.

- They want to bring the regional focus down to local level.

- Red line (Clark/Lake, Division, Chicago stations) and West Loop projects are critical to the success of North Michigan Ave retailers. It is confusing for people.
CMAP Meeting with:
Greater O’Hare Association

- Understand the region is competing in a global economy and the position that the plan supports.
CMAP Meeting with:
Habitat for Humanity of McHenry County Meeting

- Habitat for Humanity is no longer focusing on building new homes – their newest focus, modeled after Minneapolis, is called a brush with kindness. This program targets low-income families, seniors, and others who qualify to help repair parts of their home. They are not considered rehabs, but mainly cosmetic and external repairs, like roofs.

- The biggest challenge for HABITAT FOR HUMANITY is funding and many times they cannot apply for grants because they are not a certified NGO by the feds because they do not have experience in certain repairs. The group mentioned that they want to get more involved in the retro-fit programs and want CMAP to help and would be willing to partner to help implementation.

- HABITAT FOR HUMANITY can’t build to LEED standards but they try to use some of those principles like being near transit. When selecting location of new homes they build, HABITAT FOR HUMANITY tries to pick areas within a mile or so of the train or bus or other travel services provided by the townships. Many people in the area are low-wage workers – house keepers, landscapers, janitors and they often can’t afford housing in the area or closer to where they work.

- The only transportation project that was mentioned was a Metra station in Huntley. It was in the paper and they supported that.
CMAP Meeting with:
Harper College

- Very supportive of our efforts – and will partner. They completed their strategic directions and goals, which have been sign off by workforce development board (WFDB), regional superintendent, and the high school districts. They have a very good working relationship with WFDB.

- They are focusing on creating “stackable” career and academic pathways that incorporate industry-relevant and post secondary credentials to lead to sustainable income. They realized that a life-sustaining wage is possible and a reachable goal for many students who leave Harper, however the challenge is getting success from underperforming groups – minority males – Latinos and blacks. Now they are tracking this so that their focus is less on outcome and more on demographic achievement.

- Harper College has no problem getting students educated – financing is very flexible and the feds give lost of grants and loans to all students who attend. The biggest problem for Harper is getting student to the campus. PACE removed bus service and they have many students who want and need this service. She knows that sometimes the class schedules don’t align with the bus times but she can adjust that and start programs at 10 a.m. and end at 3 p.m. to accommodate students needs and transit capability. She needs to get students from Streamwood, Barrington, Schaumburg, Palatine, Mt. Prospect and Prospect Heights to her campus. The other advantage is that Harper provides daycare – one of the few schools and programs that can offer this. New program called Partners for Innovation – aligning schools programs with business needs – pp. 255, Action Areas #1, lines 3 and 4 Harper College is doing this.

- Two profound comments or insights were provided to me in this meeting both dealt with the Chapter on Efficient Governance. First, she pointed out that some municipalities that reside within multi-governments struggle the most to get help from anyone – local, regional, county, or otherwise. The example provided was Hanover Park – Cook and DuPage counties, 3 community college districts, 4 high school districts, 3 hospital districts, 2 mosquito abatement districts, WWT MWRD and DuPage County, etc. The second insight was regarding economic development and regionalism. She noted that economic development is no longer has a sub-regional focus; in the past the NW Cook County area was coordinated there were groups like the “Golden Corridor” working together to attract businesses and opportunities together – public, private, NGOs, schools. Now, everyone competing independently just to get anything.
CMAP Meeting with:
Illinois Coalition for Responsible Outdoor Lighting

• Would like to see regulations for outdoor lighting because current streetlights are not efficient. It’s not just about the lightbulbs, but also the fixtures which are about 10% efficient right now.

• CMAP area energy efficiency is about 30% and without a standard for lighting regulation, there will be no real sustainability. CMAP should take a leadership role and create regulations for outdoor lighting that will be more energy efficient, safer, and appropriate for the environment.

• Municipalities have no real incentive to change outdoor street lighting if there are no standards. This could be a real cost-saving effort to change lights to ones that are more efficient and responsible, but unfortunately, there is no leader for this movement.

• There are opportunities for municipal services to work together to save money in this effort, and can join fire, police, municipal and others, as done in Santa Rosa, CA, where the municipality saved almost $400,000 by evaluating community lighting needs.

• Important consideration not only for new buildings, but all buildings in the region.

• There are environmental impacts aside from carbon production: we also have perpetual twilight and impacts fauna, flora, and humans.

• CMAP should change its graphics showing streetlights that are inefficient. Most lights create illumination in all angles, but intended reach is below the light level so these images should be removed from our brochures and front office.

• Group wrote, submitted and were approved by Illinois House of Representatives, (HR0884) to identify outside lighting as an important consideration.

• Solutions are available today to make important changes that impact our communities but we need a leader to make this happen: CMAP should take this charge as a regional agency.
Food Recommendation Meeting

Jim Bloyd, Cook Co. Health Dept.
Jim Braun, State IL Food, Farms, and Jobs Act Council
Kelly Murray, Exec. Director of the IL Assoc. of Regional Councils

Very supportive of the food recommendations – will send in formal comments.
Minor edits to CMAP Go to 2040 - food section

p. 142 last paragraph
3rd line: Change "Local" to "Illinois" ("Illinois Food, Farms, and Jobs Act")
4th line: Change 2023 to 2020

Also, here's a nuanced understanding of the procurement goals in the Illinois Food, Farms, and Jobs Act:

There are actually TWO goals, one for state agencies (20% by 2020) and another for state-funded institutions, such as schools (10% by 2020). I don't know how important that distinction is.

p. 143 2nd paragraph
5th line Change "supermarket projects" to "grocery store projects"
8th line Change "supermarket" to "grocery store"

p. 145 1st paragraph
3rd line: capitalize "Extension" (maybe should read "University Extension offices")
last line: change "describes" to "described"  ("organization described above")

p. 147 (last box)  Change "Local" to "Illinois" to read:
"In line with the 2009 Illinois Food, Farms, and Jobs Act....."

p. 148  fresh food financing initiatives
Specifics: change "supermarket projects" to "grocery store projects" or "fresh food projects"

p. 150 3rd paragraph
1st line: Change "Local" to "Illinois" ("Illinois Food, Farms, and Jobs Act")

Illinois Food, Farms, and Jobs Act: terminology

To clarify all the different names related to IFFJA:

Illinois Food, Farms, and Jobs Act of 2007
created

Illinois Local and Organic Food and Farm Task Force  (ended in Dec. 2009)
which wrote the report

"Local Food, Farms, and Jobs: Growing the Illinois Economy"
and wrote

Illinois Food, Farms, and Jobs Act of 2009
which created the permanent state body (a stand-alone non-profit)
Illinois Local Food, Farms, and Jobs Council

which had its first meeting in March 2010.
Chicago Metropolitan Agency for Planning (CMAP)  
233 South Wacker Drive – Suite 800  
Chicago, IL. 60606

RE: Go To 2040 Plan

I attended the public meeting at the Woodstock Library on July 13, 2010.

I was totally impressed by the presentation and scope of the Go To 2040 Plan. The presenter was very knowledgeable and presented the plan very well. The scope of the plan covers everything from Environment to Economics, Mobility, Liveability, Sustainability, Agriculture, Transportation and Governance. It will really be a miracle on your part if you can bring about Efficient Governance. Our inefficient governance is becoming more and more obvious when we are facing budget crunches and who can we afford to let go. Today’s Rockford newspaper examines the fact that Illinois has too many levels of government who overlap in what they do. One of your suggestions might be to whittle down our overlapping levels of governance. Municipalities, Counties, Townships etc. keep stepping on each others toes and costing taxpayers money.

I do also appreciate your stepping out on a limb and making suggestions like the increase in gas tax, expanding our open spaces and promoting local food availability. Supporting economic innovation via education and workforce development is vital to our future well being. Giving businesses a change to expand their operations without stifling creativity is so important. Too many restrictions and limits do not help a business expand.

Thank you for the opportunity to attend the public meeting and I certainly hope that all the communities around the Chicagoland area take your recommendations to heart and make this a better place to live, work, enjoy and grow.

Sincerely,

Bev Moore, President & Acting Director
CMAP Meeting with:
Interfaith Housing Center of the Northern Suburbs

- Transportation funding should tie-in with not allowing communities to be insular

- Get freight that doesn't interfere with Amtrak

- High-speed rail would help communities

- Where are bike/ped recommendations? (Staff explained they are not specifically called out in chapter titles, but I said they're part of livable communities)

- Have to be concerned with security when planning rail projects

- Is CMAP going to look at retrofitting dead malls? Staff explained we would draw from research in our strategy papers, one of which deals with greyfields and retrofits, and we'd provide technical assistance to municipalities wanting to do that, etc.

- We need to use our educational resources, higher Ed institutions, to help private companies innovate. NYT article about MIT project.

- Is CMAP going to look at property taxes and school funding? (Staff shared information about tax policy task force)

- How is CMAP going to get municipalities on board with the regional approach? Staff replied that board leadership plays a big role, also our partner agencies and other government entities whose work crosses municipal boundaries - like COGs and counties. If we get buy-in from a wide range of organizations and agencies, we can help to communicate the benefits of a regional approach.

- They asked how we're reaching our non-English speaking residents and staff responded that Spanish versions are online, and for other languages, we're working to partner with non-profits and organizations and have them reach their constituents and spread the word/get feedback.

- We need to prioritize communities without affordable housing

- We need a regional way to fund housing so that communities aren’t competing with each other for funds (like with IDA), problem is with criteria for getting funding. Staff mentioned the action item that says we would want collaborative groups to address affordable housing and they could help develop best practices and suggest policy changes.
CMAP Meeting with:
Joliet Junior College

- Very intensive work effort, very exciting
- Will most likely sign up for partnership program
CMAP Meeting with:
Joliet Park Foundation

- Supportive of the overall plan
- Interested in the TA aspect as they don’t have an up to date plan for the district
- Interested in pursuing some sort of collaborative planning effort with either city of county or both
CMAP meeting with:
Lake County Chamber of Commerce

- They are in support of building Route 53. It is vital that transportation networks are improved.

- Concerned that businesses are going across the border to Wisconsin because of the tax structure.

- Lake Co isn’t included in legislation that allows the county to increase the motor fuel tax (MFT). They want this to change.

- High speed rail is vital to the success of the region

- Trucks are a huge congestion problem

- Let’s stop importing goods and start making them locally to ensure that jobs stay local.

- There’s a new Lake County Recycling Task Force that plans to boost recycling rates within a decade to 60 percent from the current average of about 38%.

- Education on water use reduction should also be a priority.
CMAP Meeting with:
Lake County Partners

- Will be starting new committees on innovation and healthcare – looking for input from CMAP to these committees.

- Lake County doesn’t have an Economic Development plan and because of this we’re losing out on SBA funds.
Randal S. Blankenhorn  
Executive Director  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

RE: Draft GO TO 2040 Plan

Dear Mr. Blankenhorn:

We have reviewed the 2040 Plan and find it very comprehensive. The efforts of your organization to explore these areas is commendable and worth supporting.

The Lake County Transportation Alliance (LCTA) is a public-private advocacy group created to raise awareness and build consensus on development and implementation of short and long-term transportation goals and objectives in Lake County, Illinois. The LCTA hopes to sustain and enhance Lake County’s high quality of life and provide tangible benefits to the community, including quality job retention and creation, capital investment, economic diversity and promote integrated land use and infrastructure planning to stimulate sustainable economic growth.

Economic development is incredibly dependant upon reliable and efficient modes of transportation. This can be demonstrated by the heavy investment in corporate facilities and headquarters along Route 94/294. To wit, HSBC, Baxter, Takeda and others have located along this pathway. As the economy continues to recover the need to continue improving transportation is paramount should Lake County wish to not only maintain its business base but to continue to expand. Potential business relocations have been lost due to transportation concerns and with them millions of dollars in investment as well as ongoing wages – Lake County has also recently lost an entire division of a large domestic corporation due to travel times. These issues have to be recognized as integral to the continued stability of the Lake County economy.

We encourage CMAP to continue meaningful public discussion and debate of this topic in the interest of working towards a more sustainable means of funding transportation infrastructure in our region. Transportation need not be limited to just roads and must explore other options if this region is to remain economically viable.

Thank you for offering us this important opportunity to comment on the draft version of the GO TO 2040 Plan and we look forward to continuing to work with you on building consensus.

Regards,

Suzanne Zupec  
Chair, Lake County Transportation Alliance

One Voice...One Transportation Future.
CMAP Meeting with:
Landmark Illinois

- This group was most concerned with how the plan does not use the preferred historic preservationist terms.

- Yes, the plan calls for investment in existing communities, but it does not specifically call out the need to preserve the buildings and character of the community.

- There was an interest from the group about how to tie in historic preservation into the innovation chapter since many smaller communities rely on their main streets as economic drivers.

- There were some questions about how much influence or authority CMAP has to implement the plan.
Ylda,  

Thank you again for presenting at our July 20 Preservation Issues Committee meeting on the 2040 plan. Some of the comments you heard reflected long frustration in the historic preservation community that historic preservation continues not to be viewed as a legitimate planning tool within the planning profession. While the 2040 plan at times mentions things such as “historic context” or issues relevant to older communities and housing, it does not acknowledge useful tools for identifying, protecting and sustaining a community’s historic resources. Conducting a historic resources survey as part of a municipality’s long-range planning effort, encouraging adoption of a preservation ordinance within the zoning code and promoting the use of tax incentives to help owners reuse older and historic buildings can foster a community’s pride in its historic character and help manage growth and new construction – particularly in older neighborhoods and downtown main street districts.

In the Spring 2010 issue of the Forum Journal, published by the National Trust for Historic Preservation, Richard Moe’s article “Preservation for a New Century” notes that preservation is increasingly mainstream yet unrecognized. “Rehabilitating historic buildings, investing in downtown revitalization, supporting heritage tourism – all of these preservation-related activities produce measurable economic benefits, often out-performing other types of economic stimulus activity.” In addition, “…reuse and retrofit of existing buildings and reinvestment in existing communities should be an important component of efforts to address climate change by fostering sustainable development.”

I continue to remind my colleagues on the CMAP Land Use Committee of these benefits that historic preservation can produce. I do hope there can be more direct recognition of historic preservation as a planning tool in the 2040 plan, especially since it directly relates to “Livable Communities.” I hope this is helpful. And please note below that I have provided you the portion of our Issues Committee minutes from our discussion of the 2040 plan.

Thanks again Ylda.

Lisa DiChiera  
Director of Advocacy  
Landmarks Illinois  
53 W. Jackson Blvd., Suite 1315 | Chicago, Illinois 60604  
312-922-1742 | Follow us on Facebook  

Landmarks Illinois Preservation Issues Committee, July 20, 2010

Go To 2040 Plan for Seven County Region – Presentation by Chicago Metropolitan Agency for Planning (CMAP)

Jim Mann said he felt a review and discussion of CMAP’s Go To 2040 Plan gave good contextual basis for many of the preservation issues the committee deals with in Chicago and the suburban region.
Ylda Capriccioso of CMAP gave an overview of the plan – a process which has been underway since 2007 and is planned for approval by CMAP’s Board of Directors in October. CMAP is currently in its third comment period and making presentations to various organizations for feedback. The plan is intended to address and offer solutions to many planning challenges. Ylda said she sees historic preservation as relevant to sections that address livable communities, older housing and aging commercial districts.

The primary chapters of the plan that Ylda thought Landmarks Illinois would take interest in are “Livable Communities,” “Human Capital” (particularly as it pertains to Economic Innovation, which includes the upgrading of existing buildings to be more energy efficient), and “Efficient Governments.” Ylda added that one ongoing focus of CMAP will be alternative tax policies that are needed to better manage sprawl and changes in land-use.

John Craib-Cox noted that while the draft is thorough in many topics, it gives no reference to historic preservation or conserving existing infrastructure and building stock. Ylda said the “Livable Communities” section addresses building retrofit programs, infill construction to fit existing historic character and the redevelopment of brownfields. She requested that John and others who feel historic preservation is not specifically addressed enough, to please submit those comments to her email or CMAP’s online comment page on its website.

Jean Follett asked who will implement the plan. Ylda acknowledged the plan is advisory, so CMAP’s role is to encourage and educate local governments about how to best implement the plan and what incentives exist to do so. She also said that at the end of each chapter, there is focus on entities which can help implement the plan.

Regina Nally asked what the incentives are for communities to follow the plan. Ylda said most projects that are transportation-related, which utilize parts of the plan, are better positioned to be granted federal transportation funds. Also, there are current efforts to propose state legislation that requires communities to be in compliance with the plan in order to obtain state funds.

Jean noted that “efficient governments” are the most important thing that needs to be in place in order for the recommendations of the first three chapters to be achieved. In addition, she said that consolidation of some governments seems critical. Ylda said CMAP is encouraged by the federal initiative to coordinate housing, environmental and transportation efforts for funding and hopes local units of government will become more efficient to address this focus. CMAP coordinates eleven councils of mayors in the region and village and city managers and will help with this effort.

Jim Mann encouraged everyone to look at the draft document online and to especially focus on the “Livable Communities” section and the areas that address economic development. He stressed that the model of the Main Street program, while Illinois’ state program has had problems, is still an ideal model for downtown main streets. Ylda said August 6 is the deadline for online comments to be submitted.
CMAP Meeting with:
Lawndale Alliance

- Atlanta and Washington have HOV lanes – Chicagoland is behind the times. We should be looking at HOV.

- We aren’t making more land how will you achieve more parks and open space?

- There are a lot of parking lots at 21st and Kostner, we should make better use of this land.

- CMAP should be making need-based grant making.

- CMAP should let each community know of opportunities for funding across the region. Look at the needs of the community not solely on the income of an area.

- Is there money available for broadband? There is a huge digital divide in our community.

- There are lots of vacant lots that could be turned into food production areas.

- We should repurpose old vacant buildings instead of tearing them down.

- There should be more local representation on the CMAP committees.

- What is your plan for implementation?
CMAP Meeting with:
Lawndale Business and Local Development Corporation

- Interested in possible technical assistance partnerships regarding community and business development.
- Community’s access to funding opportunities is his concern.
CMAP Meeting with:
League of Women’s Voters Meeting/McHenry Defenders

- Many seemed supportive overall; some had doubts about implementation.

- Some were concerned about the emphasis on congestion pricing and MFT increases in McHenry when there are no alternatives to driving.

- Ngo’s are looking for grant and technical assistance. Some federal and state funding is targeted to communities and municipalities and they would like to join in with CMAP or COGs to get funding to support programs that support their mission – water and land conservation.
CMAP Meeting with: 
Lester and Rosalie Anixter Center

- Technology is a very big problem for the people with developmental disabilities.
- Accessibility is our primary concern.
- Housing must be by transit for our clients.
- Job placement services are way down, the jobs they can get don’t keep up with the cost of living.
CMAP Meeting with:
The Liberty Prairie Conservancy

Tim Girmscheid, director of land preservation

- Observation: Lake County has a goal of 40 acres per 1,000 people and the Plan has a goal of 10 acres.

- LPC is now a county wide focus and is very supportive of CMAP efforts. Will partner.
Folks

Having just taken a quick look at the DRAFT of the Go to 2040 plan, I would like to make a couple of comments.

First, I am extremely pleased to see the significant attention and support paid to farmland protection and local food production. These are important topics that usually ignored by metropolitan planning efforts and you are to be commended for tackling them.

Second, I am not as comfortable with your discussion of the extension of Route 53 into central Lake County. The plan suggests that IDOT and the Tollway work closely with Lake County and affected communities "to use an aggressive Context Sensitive Solutions approach for the planning and design of this facility, and that environmental protection and preservation of nearby community character should be high priorities." Call me cynical, but given IDOT's record, this language leads to a new limited access expressway as the single focus to alleviating traffic congestion. For 2040, we should be pushing for much more innovative, integrated solutions. This is the perfect alternative to focus on the development of an integrated regional project that could include the following:

1) aggressive local improvements to existing arterial roads with coordinated high capacity intersection controls
2) increased public transit coverage with new technologies (bus rapid transit etc) connected to the road grid with easy opportunities to change from one to the other.
3) potential new roads that are at-grade and part of the existing street grid as opposed to contributing to a second separate grid.

In summary, work on a area based solution, not a facility based solution.

Thank you for your consideration.

Michael Sands, Ph.D.
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CMAP Meeting with:
McGaw YMCA

- YMCA saw a potential connection through the Human Capital and Livability chapters.
- YMCA touches many people through membership, employees and its volunteer system – including the entire YMCA system in the region. This may be where a partnership can bloom.
- A specific program that has a good tie for future partnership opportunities could be the Activate America. It is a national commitment to address health and well-being. It provides activities for the whole family. McGaw YMCA partnered with the City of Evanston to create walking groups for women – over 700 women support this program.
- Regarding the other issues addressed in the plan the issue of housing, affordable and accessible housing, is important to the YMCA. McGaw YMCA is still one of the few centers that provides housing for low-income men. These men are one-step above homelessness and the a big challenge for them is commuting to work. Often times these men are taking a bus, a train, then another bus to get to an employer, an employer with living wages, and it takes them two hours each way.
- Another issue deals with daycare. They are one of the largest daycare providers for low-income working families in the area and think this is a critical asset when thinking about workers needs and workforce development.
- Requested a copy of the presentation with voice over to send to other NGOs in Evanston.
The two main area of interest was Human Capital and Efficient Governance. Regarding Human Capital staff present wanted to delve into the details of the plan to be sure recommendations were achievable or already being achieved.

Under Efficient Governance the main concern was not being able to acquire the workforce, emerging jobs information for just there community college district. Apparently, community college districts in northeastern Illinois are not exactly aligned by county boundaries; they are determined by high school boundaries districts. Administration and development staff would like to have a data layer available to help them better understand what is happening within their specific district. At MCC they have students from parts of McHenry, Lake, Boone and DeKalb.
CMAP Meeting with:
McHenry County Community Foundation Meeting

- Community Foundation was very excited about the plan, especially as it may relate to future collaboration and technical assistance opportunities.
McHenry County Volunteer Center Meeting
Rebecca Stiemke, Executive Director

- Her interest seemed in the area of Governance particularly cooperation and possibly consolidation of services. Her transportation focus was on improving the road network in McHenry and improved transit options. She was also interested in Human Capital section of the plan.

- I asked her to review the plan and see if we missed anything and asked if she would be interested in partnering with any aspect of the plans implementation (did not commit)
August 3, 2010

Mr. Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606  

Dear Mr. Blankenhorn:

The purpose of this letter is to provide comments on the draft Human Capital portion of the GO TO 2040 plan from the McHenry County Board Chairman and the McHenry County Workforce Investment Board (WIB) Chairman.

First of all we are glad to see that Human Capital (Workforce) is now being addressed in the GO TO 2040 plan. This is a huge step and one that should not be minimized. Anyone involved in Workforce Development or Economic Development knows that one of the key components to bringing new companies or businesses to a community is the availability and quality of its workforce. If an area does not have the workforce to fill the jobs that a business creates or needs to operate there is probably no incentive strong enough to make that company come to your community.

We also agree that education is paramount in having a qualified workforce. However, it is very important that the end users, the businesses of McHenry County, are involved. The Workforce Investment Board, the local area education entities (middle schools, junior high schools, high schools and the community colleges as well as proprietary schools and apprenticeship programs) all need to meet to discuss workforce issues. But it is not enough for just the WIBs, the school system, and the county economic development entity to meet. If we do not get input from the end user we will never be able to meet their needs. The McHenry County WIB is working on a way to assist business in making better hiring decisions by using the National Career Readiness Certificate (NCRC) as a means of evaluating potential employees. This certificate gives the employer a better picture of the future employee’s skills and trainability to do a specific job. The NCRC tests applied math, reading for information and locating information skills. By getting buy-in from local business it should help the WIB in getting local schools to provide the third test (Locating Information, which is currently not administered by local schools) to award the NCRC.
As mentioned in a letter from the Workforce Boards of Metro Chicago we both agree that an analysis of how the county’s youth are prepared for work or post-secondary education is very important. McHenry County has done such an analysis and is prepared to use the information from this report in helping to improve the local workforce. This report goes into great detail and should be of enormous assistance in coordinating with the local school system and local business.

There are two other items that need to be addressed. First, the Illinois Department of Employment Security (IDES) has a tremendous amount of labor force information and to not have them included is a serious oversight. Secondly, the Economic Innovation section fails to mention Workforce Investment Boards (WIBs). In McHenry County the WIB has been very active and engaged in forging partnerships with many of the entities that are closely involved in workforce and economic development. Partnerships have been formed between the McHenry County Government Administration, McHenry County College, McHenry County Economic Development Corporation, McHenry County Workforce Network, and the McHenry County Workforce Investment Board. In fact this very partnership has resulted in bringing in hundreds of thousands of dollars in federal grant funds to assist job seekers in McHenry County. The GOTO2040 Plan should not overlook the contributions of the local workforce investment board to their local economies.

Thank you very much for your consideration regarding our comments on the GO TO 2040 plan. If you have any questions regarding this correspondence please contact Carl Martens, Director of the McHenry County Workforce Investment Board. Mr. Martens can be reached by phone at (815) 338-2437 or by e-mail at cwmarten@co.mchenry.il.us.

Sincerely,

Barbara Ladner
McHenry County Workforce Investment Board, Chairman

Kenneth D. Koehler
McHenry County Board, Chairman
CMAP GoTo204 Plan

The Metropolitan Planning Council appreciates having the opportunity to provide feedback on the draft GoTo2040 plan. MPC commends the level of outreach and analysis that has gone into creating the document and is eager to be an ongoing partner in its implementation. Our feedback is geared towards strengthening the plan by making its goals clearer, including more context on their relevancy to our region and the state, and by encouraging more bold action by CMAP, its partners, and others who are key to its implementation.

This document details MPC’s suggestions by chapter, followed by specific edits by page. Thank you, again, for sharing the draft and inviting comment. Feel free to contact anyone on our staff for additional information or clarification.

General Plan Comments:

GoTo2040 is a living document that will have real and profound effects on how we plan for our resources in the future. We commend your thoughtful selection of capital projects. MPC is fully aware that investing in existing infrastructure and established communities is not always going to be popular, but “fixing it first” is the best path and is the only way to maximize past and future funding, and quite often serves the majority of the population. MPC fully supports your current capital project selection and believes it is an important signal to the region and others that our decisions will be tied to real and tangible goals set forth by the people of Northeastern Illinois.

It is essential to put the GoTo2040 plan and its recommendations squarely in the context of our current fiscal crisis (see www.illinoisisbroke.com), which will have repercussions to our state for years to come. This reality has many implications on the feasibility of implementing the plan, both in terms of potential revenue streams and calling the region to action. The GoTo2040 plan is a road map for more goal-driven, right-sized, and coordinated use of public resources, as well as the need to involve and leverage the private sector to get us out of this fiscal mess. Therefore, MPC strongly encourages CMAP to bring the concepts in Chapter 12 into the introduction, to marry the crisis with the vision for long-term solutions.

Overall, the plan would be much stronger with more quantitative context in each chapter to illustrate better how you arrived at your conclusions and strategies. We also have flagged some areas where CMAP goes to the brink of bold recommendations, but then stops short, particularly related to the number and complexity of local government. There are also certain places where it important to cite specifically the coordination currently happening around the region between other public and nonprofit partners. Of course, CMAP does not have to be leading it all, but the plan should highlight the unique role you play in the region; which includes bringing together partners to advance and implement the GoTo2040 plan.
Comments by Chapters

**Achieve Greater Livability Through Land Use and Housing:** It is important to clearly demonstrate why communities want or should want to provide and preserve a range of housing options. This chapter should better discuss regional housing challenges such as seniors wanting to downsize, walk to amenities, stay in communities, children who grew up in a community wanting to return after college, and the need for a range of housing options at different price points, particularly homes affordable to local workers.

To illustrate the need, cite supply/demand shortages through demographic projections, the jobs-housing mismatch, etc. Resources such as the Metropolitan Mayors Caucus and Chicago Metropolis 2020 Homes for a Changing Region reports and the Latino Policy Forum provide good data on this. Emphasize that all communities share responsibility for creating housing for all income levels and household to benefit the entire region. The plan should also explain the private sector will have a greater role in building affordable housing and therefore the public sector – similar to its role with innovation - needs to pave the way with zoning code changes, an evaluation of impact fees, new permitting policies and updated building codes. There is also a severe lack of capacity throughout the region to address housing issues. Therefore, CMAP should be explicit in its reference to Interjurisdictional strategies and the need for well-financed, sub-regional entities to help implement housing rehabilitation and rental preservation programs, provide homeownership counseling, assist cities in creating and managing housing programs, and guide ongoing planning needs. Interjurisdictional solutions should include both the work of collaborating municipalities and the work of coordinated public housing authorities. The Plan should also be stronger in ensuring that public investments in housing are not squandered with time-limited affordability restrictions, and that capacity building also should focus on the ability of towns and nonprofits to provide efficient tools for ensuring permanent affordability of a meaningful percentage of the homes created with public resources.

Given the difficulty leveraging political leadership and investment for all the above work, and the value of employer engagement, CMAP should also be explicit in its commitment to continue institutionalizing and expanding the State’s employer-assisted housing investments to leverage the business and civic community’s investment and leadership. This was referenced in the original draft, but has since been removed. Much of what came out of the CMAP’s Jobs-Housing mismatch snapshot seems to be missing. While housing and transit connections are important, housing should be connected to multiple assets, particularly to job centers, town centers, and retail and services, to encourage location efficiency. In addition to highlighting public transportation as a powerful tool, the plan should encourage live-near-work efforts more broadly, as well as the need for families to locate good and affordable housing in neighborhoods that also have good schools. Another important component to add is participation with and coordination of existing efforts around housing strategies. For example, organizations like the Metropolitan Mayors Caucus are already bringing together communities facing similar housing challenges and CMAP should continue to be a part of these efforts. In addition, potential IHDA and local resources should get equal research and billing to CMAQ, IDOT, RTA, and other transportation planning programs for plan implementation. Resources like the Affordable Housing Trust Fund, CDBG, and HOME can be similarly targeted to advance the goals of the plan and it is important to assert that clearly.
Manage and Conserve Water and Energy Resources: Water 2050, which is mentioned only minimally in the chapter despite being the source of much of the water-related material within and deserves more explanation and context than it currently receives. Specifically, Water 2050 is a testament to the need for interjurisdictional, cross-border management and protection of water resources such as aquifers and rivers. Watershed planning and SARAs are both ways of doing this, and the concept of consolidating smaller public utilities so that, in essence, pipes will also become a cross-border issues, is well discussed and a welcomed case for efficiency. However, all of those ideas need to be captured under the framework of cooperative management at the scale of the water source.

Additionally, the demand scenarios that inform Water 2050 and this draft require further detail and specificity. Most people will not turn from this plan back to Water 2050, i.e. what is included in “increased commitment to water conservation?” How will water rates need to change in order to reach this target? Where will development need to take place? These variables and the assumptions behind them are all consistent with other aspects of this draft – full-cost pricing encourages efficient use, concentrated development in existing communities reduces additional infrastructure needs, etc. The answers are all in Water 2050, but need some exposure here as well.

There is little to no mention of the tremendous inefficiency in our region’s water systems. The stormwater loss component of our Lake Michigan allocation is a glaring example of the region, almost literally, flushing away 500 million gallons a day of our water supply. Less visibly but more consistently, the fact that many communities lose well over 10 percent of their water supply ever day to known leaks, and much more to unaccounted-for-loss, is a telling statistic and a crippling reality for many utilities. State funding has historically prioritized expansion, rather than rehabilitation, which is also problematic. This leakage is a revenue and energy drain as well. A more thorough examination, some targeted recommendations, and some benchmark figures (IDNR’s Lake Michigan water use audits track leakage and unaccounted for flow, making it straightforward to track) would be a service to the region.

Full-cost pricing for water has benefits that should be more fully described: consumers consume the amount they actually want, with full knowledge of the costs and their consumption levels; and, utilities recapture enough revenue to repay debts, operate systems at maximum efficiency, and fund capital investment.

The energy and water nexus merits further discussion as well. An overwhelming proportion of water utility budgets are consumed by energy costs. Saving water results in saving energy.

Lastly, there is little discussion within this chapter about the feasibility or requirements for renewable energy production at the parcel, local, or regional level. Northeastern Illinois is blessed with access to power grids and agricultural land, ample wind, and some geothermal and solar opportunities. The regional plan should provide property owners, units of government, and the private sector information on what considerations need to be taken when planning renewable energy production, and local and state incentives should encourage production where it makes the most sense.
**Expand and Improve Parks and Open Space:** The connection between parks and open space and other community amenities, like access to housing and transportation, should be articulated throughout the entire section. There are individual suggestions that speak to this, but this point is not reinforced overall. Parks and open space are only as successful as their location and relationship to communities, and for these spaces to be truly used and embraced by residents they must be easily accessible and convenient.

Likewise, for public spaces to be successful, it is necessary to have a management plan that will ensure the space is maintained and well-used. The recommendations in this chapter about creating parks and open spaces would be strengthened by including language about the necessity of establishing a management and programming plan for any new public space.

In terms of “conservation-oriented” spaces, the focus could be expanded beyond just water. Conservation areas protect fragile plants, provide habitat for wildlife, and help improve air quality. Aquifers, floodplains and wetlands are incredibly important to protect, but the narrow focus on water prevents the argument for natural protection from being as strong as it could. Including language about other environmental needs and benefits would engage more stakeholders.

**Promote Sustainable Local Foods:** The chapter could be strengthened by including the role of restaurants in the discussion. Though secondary to local food production and reduction of food deserts, restaurants could play a significant role in supporting local food goals for the region by purchasing local food. This would increase the economic base for local food producers, and raise the visibility of the importance of fresh, affordable, local food through their marketing campaigns and customer base.

Also, with so much attention being paid to childhood obesity – and obesity in general – through First Lady Michelle Obama’s *Let’s Move* campaign and local groups like the Consortium to Lower Obesity in Chicago’s Children, linking to this issue would strengthen opportunities for implementation.

**Invest Strategically in Transportation:** This chapter appropriately describes the lack of and inconsistency of investment in transportation infrastructure and the many unresolved inefficient transportation issues facing the region. We appreciate the citation of potential resources such as raising the gas tax, implementing congestion pricing and variable parking pricing, pursuing PPPs when appropriate, and developing innovative financing tools appropriate for the region.

The section sets targets for bringing arterials and bridges to an acceptable ride quality. However, pending RTA transit figures, there is no indicator for transit, highways, or freight. Congestion is being used as a performance measure of the transportation system. Unfortunately, this contradicts the plan’s commitment to measure a wider range of indicators to evaluate transportation investments (i.e. accessibility, proximity to destination, land use, housing, and environment). Congestion, i.e. full use of our roadways, alone isn’t a bad thing if travel is made more efficient and residents are getting where they need to go in a timely manner. The plan asks to set priorities for how existing funds are spent and calls for performance-driven criteria without providing a clear sense of how this could be accomplished. Modernizing existing infrastructure will provide the region with improved service. However, in some cases, investment in nonexistent infrastructure such as sidewalks and bike lanes may be required. GoTo2040 recommends raising the state gas tax $0.08 without any explanation as to why that number was chosen. Studies have shown that 8 cents would not be enough to provide the region with the purchasing power it needs to address years of disinvestment, and had the gas tax been adjusted to
inflation, it should currently be at $0.34. Furthermore, the plan calls for an increase in the federal gas tax without recommending how much it should be raised. User fees, such as charging for vehicle miles traveled should continue to be studied as a potential alternative to the gas tax.

**Increase Commitment to Public Transit:** MPC appreciates that this chapter recognizes the need for an attractive, on-time, frequent, 21st Century transit service for the region. Improving transit through maintenance, modernization and expansion of the existing system, and finding new transportation funding sources to address years of insufficient funding and increases in costs are key to our region’s successful future.

The chapter provides two indicators to measure success: transit ridership and transit access. Given the FTA’s new rules on expanding evaluation criteria to include measurements outlined by the six Livability Principles, the plan’s indicators should reflect that federal change as well. The plan also provides a list of benefits that could be realized by transit: improved mobility, high return on investments, lower household transportation costs, emissions reduction, and land value. However, there is no direction on how to evaluate these benefits. For example, in GoTo2040, there’s mention of walking distance. While this can be interpreted differently from community to community, it is important to provide some standard or context for determining this measurement. Transit agencies have used $\frac{1}{4}$ or $\frac{1}{2}$ mile, but that has varied by suburb or city. This portion of the Goto2040 Plan provides another opportunity to align housing, jobs and transportation policies. Specifically, criteria worth recommending are the percentage of housing within a walking distance of the transit stop that is affordable to the local workforce. If it doesn’t exist, are zoning and programmatic changes in the works to spur housing development? The plan mentions that transit access can be accomplished by encouraging development in areas with transit service and by expanding some transit. MPC believes it is more important is providing incentives to ensure investments are coordinated and maximized throughout the region. When discussing opportunities to improve roads, sidewalks and bus stops are included but not bikes, they should be. The plan states transit’s image could be improved by providing well-designed stations and vehicles. The plan should also describe ways to make the stations destinations. GoTo2040 recommends making small-scale improvements to the transit system. However, the plan refers mostly to technological improvements such as real-time information and transit signal prioritization. Placemaking, i.e. meaningfully engaging communities in the system developments and improvements, is another important ways to provide benefits to the system (see placemakingchicago.org). In underserved areas with high transit potential, the plan recommends expanding bus service. These areas should be assessed on a case-by-case basis, as streetcars or light rail service may better provide the services a community needs. It is also unclear how “high transit potential” is determined. The plan says bus service can test the market for transit, helping to determine whether a major capital investment is justified. CMAP needs a process to graduate service to another mode. There is no discussion in the chapter about reevaluating existing transit services that may no longer be serving a need.

Finally, when it comes to financing transit, GoTo2040 recommends increasing the state gas tax with a portion devoted to transit. There needs to be an explanation of how much of the gas tax would be needed to adequately meet the goals of the plan. **Create a More Efficient Freight Network:** The plan rightly recommends developing a national vision and federal program for freight to help guide and coordinate regional and state efforts. It prioritizes CREATE projects and asks partners to develop a second phase of projects to help increase operating speeds on all mainlines. By reducing peak-period truck travel, mapping truck-routes, and identifying corridors for dedicated freight systems and managed truckways, GoTo2040 highlights opportunities to improve regional trucking.
It is also important to discuss how to coordinate freight with other federal, state, local, and private sector investments, including integrating the Regional Freight Authority with other regional organizations as RTA and CMAP. The plan advocates a more efficient use of trucks. However, there must be regional coordination to allow for off-peak travel in communities.

In addition, the gas tax increase and congestion pricing (the only real revenue sources identified) will not be sufficient to address all of our transportation needs. By considering dedicated truck-only lanes along expressways, there needs to be an evaluation of the potential impacts (i.e. air quality) on neighboring communities from these types of lanes. Truck parking in the region has long been a problem for the trucking industry. The plan should include something about increasing parking availability, with some discussion on identifying the most appropriate locations for such infrastructure. This section briefly mentions user fees and container charges by weight, but does not recommend them as part of the plan. There also is no discussion of coordinating with the national high speed rail vision, future of passenger rail, and freight.

**Improve Education and Workforce Development:** Without adequate state and federal funding (emphasis on state), it will be difficult to implement many of these recommendations, or to accomplish the bigger picture of a well-educated society. There are distinct connections between a well-educated population, economic output, and tax revenue to implement the types of recommendations called for in the GoTo2040 plan. Employers should be involved during the coordination of education, workforce, and economic development activities so, ultimately, their needs are met.

Illinois’ reliance on the property tax to fund K-12 education is a huge problem. Illinois’ regularly ranks last in state funding for education. Higher education funding has also been drastically cut and the MAP program was in jeopardy of being completely cut. Also, the foundation level is an arbitrary number. It does not represent how much it costs to educate a student. A better source to use is the Education Funding Advisory Board (EFAB) number, which is $7,288 for FY 2011.

This chapter also should include information on sector strategies, and how these types of strategies in manufacturing and service are already successful in the region. The Brookings Institution is working with Bureau of Labor Statistics on a model to forecast the green economy that could lead to improved forecasting data for all sectors. There also should be more reference to federal opportunities. The Workforce Investment Act and No Child Left Behind Act are both up for reauthorization. President Obama’s American Graduation Initiative, with $2 billion for community colleges and a private sector partnership, is also coming up. Each of these efforts could provide some of the solution to Illinois education challenges.

**Support Economic Innovations:** Many of these concepts could be combined with the education and workforce development recommendations. For example, the call to improve data and information systems for indicators of innovation, like number of business and jobs, should be included in the workforce and education data system. Economic innovation strategies should be included in the coordination of workforce development, economic development, and institutions of higher education. Another possible area for integration would be the sector-based approach in innovation and the sector-based approach for workforce because the same industries are recommended.
**Reform State and Local Tax Policy:** Poorly designed tax systems, like the property tax classification system in Cook County, distort business decisions and produce inadequate revenues for public services, resulting in state and local structural deficits. This type of budget condition also affects the business climate because of the uncertainty that taxes will rise to keep up with the demand for public services.

A graduated income tax makes the entire tax system more progressive by helping to offset the regressive nature of other taxes, like the property or motor fuel tax. This chapter could include information on the top marginal rate, and how the Illinois rate of 3 percent is one of the lowest top marginal rates in the country. The plan should highlight that Illinois exempts retirement income from taxation; taxing retirement income would be more progressive.

**Improve Access to Information:** This section focuses on data sharing and recommendations for information transfer. The plan misses an opportunity to think more broadly about 21st Century technology needs of the region, instead using this chapter to state why it is important to be able to find pertinent and accurate information, and make the case for units of government to share data sets they currently possess. It would be appropriate, beyond highlighting the need for government transparency and collaboration, to incorporate principles that advance broadband infrastructure and access, digital literacy, and economic competitiveness to further support community livability and sustainability. Then, conclude with the need to share up-to-date and accessible information, plan for development of a regional web portal/data warehousing, and provide technical assistance to communities to facilitate posting of information and development of best practices. In addition to sharing regional data, CMAP should also become the regional repository for all local plans. By developing a uniform scale or format, a resident could search CMAP’s website for any plan in the region be it a local downtown plan or a regional water supply plan.

**Pursue Coordinated Investments:** There are two very important sentences in the opening section of chapter 12:

1) “If GOTO 2040 is to serve as a sustainable roadmap for the region’s future, this will require changing the way in which major investment decisions are currently made.”

2) “This section should be viewed as the culmination of previous sections and an integral method to achieve the successful implementation of the plan’s recommendations through better coordinated investment and more efficient government.”

These sentences convey the overarching theme and purpose of the regional plan. They set the tone for the entire plan and should be highlighted in the beginning. In other words, Chapter 12, Pursue Coordinated Investments, should be the first chapter. Unless and until the region accepts the premise of these two sentences, the plan will not succeed. Meaningful regional planning has been an elusive goal for Northeastern Illinois for many years. The region would miss a tremendous opportunity if GOTO 2040 were not the actualization of that goal, and it won’t be until the premise of coordinated investment is accepted.
In addition, the 2040 Plan should take the consolidation of local governments further towards implementation. In today’s social and fiscal reality, small units of local government are no longer justified. CMAP should research what population is necessary to sustain a city, i.e. 25,000, 50,000. Hard choices have to be made to better utilize and direct our limited public resources. The number of local governments is one of the key hindrances to our region planning and implementing the strategies set forth in the plan. Coordination is essential, but actual consolidation of services and units of government is a must.
### Specific chapter edits

**Achieve Greater Livability Through Land Use and Housing:**
- Page 48: End of second paragraph needs some facts about growing employment sectors in the region, corresponding wages, and the homes those employees can afford. There needs to be a tie in to the economic drivers for and economic benefits of affordable housing.
- Page 49: Don’t only focus on access to transit – also – in communities without transit – access to retail, the town center or key amenities saves residents money otherwise spent on transportation. Stats about the cost of congestion would be helpful here.
- Page 50: Statement at the end of the first full paragraph seems obvious. What communities are not designed “with consideration of whether they will support a high quality of life.” It’s about how you get there and how you define “high quality of life.”
- Page 52: “Single-use” can be replaced by “residential” or “solely residential” – less planner jargon. Again, stats about our traffic congestion can help drive points in the second paragraph home more. Instead of language like “CMAP concludes,” it would be nice to highlight where those conclusions come from – all of the community input!
- Page 53: Again, single-use should be changed to exclusively residential or something of that nature
- Page 54: Can you add an indicator that actually measures the reduction of commutes or live near work that isn’t tied exclusively to affordability, but does track the success of integrating uses to lower congestion?
- Page 58: Prioritize planning grants based on degree to which the project promotes coordination, makes good use of resources, and connects jobs-housing-transportation.
- Page 59: Under technical assistance, there should be an emphasis overall on bringing TA providers together and deploying resources internal and external to CMAP in a coordinated fashion to advance GoTo2040 goals.
- Page 60: List of housing strategies, add employer-assisted and coordination with regional public housing authority resources. Another need out there is to connect communities with each other and key partners like nonprofit developers to ensure permanent affordable housing is created with public resources. CMAP could help provide that support as well.
- Page 61: Another TA need is to help with intergovernmental agreements in support of interjurisdictional work. Currently, many organizations - MPC, Metropolis 2020, BPI, the Metropolitan Mayors Caucus- convene communities, lift up best practices, etc. CMAP should be involved, but not necessarily to lead.
- Page 64: table – affordable housing working collaborative group should include broader list of players – not just housing groups – include employers, economic development organizations, etc.

**Manage and Conserve Water and Energy Resources:**
- Page 71: First paragraph would benefit from mention of aging, inefficient infrastructure and the water-energy nexus. For local units of government looking to be fiscally sound, there is a lot to be gained from increased efficiency.
• Page 72: Third bullet, here’s a missed opportunity to mention links between water and energy conservation. It takes more energy to pump a gallon of groundwater than river or Lake Michigan water.
• Page 80: Discussion of the Water 2050 demand scenarios is simply incorrect. The Less Resource Intensive scenario projects 7.24% growth over 45 years, so it’s misleading to use the phrase “between 36 percent and 64 percent.” (See page 33 of Water 2050.) Given that the Less Resource Intensive scenario is then used as the indicator/target on page 83, it makes more sense to be consistent throughout.
• Page 81: If hard numbers are available on the differences in pumping costs between water sources (i.e. deep and shallow aquifers, surface waters, reservoir) it would be good. If it is in fact the case that pumping from the lake, Fox and Kankakee is more energy efficient, then that should be discussed.
• Page 95: The title on the map is incorrect. This is not a map of public utilities, but of municipalities by their water source, which is different. There are towns on this map that have private utilities. The map comes from page 6 of Water 2050, which has an accurate title.

Expand and Improve Parks and Open Space:
• Page 106: First paragraph, provide clear definition of parks and open spaces; perhaps move this definition from Page 109 “Open space can be categorized as ‘conservation-oriented’ (preserves or natural areas) or ‘recreation-oriented’ (parks), although the distinction is by no means cut and dried” to Page 106, and expand the description of recreation-oriented spaces to include public spaces like plazas, city centers, streetscapes, gardens, and green roofs that are just as vital to quality of life, the environment, and the region’s identity. In the final sentence, add language about building community. Parks and open spaces provide spaces for neighbors to interact and get to know each other, which helps build a sense of community. In the first bullet, add language about the importance of connecting parks and open spaces to housing, transportation, retail, and commercial centers.
• Page 107: Add to the sentence (suggestion is in italics): “In summary, the region should, by 2040, be substantially closer to having a fully connected network of protected land and water along waterway corridors and a system of protected land that shelters flora and fauna ecosystems.”
• Page 108: Add to the first paragraph under the Quality of Life header, “Parks and open space also provides places for neighbors to interact, which helps build a sense of community and can nurture a community identity.”
• Page 109: Again, expand the focus of environmental benefits to include more than just water. Under the “current conditions” header, expand the definition of ‘recreation-oriented’ spaces to include a wider variety of public spaces, such as plazas, city centers, and community gardens.
• Page 112: Connect the numbers for amount of open space to protect and access to parks, to reinforce the idea that focus for new open space should be on places that people can easily access. This is discussed later in the chapter, but reinforcing it whenever possible would strengthen the argument.
• Page 115: In the paragraph that begins, “Since imposing a fee does not solve the problem of the availability of land...” add language about requiring an ongoing management and programming plan for any new public space that is built.
**Promote Sustainable Local Food:**
- Page 133: The second sentence does not read well. Suggested edit: “In addition to sustaining life and influencing health, food – and the act of eating – are part of our culture and everyday existence.” First bullet point on facilitating sustainable local food production, change to: “Facilitating sustainable local food production in our region by supporting and encouraging urban agriculture...”
- Page 134-135: In the “Quality of Life” section, what about the higher cost of healthy foods relative to places like McDonald's? Having access to fresh, organic food is great, but only means something if people can afford to buy that food. The recommendations in this chapter would feasibly address this by encouraging higher amounts of local food, but it would be good to mention this issue directly.
- Page 141: In the “Facilitate Sustainable Local Food Production” section, add green roofs to the list of places local food can be grown.
- Page 143: The first sentence in the “Increase Access to Fresh, Nutritious, and Affordable Foods” section, edit to say: “Every resident in the region should have access to healthy and nutritious food within a reasonable distance...” The cost of fresh food can be an impediment to whether or not people can buy it, so reinforcing that it has to be affordable is key. Also in this section, link to childhood obesity (see note above for more information)

**Invest Strategically in Transportation**
- Discuss improvements to freight movement. The chapter should also address approaches to container fees, truck traffic, and VMT for commercial vehicles.
- PAGE 165-166: In terms of the transportation system condition, the plan should set targets for arterials and bridges.
- Page 166: Congestion of the highway network is cited as the performance measure of the transportation system. There should be numeric goals similar to what is outlined in the transportation system condition in the form of percentages and thresholds.
- There should also be performance measures for transit.
- Why is congestion the only measurement being called out? What about ties to land use, proximity to destinations, multimodal access, and accessibility?
- Page 166: The plan sets out a goal to set priorities for how existing funds are spent and calls for performance-driven criteria, but doesn’t explain how to do either.
- Page 167: When the chapter discusses modernizing existing infrastructure, nonexistent infrastructure, such as sidewalks and bike lanes is left out of the equation..
- Page 171: Regarding the increased state gas tax by $.08 and indexing, there needs to be justification and rational for why CMAP is recommending $.08. Why is there no recommendation for the federal gas tax?

**Increase Commitment to Public Transit**
- While transit access can be accomplished by encouraging development in areas with transit service and by expanding some additional transit, there should be explicit incentives for coordination.
- Page 201: Here is an opportunity to explain the benefits, in particular the economic benefits, of aligning transportation, housing and employment policies.
• Page 205: Another measure of transit accessibility that is worth mentioning is the percentage of housing within a walking distance of the transit stop that is affordable to the local workforce.
• Page 207: Bikes should also be on the list for road improvements.
• Recommends small scaled improvements as effective tools. Mostly referring to technological improvements (real time, TSP, BRT). What about incorporating placemaking?
• Page 207: Discusses well designed stations, vehicles, etc to help improve transit’s image. What about making the station itself part of the destination?
• Page 207: “Bus service should be expanded into underserved areas with high transit potential.” Why only bus service? Why not streetcars? Light rail? “High transit potential”: what determines this?
• No discussion on reevaluating transit service that may not be serving the need. Maybe another way to realize operational benefits?
• Page 208: “Bus service can test the market for transit, helping to determine whether a major capital investment is justified.” Right sized? What’s the process to graduate service?
• Page 208: “New projects are carefully prioritized.” How?
• Page 210: Recommends an increase in state gas tax with portion devoted to transit. How much? Still 80-20 split?
• Recommends diverting some of the revenues to nearby transit options. Should specify that only after maintenance and operational costs are covered
• Page 211: “Go To 2040 recommends that local governments interested in attracting transit should plan for supportive land use..” such as the need to support the construction of affordable housing and the preservation of rental affordability. This support should be reflected in local planning efforts and zoning ordinances.
• Page 217: table – “Promote housing affordability near transit” should include the need for evaluating the percentage of housing within a walking distance of the transit stop that is affordable to the local workforce.
• Page 217: table – “Promote housing affordability” should include a statement that supportive planning includes investing in affordable housing.

Create a More Efficient Freight Network
• Page 228: Re: national freight plan. How coordinate investments at the federal, state, local and private sector?
• Page 231: Says to use truck more efficiently. What about flexibility from local municipalities to allow for off peak travel? Regional consensus?
• Page 231: Says to consider dedicated truck-only lanes along expressways. What does that do to air quality in neighboring communities?
• Page 232: How do you integrate the proposed Regional Freight Authority with other regional organizations? RTA? CMAP? HSR?
• Page 231: In capital/infrastructure for trucks, should include something about increasing parking availability in the region. How determine most appropriate locations for such infrastructure?
• What about the relationship between freight and high speed rail?
• Page 240: Says that financing could partially be gained from gas tax increase, congestion pricing, and other sources. These two can’t be the only forms of new revenues to address all of our existing transportation needs.
• Page 240: Alludes to potential (study) of implementing user fees and container charges. Tough on user fees for highways, should be tough on user fees here as well.
Improve Education and Workforce Development:

- Before page four, possibly after the introduction, there should be a clear statement on what exactly education and workforce development means. Add a sentence stating that education is the public and private K-12, community college, and four-year university systems and workforce development is adult training. An example of the types of workforce development training might help the reader understand what workforce development means. People make connections to education because they were once a student, but not everyone takes a workforce training course.

- Page 242: The first recommendation, coordination of education, workforce and economic development, should also include employers. Employers should be at the table during the coordination phase so that adult and K-12 training programs and economic development systems know their needs.

- Page 246: On K-12 funding: Illinois relying on the property tax to fund K-12 education is a huge problem, Illinois’ regularly ranks last in state funding for education. Higher education funding has also been drastically cut and the MAP program was in jeopardy of being cut.

- Page 246: The foundation level is an arbitrary number. It doesn’t represent how much it costs to educate students. A better number to use the Education Funding Advisory Board (EFAB) number, which is $7,288 for FY 2011. EFAB tied its recommended funding level to the cost of having two-thirds of non-at-risk children pass the state’s standardized tests. Under this methodology, EFAB reviewed the per child spending of school districts that were already meeting the standard of having two-thirds or more of their non-at-risk children passing tests and based on “…the basic education expenditures of low-spending schools exhibiting a high academic performance.” The emphasis on low spending efficiently operated school districts is a significant element of the EFAB approach.

- Page 246: Include the disparity in per student funding. Data available at the Illinois Interactive Report card. For 2007-2008, the operational per student spending amount ranged from $5,522 to $26,493, an almost $21,000 difference.

- Page 247-249: Explain the requirements to receive WIA funding. What is the income limit? How much funding does the recipient receive?

- Page 251: Include sector strategies and how these types of strategies in manufacturing and service are already successful in the region. On June 19, 2010 the U.S. House of Representatives passed the Sectors Act (lead sponsors are Reps. Loebsack (D-IA) and Platts (R-PA) in the House and Sens. Brown (D-OH), Murray (D-WA) and Snowe (R-ME) in the Senate). More information at:http://www.nationalskillscoalition.org/homepage-archive/house-passes-sectors-act.html

- Page 253: Brookings is working with BLS on a model to forecast the green economy that could lead to improved forecasting data for all sectors. Include federal opportunities. The Workforce Investment Act and No Child Behind Act are both up for reauthorization. President Obama’s American Graduation Initiative, with $2 billion for community colleges and a private sector partnership is also upcoming.

- Page 257: Implementation Action Area #1 should include employers who will eventually employ the region’s workforce.

- Page 251: Add information on the Chicago Workforce Investment Council, which is already doing this type of coordination in Chicago.

Support Economic Innovation:
• It seems a lot of these recommendations could be combined with the education and workforce development recommendations. For example, recommendations to improve data and information systems for indicators of innovation, like number of business and jobs should be included in the workforce and education data system. Economic innovation strategies should be included in the coordination of workforce development, economic development, and institutions of higher education.
• Page 271: Second paragraph, change “spend” to “spent”.
• Page 262: Could the sector-based approach in innovation be combined with the sector-based approach for workforce because the same industries, freight/logistics, are recommended?
• Include need for funding at the K-12 level through K-12 Math and Science partnerships and Science, Technology, Engineering, and Math programs.

Reform State and Local Tax Policy:
• Page 282: Describe the service sector (lawn service, haircuts, spas, dry cleaning) and why low-income earners consume more goods than services. I think a good example is a low income earner is more likely to buy a lawn mower and pay the sales tax on because it is a good, while a higher income earner will more likely have a lawn service and not pay any sales tax. This helps explain the regressivity of a narrow base.
• Page 283: Need a sentence that the constitution restricts the income tax to a flat tax, so it’s difficult to change.
• Page 282-283: Several state laws limit local governments’ tax capacity, like the narrow sales tax base and the property tax cap. The General Assembly must approve a local income tax.
• Page 284: Poorly designed tax systems, like the property tax classification system in Cook County, distort business decisions, but poorly designed tax systems also produce inadequate revenues for public services and result in state and local structural deficits. This type of budget condition also affects the business climate because of the uncertainty that taxes will rise to keep up with the demand for public services.
• Page 290: Emphasize that Illinois taxes fewer services than all but three other states and less than all of its neighboring states. A sentence about how the state is taxing a declining base or that there is a mismatch between where the economy is growing and where the sales tax applies.
• Page 291: In the Property Tax Classification section, add an example of why the caps constrain local governments. If inflation is zero or less than 1%, like it has been recently, local governments can barely raise property tax extensions, while their fixed costs for energy, health care, etc., can rise by more than 10 percent.
• Page 292: Another reason a graduated income tax makes the entire tax system more progressive is that it helps offset the regressive nature of other taxes, like the property or motor fuel tax. You could also include information on the top marginal rate, and how Illinois rate of 3% is one of the lowest top marginal rates of all other states.
• Page 292: Highlight that Illinois exempts retirement income from taxation. Means testing retirement income would be more progressive.

Improve Access to Information:
• At the onset of Chapter 11, strengthen language about economic competitiveness and need for information in this Information Age — 21st century technology, global marketplace, technology hub, etc.
• Page 303: There is language about the region staying in forefront of information technology. Reposition and expand this language early in chapter to motivate decision makers to care about this issue—and buy in to CMAP goals. Including discussion about fiber connectivity, wi-fi and other redundant systems, as well as state-of the art technology needs of the future would reinforce recommendation to develop shared information systems that support continued growth, prosperity and innovation, and planning investments that would position the region well.

• Include language about “creative class” and desirability of region driving decisions in future.

• Make the economic case earlier in the chapter. Present this within opening of chapter. Economic segment in Section 11.1 is strong and will resonate with local elected officials and representatives of business. Linking economic prosperity, business site decisions, and readily available information sets is critical to ensure data sharing.

• Follow Economic segment with Governance. Begin with last paragraph “Like the region as a whole, CMAP (on pg 302) and then state, “Similarly, local governments and elected officials need information to make informed decisions....” This sequence strengthens argument to encourage data sharing.

• “Public demand” language is important but could be incorporated into governance/transparency message and used as supporting rationale for why communities should voluntarily share their information.

• Provide more concrete examples (in addition to Boeing) of how corporations review readily accessible information to make decisions — and often at a regional scale so aggregate detailed public records are critically important to decision-makers.

• Provide addition examples of benefit to local municipalities due to shared data resources. Other cities and regions are identified that have adopted/implemented open data reporting policies, yet there is no reference to tangible benefit to this investment. How does this policy decision strengthen communities beyond supporting access to government information/transparency?

• Targeting collecting data sets from municipalities over a 10-year period is too lengthy. If a robust web portal is going to work, detailed information — much already available — will have to be part of the system. Getting underway with a pilot program makes sense, but establishing a state of the art regional on-line data warehouse and interactive website is goal. A 10-year window nullifies state of the art/timeliness argument for action.

• 11.3. Data sets for tracking should include number of participating governments that have uploaded their public data to CMAP warehouse, # trained on how to link data sets, # availed themselves of CMAP’s TA on system integration, along with specific indexes identified (construction permits and zoning ordinances). In addition, tracking approved plans, fee/permit processes and other local information from various jurisdictions would ensure continuous expansion of data resources.

Coordinated Investments:

• Page 313: 12.1, create parity between the three bullet points in section 12 and those in subsequent sections. For example:
  o 12 Take a regional approach – 12.1 A regional approach
  o 12 Reform State and Federal Policies and Programs – 12.1 Guiding investment decisions
  o 12 Increase coordination or consolidation of local services – 12.1 Increased efficiencies.

• Page 315: 12.2, Current Conditions and 12.4, Recommendations are very repetitive. The recommendations section repeats a lot of what is covered in the current conditions. Recommend combining the two sections.
• Page 319: 12.4, Recommendations, The last paragraph of “take a regional approach” calls for securing funding for regional planning but offers no suggestions. Call for a regional tax, born equally by all local governments in the region, to fund regional planning. If the region relies on the state to fund regional planning, it will be at odds with Springfield and will never overcome hurdles like the 45/55 road fund split.

• Page 320: Reform State and Federal Policies and Programs: Middle of first paragraph inverts HUD and U.S. EPA. Second half of first paragraph calls for reconsidering the federal highway funds that are currently apportioned by lane miles (not mileage, I believe). Reconsidered to what? It should be changed to number of people moving through a corridor, so funds can be used for roadways as well as transit and bike paths.

• Page 323: Implementation Action Area #1 Table: First cell says to realign current programs. This is good for the short term and can be done through cooperation. Long-term, we’d like these programmatic and review responsibilities merged under CMAP into a single review and allocation program.
CMAP Meeting with:
Moraine Valley Community College

Andrew Duren, executive vice president
MVCC executive staff including academic and student service deans, directors of facilities and purchasing, and PR staff

- CMAP will need to have a legislative liaison to make the tax policy recommendations happen.
- Illinois’ community colleges are data rich. Should look at the data sets that we collect
- Where are the funds going to come from?
- We need to bring new industry into the area. How will job training then be aligned at the university level?
- We need to see more sharing across the board and use money more efficiently.
- What are the strategies to bring new industries here?
- What kind of employee training does the freight industry need?
- Who will determine what the jobs of the future will be. For the first time we have graduates in radiology who aren't finding jobs because of the economy. This was a very stable field to go into.
- We need to address our intra-region, transportation issues.
- A missing element of the plan is route 83.
- Supportive of the parks and open space recommendation including greenway connections. There are many municipalities that have bicycle plans but lack of funding is an impediment. These are good plans created with the Active Transportation Alliance.
- We also need to educate people in communities about the benefits of transit. We currently have a southwest Metra service on weekends but we could lose it because of lack of ridership. This would be terrible for those who depend on it.
- We need to stop competing and start working together, collaboratively.
- The definition of workforce should be broadened. We define it as from the “cradle to the grave” it would be good if this could be included in the draft.
August 6, 2010

Hala A. Ahmed, AICP
Chicago Metropolitan Agency for Planning (CMAP)
233 S. Wacker Dr., Ste. 800
Chicago, IL 60606

Dear Hala,

Thank you so much for the opportunity to submit comments on the Go To 2040 Comprehensive Regional Plan. We have participated in the planning process and have followed the progress over the last year and a half. It has been an impressive effort and CMAP is to be commended for extraordinary outreach, communication and presentation. We are also pleased with the progressive, comprehensive and thoughtful content of the Plan draft.

Our area of expertise is urban forestry which is most relevant to the environmental issues identified under the Livable Communities chapter. Our comments, therefore, are limited to the Challenges and Opportunities and Livable Communities portions of the Plan. Specifically, we feel we have insights to offer to: Achieve Greater Livability Through Land Use and Housing; Manage Water and Energy Resources; and to Expand and Improve Parks and Open Space. Though we support the goals of Promote Sustainable Local Food, the urban forestry discipline to date has had little substantive involvement in this emerging concern. We remain supportive and open to collaboration in the future, however.

Urban forestry has much to offer in achieving the goals of the 2040 Plan, but our community has not yet contributed to the Plan’s foundation. We admittedly, have not explained the urban forest to the authors and stakeholders of the Plan very well. At the invitation of Lindsay Banks and through discussion with Diana Torres, Ty Warner and others at CMAP, we drafted a preliminary urban forest strategy paper for much earlier inclusion in the planning process.

Our commitments at the Morton Arboretum, most notably the 2010 Tree Census, a regional urban forest assessment which is discussed in the paper, outcompeted for our time and attention. We were not able to submit the strategy paper earlier, as hoped. However, the opportunity to comment on the Plan necessitates the full explanation of the challenges and opportunities of urban forestry for the region. As such, the accompanying Urban Forest Strategy Paper represents our most comprehensive response to the Go To 2040 Plan. Please refer to the paper for the essential overview. The paper lacks a little polish, and executive summary, precise citations and still needs some careful editing, but the content is fundamentally sound. If there is opportunity for further refinement, we will gladly do that.
We have also read the Draft Plan and offer the following specific comments:

It has been gratifying, overall, to observe the rise of the importance of the livable communities issue in the evolution of the Plan. We know environmental issues dominated the Have Your Say session we hosted at the Morton Arboretum and was a top concern at other sessions we attended. Your comprehensive and thoughtful integration of immediate environmental concerns into a long-term plan for sustainable communities is masterful.

**Efforts needed to create and sustain a robust urban forest are interdependent with these broader concerns.** More compact, mixed-use development can allow the preservation of existing urban forest canopy of the establishment of new trees, for example. Storm water management, air quality, and energy conservation strategies must consider the substantial role trees play.

The Plan (p. 27) encourages consideration of community character and quality design at the local but not the regional level. Land use and resource conservation concerns must be addressed at the regional level. Since urban forests are vitally linked to these objectives and successful outcomes, they must also be considered at the regional level. Our strategy paper makes a case for regional urban forestry support and leadership.

To encourage **local governments to apply livability principles in planning**, the Plan outlines building blocks (p.56, 64, 65) to enable this. To the extent we can, the Morton Arboretum and urban foresters would like to **support collaborative efforts to share ordinances, technical expertise and assistance** in community comprehensive planning that integrates trees into vital policies and plans.

Green jobs and **green building initiatives** (p. 99) could consider an emerging opportunity to **reclaim urban forest management by-products (wood waste) for useable lumber and fuel**. See Urban Forest Strategy Paper Appendix A.

The biggest opportunity we identify to consider urban forestry in the Plan is to **make the connections from people to green infrastructure** (p. 107.) Trees are well understood and valued by residents of the region. The urban forest is the thread that weaves green infrastructure into the psyche of the urban resident and the agenda of the local unit of government. The Plan’s definition of ‘green infrastructure’ should not be limited to the predominate perception that focuses on water and large scale natural areas (p. 77, 115-117.) The national dialogue about **green infrastructure is broader, including working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations**. The recommended action to **Refine the Green Infrastructure Vision** further (p. 120) affords the opportunity to incorporate the working landscapes of the urban forest.
Managing cultivated urban landscapes to optimize ecosystem services would greatly connect functional green infrastructure, literally and perceptually, from regional parks and preserves all the way to a residential backyard. Green infrastructure should also be credited with providing a broad range of ecosystem services including air quality, human health and energy conservation benefits. The contributions urban trees make in these areas can be documented and quantified, as through our 2010 Tree Census analysis.

Vegetation is rightly credited with storm water infiltration and uptake (p. 82.) Yet, large, leafy tree crowns effectively intercept rainfall aiding in the protection of water quality. Reductions in effective imperviousness might be achievable by integrating trees, whose crowns extend above pervious surfaces vertically and horizontally (p. 85, 125.) We agree with the Plan’s call for financing and for performance data to support green infrastructure practices.

Urban forestry can also bridge the promise of Conservation Design with the realities of current conditions (p. 51, 107, 123, 126, 127.) Green infrastructure can be part of future developments planned with conservation design principles. However, urban forest management can capture ecosystem services from existing, conventional landscapes (p.116.)

One notable opportunity exists to influence the management of community (homeowner) association landscapes towards this end (p. 105.) The Morton Arboretum is leading up a group, Sustainable Landscape Resources for Community Associations, to serve this extensive audience.

We are pleased with the recommendation for a large-scale urban tree planting program to reduce heat islands and sequester CO₂ (p. 71, 89, 90.) Strategically planted, trees can help achieve these important environmental objectives. Many tree planting initiatives around the country can inform a plan for northeastern Illinois. One utility-based program is cited in the Benefits Section of the Urban Forestry Strategy Paper.

The Plan rightly addresses both carbon sequestration and carbon storage function of trees. (p. 76) One attribute of urban trees that needs further investigation is their role in demand-side management. Lowering heat island impacts and strategic site-specific energy conservation together can reduce energy demands, thereby lowering GHG emissions from energy generation.

Local urban forestry expertise can also help guide any such tree-planting initiative towards long term sustainability. The Strategy Paper also makes the point that preservation of large trees is likely to have a greater impact on energy and water conservation objectives than planting new trees. A combined effort of planting and policies to preserve urban tree canopy will be most sustainable.
The call to implement urban and community forestry programs, (p. 99) and “urban greening” projects (p. 121) are heartily endorsed. It is hoped that the Urban Forestry Strategy Paper informs the implementation of this action.

In general, the call for more parks and open space is endorsed entirely. However, urban forestry also affords the opportunity to derive parks and open space benefits – environmental, social, and health – from integrated landscapes of all scales, throughout the region.

Finally, urban forestry can provide a metric useful as a regional indicator. The current 2010 Tree Census the Morton Arboretum is undertaking in partnership with the US Forest Service [http://www.mortonarb.org/our-impact/tree-census.html](http://www.mortonarb.org/our-impact/tree-census.html) will soon be able to offer a base line measure of tree canopy as a valuable indicator.

Overall, the Go To 2040 Plan seems to invite further integration with the urban forestry and affords many opportunities for further collaboration. We hope CMAP will be a part of future urban forestry leadership at the regional level as we aim for strategic implementation of the inspiring vision laid out in this exciting Plan.

Thank you again for the opportunity to participate.

Sincerely,

[Signature]

Edith Makra Kushner
Community Trees Advocate
Urban Forest Strategy Paper

Edith Makra-Kusnierz, Community Trees Advocate
John Dwyer, Ph.D., Research Associate

August, 2010
Urban Forestry Strategy Paper

Trees throughout the region characterize a valuable urban and community forest resource that contributes significantly to human health and the quality of life. Beyond aesthetic value and social well-being, the urban forest provides essential ecosystem services to clean the air, protect and clean water, support biodiversity, shelter homes and conserve energy. As we seek solutions to address projected population growth of 2.8 million new residents by 2040, the services provided by the urban forest will be invaluable. Growing a more robust, healthy urban forest will help achieve greater community livability in the region.

Efforts needed to create and sustain a robust urban forest are interdependent with the efforts needed to address major issues being considered in the Go To 2040 plan; Livability Through Land Use and Housing; Water and Energy Resources; Parks and Open Space. The nature of new residential and commercial development dictates how much and what kind of space is available for growing trees, for example. Stormwater management, air quality, and energy conservation strategies must consider the substantial role trees play. Public policy priorities can foster investment in the urban forest or detract from it.

The urban forest is not managed by one single entity that could plan and implement a comprehensive strategy to maximize its benefits. The ownership, composition, quality and functional value of the urban forest vary greatly across the region and land use types. A more cohesive regional approach is needed to knit together land use policies and priorities in order to improve the quality and extent of present and future urban forest capacity. Therefore, the urban forest must be seen as a vital component of the Go To 2040 Comprehensive Regional Plan.

This paper defines urban forestry, makes the case for a regional long-range plan that values trees, and lays the groundwork for critical regional leadership in urban forestry. We also point out opportunities for enhanced management and use of the urban forest to better serve the entire region. These opportunities can be realized through interdisciplinary collaboration between development, transportation, environmental and economic policies and programs.

I. Definition of Urban Forest and Urban Forestry

The urban and community forest is the forest that surrounds us in our daily lives. The trees and other plants that create a canopy over communities characterize the urban forest. We don’t travel to visit the urban forest but rather step out into it as we retrieve the morning paper under our own shade tree. Maybe the day starts with a walk along tree-lined streets to a train station, then a train ride dashing through a canopy of trees along the right-of-way, traversing public, private and institutional lands sprinkled with trees. Downtown the urban forest lives in landscaped plazas and street pits that soften harsh lines of the city streetscape and moderate temperatures and solar radiation. At day’s end, we may refresh ourselves with a walk through a neighborhood park or nearby forest preserve. All of these trees – some planted, some naturally occurring; some carefully cultivated, some un-managed, contribute to the quality of life in the region. Viewed as a whole, the vast resource is the urban forest.
The urban landscape is most effectively viewed as an urban ecosystem, with each part relating to and affecting the whole. People and all the structures and institutions that support us are interdependent with the soil, water, plants, and animals that are part of the urban forest. Natural forests and other plant communities are often not sustainable as small fragments interspersed with populated areas. In these situations, human intervention disturbs natural processes, and these processes must be augmented by management practices. Landscapes planted in developed areas can be planned and managed to contribute to urban ecosystem health and sustainability.

Urban forestry is defined as the art, science, and technology of managing trees, forests, and natural systems in and around cities, suburbs and towns for the health and well-being of all people.² This discipline naturally fits with planning processes that strive to improve the quality of life for the region. Local and regional planning strategies should be crafted that recognize urban forestry and aim to maximize its potential to contribute to regional well-being.

II. Benefits

Urban trees offer multiple benefits that contribute greatly to the general comfort and livability of communities. Through proper planning, design, and management, urban trees can mitigate many of the environmental impacts of urban development by moderating climate, reducing building energy use and atmospheric carbon dioxide (CO₂), improving air quality, lowering rainfall runoff and flooding, and reducing noise levels. Not only are substantial environmental benefits attributed to trees, there are sophisticated tools and models that allow us to measure those services quantify their value. Economic benefits are well understood, but also substantiated through cost/benefit studies. (See Section VII Opportunities, Cost Effectiveness)

Trees and associated forest resources can also significantly influence the social and economic environment of a city. They can define a desirable community character; add beauty; encourage active living; directly improve human physical and mental health; and foster a more meaningful connection between people and the natural environment. The benefits associated with these influences are highly variable within and among urban areas and often difficult to measure. Nevertheless, they reflect the important contributions of trees and forests to the quality of life for urban dwellers. The discussion below highlights how trees provide these important benefits.

A. Energy conservation

Trees reduce energy needs for heating or cooling by shading buildings in the summer, reducing summer air temperatures and by blocking winter winds. Strategically placing trees to maximize summer shading has shown to be an effective energy conservation practice. In the Midwest, trees placed to shade the west wall can reduce annual energy consumption by up to 7% though any shading on south walls can actually increase winter heating demands.² Trees planted to the south should be selected

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¹ Planning the Urban Forest, Ecology, Economy and Community Development, American Planning Association, PAS Report # 555
² Chicago Urban Forest Climate Project, McPhearson, Nowak
and pruned to allow sun to reach south walls in midwinter. Evergreen trees can work as windbreaks to block winter winds when planted to the north, northwest and west of the building.

At the community level, a robust urban forest canopy can help mitigate the urban heat island effect by providing direct shade to cool structures and paved surfaces and by evaporative cooling that lowers ambient air temperatures. Together, these reduce energy demands for summer cooling.

Utilities in many parts of the country have embraced the energy conservation features of community trees and support tree planting programs.

Case study: Iowa utility tree planting partnership

Legislation enacted in Iowa in 1990 required utility companies to spend a portion of their revenues to promote more efficient energy use. Among the programs that resulted was a partnership between utilities and the non-profit Trees Forever to plant trees. The partners implemented projects to plant trees in energy efficient landscapes, replace trees conflicting with power lines, and to plant trees for beautification, and more. Since its inception, the program has paired volunteers, resources and communities to plant 1.1 million trees that conserved an estimated 14.6 million kilowatt-hours of energy – enough to power 1460 homes for a year. ³

B. Air quality

Trees influence air quality in a number of ways. By releasing oxygen (O₂) trees dilute polluted air. Trees remove pollution from the air by intercepting airborne particles on their leaves and branches, and absorbing gaseous pollutants into their leaves via stomates. Trees also emit various volatile organic compounds that can contribute to the formation of ozone (O₃). By lowering air temperatures, trees lower the emission of volatile organic compounds from both vegetation and human sources (for example, gasoline), thus reducing the potential for ozone formation. Finally, by reducing building energy requirements, trees reduce pollutant emissions from power plants, thereby improving air quality. Sustaining widespread healthy forest cover through comprehensive urban forestry programs can lower local short-term levels of air pollution by five percent or more.

Urban trees reduce carbon dioxide (CO₂), a major greenhouse gas, by directly removing it from the atmosphere and storing the carbon in the tree biomass. By reducing building energy use, trees can also reduce the emission of CO₂ from power plants.

Case Study: An assessment of Chicago’s urban forest in 2009 found:

Number of trees: 3,585,000
Pollution removal: 888 tons/year ($6.4 million/year)
Carbon storage: 716,000 tons ($14.8 million)
Carbon sequestration: 25,200 tons/year ($521 thousand/year)
Building energy savings: $360 thousand / year

C. Urban hydrology

By intercepting and retaining or slowing the flow of precipitation reaching the ground, urban forests can play an important role in urban hydrologic processes. They can reduce the rate and volume of storm water runoff, flooding damage, and storm-water treatment costs; and they can enhance water quality. Estimates of runoff for an intensive storm in Dayton, Ohio, showed that the existing tree canopy reduced potential runoff by 7 percent; a modest increase in the canopy would have reduced runoff by nearly 12 percent.

D. Noise reduction

Properly designed plantings of trees and shrubs can reduce noise levels significantly. Wide belts (30 meters) of tall dense trees combined with soft ground surfaces can reduce apparent loudness by 50 percent or more. Although noise reduction from plantings along roadsides in urbanized areas often is limited due to narrow roadside planting space (less than 10 feet in width), reductions in noise of 3 to 5 decibels can be achieved with narrow dense vegetation belts with one row of shrubs roadside and one row of trees behind.

E. Quality of life

The presence of urban trees can make the urban environment a more pleasant place in which to live, work, and spend leisure time. Studies of urbanites' preferences and behavior have confirmed the strong contribution of trees and forests to the quality of life in urban areas. Urban forests also provide significant outdoor leisure opportunities for urbanites. Urban forest environments provide esthetically pleasing surroundings, increased enjoyment of everyday life, and a greater sense of connection between people and the natural environment. Trees are among the most important features that contribute to the aesthetic quality of residential streets and community parks.

Perceptions of such quality and personal safety are highly sensitive to features of the urban forest such as number of trees per acre and viewing distance.

F. Physical and mental health

Reduced stress and improved physical health for urban residents have been associated with the presence of urban trees and forests. Landscapes with trees and other vegetation have produced more relaxed physiological states in humans than landscapes without these natural features. Hospital patients with window views of trees recovered significantly faster and with fewer complications than comparable patients without such views. 4

G. Local economic development

Urban forest resources contribute to the economic vitality of a city, neighborhood, or subdivision. By improving the environment, trees contribute to increased property values, sales by businesses, and employment. Community action programs that begin with trees and forests often spread to other aspects of the community and result in substantial economic development.

H. Societal

A stronger sense of community, empowerment of inner city residents to improve neighborhood conditions, and promotion of environmental responsibility and ethics can be attributed to involvement in urban forestry efforts. Active involvement in tree-planting programs enhance a community's sense of social identity, self-esteem, and territoriality; it teaches residents that they can work together to choose and control the condition of their environment. By improving the quality of the living environment, community planting programs also can help alleviate some of the hardships of inner city living, especially for low-income groups.

I. Other benefits

Urban forests provide numerous other ecological, economic, and social benefits, for example, wildlife habitat, soil conservation, increased real estate values, and enhanced biodiversity. Such benefits are important to many urban dwellers and can contribute to the long-term well-being of urban ecosystems.

III. History

In the United States, trees and gardens were first recognized as important features of livable cities by the City Beautiful and Garden City movements in the late 19th and early 20th centuries. Though the City of Chicago was incorporated in 1837 with the motto, “Urbs in Horto” or City in a Garden, Chicago in its early development had few green amenities. Following a period of rapid, unplanned growth and industrial development, green spaces grew to be seen as essential to public health and the image of civil society.

The Plan of Chicago, published in 1909 laid out vast regional networks of green boulevards, regional parks and forest preserves. Soon after, the Chicago Tree Committee was formed; the first street tree ordinance adopted; and the first City Forester was hired to oversee the preservation, culture and planting of shade trees.5

5 Prost, 1911
The suburb of Riverside was platted in a park-like way with “Residences separated by patches of the untouched, original forest.” At about the same time, real estate developer, William Robbins invested in 800 acres that is now Hinsdale, and before he even sold the lots, had thousands of young shade trees planted “so that when they matured they would transform barren Hinsdale into a grove and her streets into ‘cool cathedral aisles’.” This attracted buyers, and his success started a tree planting trend among other developers.

As the region was developed in the early 1900’s residential streets were lined with American elms. This fast-growing, resilient tree formed much beloved cathedral-like canopies defining the character of communities like Evanston, Oak Park, Elmhurst, Chicago and many others. But starting in the 1950’s a devastating exotic pest was introduced to the eastern seaboard. Dutch elm disease spread rapidly up and down tree-lined residential streets, forever changing the ambiance of neighborhoods. Tragic as that was, the infestation gave birth to a new approach to managing community trees that was rooted in traditional forestry – urban forestry.

In the 1990’s, the US Forest Service reframed urban and community forests as urban ecosystems and began quantifying the environmental services they provide. As the concept of green infrastructure has taken root, the perspective of the urban forest has shifted to a holistic system of interconnected natural and cultivated landscapes that support trees, people and biological diversity. This new approach values the environmental, social and economic services of the urban forest and offers greater opportunities to enhance and reap these benefits for area residents. However, it also commands strong and creative leadership at the regional level and across disciplines.

IV. Existing Conditions

To understand the urban and community forest as a whole functioning (urban) ecosystem, we need to understand the component parts. We will discuss the land managers overseeing the different components, as well as the policies and civic involvement that affect the urban forest. Public, private, and not-for-profit groups are currently managing segments of the urban forest. However, an expansive regional perspective could best identify and capitalize on opportunities to enhance the urban forest in a more cohesive way that can maximize its potential benefits and contribution to regional well-being.

A. Land Managers

The urban forest lies on small and large parcels of land and in diverse corridors, and is affected directly and indirectly by diverse policies with a broad range of objectives and objectives. At the

6 Schick, 1891, p. 417
7 Hinsdale, Timothy H. Bakken Published in 1976 by the Hinsdale Doings
smallest scale, individual trees are often highly valued and may be intensively cared for. At the largest scale, trees and forested landscapes form the green infrastructure system and may be generally managed for biodiversity, recreation, or they may receive little or no management.

This diversity of ownership and management is both as asset and a liability. No one management strategy is best for park land managers as well as utilities and municipalities. Stewardship of the urban forest is not subject to constraints of any one kind of agency or property owner.

Strong regional leadership is needed to knit together the numerous stakeholders and objectives into a vital comprehensive approach. Recognition of the value of the urban forest and a long-term regional perspective that acknowledges the interrelationships of land use, transportation, economic and environmental policies, will go far in cultivating an urban conservation ethic that protects and grows the urban and community forest. Once these connections are made the potential of the most comprehensive view of green infrastructure will be a powerful force in achieving an improved quality of life for the region.

1. Residential landowners

The urban forest begins at home. Indeed, the residential landscape is the first connection that most people have to the natural world. Their understanding of this most intimate of natural systems shapes their expectations of public and private land management. In the best situations, homeowners may choose to plant trees that bring seasonal color, attract birds, provide shade, or provide screening. Enlightened homeowners may also landscape for maximum energy conservation by strategically shading their homes and diverting wind. Professional arborists provide services to some homeowners to help them nurture valued landscape trees, keep pests at bay and prune the crowns to maximize beauty and function. But in other areas, residents may object to mature trees or not plant trees at all, and valuable environmental services are lost to the resident and community.

Older communities may have a highly valuable urban forest partly because they have retained mature trees that were present at the time of development. Other communities may have large trees as neighborhoods have matured along with planted trees. Unfortunately, new subdivisions are sometimes marked by common, fast-growing, but poorly suited and poorly planted young trees that will be costly to maintain over a shortened lifespan. Current residential construction practices inflict substantial physical damage to growing conditions for trees, thereby diminishing the prospect of growing a mature urban tree canopy. Once landscapes are completed, non-sustainable, or even harmful, landscape maintenance practices can reduce or impede urban ecosystem health.

2. Community Associations

At the next scale, community (homeowner) associations can be influential stewards of the urban environment throughout many of the newer suburban communities. Information on the prevalence of northeastern Illinois community associations is lacking, but the Naperville Area Homeowners Confederation alone represents more than 140 subdivisions and some 145,000 residents.
Developers install ample landscapes in accord with subdivision codes and create pleasant, shared landscapes that are enjoyed for property-value enhancement, beauty and recreation, while water resources primarily function for stormwater management. They are rarely designed for long-term sustainability and ecosystem function. Homeowner associations and property management firms must maintain these community landscapes intensively to deal with using high-maintenance plants, excessive lawns, and pesticides and fertilizers. Sustainable landscape concepts are mostly unknown among community associations. Yet these expansive landscapes could be adapted and managed sustainably to contribute ecosystem services rather than compounding environmental problems.

3. Municipalities

Of public land managers responsible for the urban forest, municipalities have the greatest capacity for management of community trees. Street trees, the trees that are planted and cultivated in the public right-of-way, are often the most visible and valued components of the urban forest. Residents have grown to expect municipalities to plant and maintain trees in public parkways and support public investment in these trees.

The national Tree City USA program sponsored by the Arbor Day Foundation in cooperation with the USDA Forest Service and the National Association of State Foresters recognizes good municipal forestry programs. The criteria demand a governing authority for public trees, staff resources, community involvement and a minimum expenditure of $2 per capita for trees. An advanced program, the Growth Award, recognizes deeper stewardship of community trees. In Illinois, nearly 200 communities currently hold the Tree City USA status. Statewide, these communities spend about $82 million, or $12 per capita on average, planting and caring for community trees.\(^9\)

The urban and suburban right-of-way, the parkway, is a most demanding environment in which to grow trees. Streets and infrastructure limit growing space for roots. Additionally, reflected and retained heat from concrete and asphalt, road salt, and collisions with both lawn mowers and vehicles stress trees and shorten their lives. Many aesthetic and safety concerns (weak wooded trees cause damage during storms) limit the types of trees that can be grown. Only a limited palette of trees can tolerate these demands and this limited diversity leaves street tree populations vulnerable to disease and pests.

Progressive municipal forestry programs retain certified arborists to oversee tree planting, maintenance and removal operations to protect public investment in trees and maximize the benefits communities derive from them. Some also aim to protect trees during development and operations and to assure plans accommodate trees over the long-term. Many city foresters inventory their street trees as a basis for management plans.

4. Park Districts

\(^9\) Illinois Department of Natural Resources, Urban and Community Forestry Program, Tree City USA Conference program, 2009
Where park management is separate from other municipal services, park districts are the stewards of public trees and landscapes that support recreation.\textsuperscript{10} Natural resource management is often secondary to the recreation objective of park districts, and their urban forestry programs reflect that priority. Yet trees are essential and valued components of active and passive parks. Playgrounds and athletic facilities are more desirable and attractive when trees are incorporated into the design and well maintained.

Professional arborist staff and systematic tree management are not common among park districts. A few park districts like Downers Grove and St. Charles do employ naturalists and some employ arborists, but operations staff most often manage trees and landscapes.

Generally, a greater diversity of trees exists in parks than in street parkways, and these tend to live longer in more favorable growing conditions. However, in some high-use areas, such as picnic groves on Chicago’s lakefront where hot charcoal has burned the base of trees, park trees have shortened lives.

5. Transportation Agencies

Trees and landscaping also enhance expressways and arterial streets, creating functional buffers and community gateways. Sustainable landscaping, such as trees, shrubs and native and ornamental plants, reduces roadside mowing requirements and can enhance driver and pedestrian safety. It also reclaims medians and right-of-ways as functioning green infrastructure that enhances stormwater infiltration and cleanses the air. Township and county highway departments, the Illinois State Toll Highway Authority and Illinois Department of Transportation (IDOT) plant and maintain trees and other plants in highly visible environments.

IDOT also awards federal transportation funds through the Illinois Transportation Enhancement Program (ITEP) for community based projects that enhance the transportation infrastructure. Tree planting and management boosts the aesthetic and environmental dimensions of transportation corridors. In 2009 ITEP awarded approximately $13 million or 60% of available funds for streetscaping, tree planting and maintenance projects.\textsuperscript{11}

However, road salt and roadway contaminants directly kill trees or render the soil chemistry inhospitable so that growing trees along transportation corridors is a formidable challenge.

Case Study: Chicago Gateway Green

Chicago Gateway Green, founded by Hyatt Hotel executive Don DePorter, Mayor Richard M. Daley, and the Illinois Department of Transportation, melds corporate and civic involvement to improve Chicago’s quality of life by creating green ribbons through the city. Gateway Green’s Expressway Partnership program is transforming the city’s expressways into parkways. The newest Tree Partnership program is a large-scale tree planting initiative that will convert unused lands across Chicago into greenspaces. In its more than 20+ year history of greening and beautifying Chicago’s gateways, expressways and neighborhoods,

\textsuperscript{10} Parks and Open Space Strategy paper \url{http://www.goto2040.org/parks.aspx}.
\textsuperscript{11} \url{http://www.dot.il.gov/opp/itep.html}, April 23, 2010
Chicago Gateway Green has planted 77,000 shrubs and 3,000 trees.\(^\text{12}\)

6. Institutional and Commercial Landowners

The urban forest that grows on private non-residential land varies from sylvan golf courses and campuses to sparse landscaping on industrial lands. Campuses often support large-stature specimen trees in community arboreta that are treasured and protected. On the other extreme, many landscaping ordinances require the planting of trees to buffer parking lots and strip malls, but these trees which are coveted for shade during summer months, receive little or no care and have short, difficult lives. Too diverse to discuss in this paper, these lands are mentioned to present the full picture of the diverse urban and community forest.

Case Study: Lewis University Community Arboretum and Tree Committee

Lewis University is only the fourth university in Illinois to be named Tree Campus USA by the National Arbor Day Foundation for its dedication to campus forestry management and environmental stewardship. Lewis University is a veritable arboretum with over 60 varieties of deciduous trees on its main campus in Romeoville. Lewis University met the required standards of tree care and community engagement to earn the award.\(^\text{13}\)

7. Utilities

Community trees are highly valuable and desirable; while reliable utility services are essential. Such is the setting for perennial conflicts with trees growing in utility rights-of-ways. Overhead power lines traverse every community and share public easements with trees. Line clearance tree-trimming, which diverts tree growth away from overhead power lines, is unpopular among residents and city leaders. But without this type of pruning, branches can grow into power lines, or large, unstable limbs may break in storms and threaten reliable delivery of electricity. Progressive vegetation management programs collaborate with city foresters to replace tall trees conflicting with power lines with lower-growing, compatible trees.

Outside of residential areas, transmission lines afford utility companies opportunities for urban forest stewardship in large and contiguous rights-of-way. Underground utilities also maintain rights-of-way or set vegetation policies that impact the urban forest. Right of way maintenance for an underground petroleum pipeline managed by British Petroleum (BP) that had been deferred for decades resulted in the indelicate removal of hundreds of trees in residential portions of Homer Glen in the summer of 2007. \(^\text{14}\)

8. Forest Preserve and Conservation Districts

Biodiversity and green infrastructure are familiar and progressive components of the regional planning strategy. Forest preserves are designated and protected parcels of land are valued as the support system that sustains clean air and water, supports wildlife habitat, and offer recreational

\(^{12}\) http://www.gatewaygreen.org/ February 26, 2010
\(^{13}\) Lewis University press release, February 18, 2010
\(^{14}\) Colleen Sheehan, Southtown Star, July 5, 2007
and educational opportunities to connect people to nature. Restoration of degraded ecosystems has become an important objective for these powerful regional land managers. Technical expertise, resources and public support are strong for land preservation, restoration and stewardship. Here trees are appreciated as forests, woodlands, and savannas and understood to be important ecosystems within the greater urban area.

B. Policies
A cohesive, regional approach to policymaking is essential to protect the health of the urban forest and sustain the health and well-being of the region’s residents. Land use policies have profound impacts on the urban forest. Collaboration and communication among policy making bodies would help mitigate potential damage and destruction to the urban forest by seeking more mutually constructive solutions to achieve multiple goals.

Today, there is little consideration of the present and future urban forest in policies concerning development, transportation and infrastructure policies. For example, trees may be added as landscape features long after roadway improvements or new roadways are engineered and designed. Without designing adequate growing space and supplying viable soil medium, roadway trees cannot survive. A more sustainable approach recognizes roadside trees as an essential component and designs roadways to preserve existing trees and support the vigorous growth of healthy trees over time.

1. Direct Impact
Most policies that govern the urban and community forest are local. Among the few state or regional policies that currently impact urban and community trees are ones that relate to the movement of invasive pests. The emerald ash borer, a highly destructive insect from China, is an insidious and inconspicuous insect that can be unknowingly moved on infested firewood, logs and nursery stock. The USDA Animal and Plant Health Inspection Service (APHIS) and the Illinois Department of Agriculture establish and enforce quarantines to reduce the spread of the pest. They also monitor for the presence of other pests.

a. Authorizing

Fundamental to urban and community forest stewardship are municipal ordinances that establish agencies responsible for community trees, set requirements for planting and removing trees on public property, and prevent tree-related public nuisances like the transmittable Dutch elm disease. Ordinances may also establish a citizen’s tree board or commission to advise the municipality.

b. Tree Preservation

Communities that value a mature canopy of trees may chose to regulate potential damage or removal through tree preservation ordinances. In a few communities, individual trees are perceived as important community assets and protected during development and construction activities. Without protective codes, mature trees may be directly removed for development. Or trees may suffer irreversible, yet inconspicuous damage to roots during unchecked construction, causing premature death.
Successful ordinances require tree preservation plans and procedures that are reviewed by a professional arborist throughout the planning and development process. Removal of key trees is penalized with fines or required replacement. In Northbrook and Park Ridge, community tree preservation staff work with developers to assure best management practices are employed to protect important landscape trees.

Mature tree loss has been a source of community conflict associated with teardown and redevelopment. As larger homes are built on previously well treed lots, the loss of community character is compounded. Yet, local debate often considers individual property owners rights as paramount and tree protection ordinances struggle for acceptance. In the height of the teardown trend in the mid 2000’s more than 20 communities reported attempts to regulate tree removal on private property.15 Approximately 30 communities in northeastern Illinois have such tree preservation ordinances in place.

Case Study: When television star Mr. T cleared his elegant, old estate in sylvan Lake Forest of hundreds of mature oak trees in 1987, his chainsaw was heard ‘round the region and sparked a revolution.’16 This large scale tree removal in such a lushly canopied community was unexpected and unwelcome. For the first time in the region, civic leaders chose to regulate tree removal on private property to protect the character and beauty of their community. This pioneering tree preservation ordinance has grown stricter over time and serves as the gold-standard municipal ordinance in the region. Many Chicago-area communities have studied the ordinance and built their own community policy on its foundation.

2. Indirect Impact
Ordinances that guide development, transportation, and the environment also influence the character and extent of future urban forests. Prime examples are subdivision and zoning codes that influence urban forest preservation and the growth of the future landscape. They may unwittingly stifle the growth of robust urban forest landscapes. In new developments, the most limiting factors to growing a robust urban forest canopy are space and soil.

Larger homes on smaller lots leave little room to grow the large, long-lived shade trees such as oaks that are often cleared for development. The placement of a sidewalk with a narrow parkway also limits the future growth of trees and drives up management expenses. Cars and mowers will likely damage these trees. Their lifespan is shortened, and trees will need to be replaced more often.

In addition, oak hickory-forests and oak savannas grow on well drained soils that are rich in organic matter. Large scale developments may strip away precious topsoil, permanently altering the ability of the land to support tree growth. Even after a few inches of topsoil are replaced on top of compacted heavy clay sub-soils, the structure and function of the soil are destroyed. Shallow, disturbed soils and restricted growing space prohibit new developments from achieving the desirable character of a mature, native tree canopy and benefiting from its functionality.

15 Community Trees Program, The Morton Arboretum
Landscape codes that aim to achieve effective screening often prohibit successful designs that would achieve that objective.

Case Study: In the parking lot of the large commercial and entertainment development, Cantera in Warrenville, municipal code dictated the visual interruption of vast stretches of pavement by requiring that an individual tree be planted relative to a set number of parking spaces. Small, numerous planting pits addressed the design intent, however, trees could not thrive in the tiny planting pits surrounded by pavement and they quickly died. Alternatively, clustering trees in large planting areas with deep, quality soil and shared rooting space in parking lots would assure trees reach a large, functional size.

C. Civic Involvement

Community forestry programs seem to thrive with an exceptional level of civic involvement. Relative to other civic and environmental issues, statutory and ad hoc citizen commissions that guide community forestry programs are fairly common. An estimated 20 communities in the region have a designated citizen tree commission or tree board and another 15 or more have environmental commissions. These groups advise municipal tree programs, offer technical expertise and oversee special events such as Arbor and Earth Day celebrations.

The Arbor Day tradition, now a well-recognized national as well as state holiday, also engages the community and children in stewardship of the urban forest. In 2007 a survey found 70 northeastern Illinois communities celebrating Arbor or Earth Day with 148 schools and nearly 20,000 children in planting some 15,000 trees and seedlings.

Additionally, community controversies involving tree removal sometimes spark the formation of civic groups that persist and champion urban trees. Save the Timber is a non-profit citizen advocacy group that formed in 2004 when the historic Timber Trails golf course in Western Springs was sold for private development and the mature oak trees were threatened. The group collaborated with Openlands, a regional land conservation organization, to propose an alternative conservation design to protect more trees and preserve open space. They remain active in 2010. In the Beverly neighborhood in Chicago, tree removal in the historic district sparked the formation of Keeping Beverly Green, which has been advocating before the Chicago City Council and city agencies for tree protection policies.

V. Management

Management of the urban and community forest varies in scope and complexity across the region and by land use types as discussed above. Urban and community forestry management

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17 Ryan Companies US, Inc., Douglas Dieck, Vice President Development, 2004
18 Community Trees Program, The Morton Arboretum, 2009
19 Metropolitan Mayors Caucus survey, 2007
20 Morton Arboretum Community Trees Program Survey, 2007
21 Interview with Ellen Raymond, Save the Timber Founder, February 27, 2010
22 Interview with Kathlenn Tobin, Keeping Beverly Green Founder, November 3, 2009
approaches, to some degree, borrow from traditional forestry. Public works management also influences urban forest management as do some principles of natural resource management. Some fundamental management practices, like planting and removal, mimic the dynamics of a natural forest life cycle.

But why manage an urban forest? If nature takes care of trees in the forest, why do we have to take care of our urban forest? Trees evolved in forests with companion organisms and conditions that are no longer present in the urban environment. Arboricultural practices aim to replace some of the components of nature to help trees flourish among human neighbors. Trees are nurtured so that residents can enjoy them for the long term. Some practices, like pruning to remove weak or undesirable branches, are essential for trees and people to live harmoniously in the urban environment.

Land owners that are most likely to manage their trees using best urban forestry practices include municipalities, transportation agencies, park districts, residential community associations and institutional land owners such as corporations, cemeteries, and educational institutions.

This urban forest management overview is representative of the urban forest stewardship that would be practiced by agencies and organizations in the above categories. Only the planning and assessment aspects of urban forest management are discussed below. The balance of the management issues is included in Appendix A. It should be noted that these management activities represent additional opportunities to enhance community livability. Whereas progressive policies such as conservation design will improve the ecosystem function of new developments, adequate urban forest management can optimize the ecosystem services that can be realized from existing working landscapes. Effective urban forest management aims to sustain large, healthy trees that thrive over the long term to provide the most benefits to people.

Urban forestry strategies are relevant to land owners at any scale whose objective is to sustain a canopy of trees for the benefits they provide to people. Managing forest lands and natural areas for biodiversity objectives requires a different, but complementary strategy.

A. Inventories and Assessments
Inventories and assessments are fundamental to both natural resource management and public works. Understanding an urban forest’s structure, function and value can promote management and policy decisions that will improve human health and environmental quality. Urban forest assessment tools, such as the i-Tree models developed by the US Forest Service have achieved a level of sophistication that enables enlightened assessment to guide public policy.

1. Local inventories
Street tree inventories at the local scale are generally developed by public works programs. These inventories aid integration with other public works functions like streets and sewers to avoid damage and coordinate work activities. Many are based on Geographic Information Systems (GIS.) Inventories can also help communities estimate the value of their arboreal assets for legal and
insurance purposes. Valuation of trees also reminds policy-makers that trees are significant public investments.

Ideally, these inventories also support the forest-level view of a community’s trees. Knowing the species composition of the forest will help a community plan for pest infestations like the recent introduction of the invasive emerald ash borer.

Case Study: Lombard

<table>
<thead>
<tr>
<th>Total parkway tree population</th>
<th>18,369</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parkway ash population</td>
<td>2,956  (15.8%)</td>
</tr>
<tr>
<td>Current value of all parkway trees:</td>
<td>$38,636,700</td>
</tr>
<tr>
<td>Current value of all parkway ash:</td>
<td>$ 7,548,321 (20.65%)</td>
</tr>
<tr>
<td>Cost to remove ash trees over 10” dbh</td>
<td>$583,401</td>
</tr>
<tr>
<td>Cost to replace all parkway ash trees</td>
<td>$730,132</td>
</tr>
</tbody>
</table>

Forest preserves are more likely to undertake broad-based forest inventories of their holdings that sample forest lands to determine tree density (stocking levels,) species dominance, and the presence of understory plants that indicate forest health.

2. Regional assessments

Regionally, inventories and assessments focus on the overall structure and function of the urban forest. Information such as the proportion of the region under tree canopy cover is an important metric that influences regional quality of life. Urban tree canopy is the amount of land sheltered by the crowns of trees and is a measure of the extent and potential function of the urban forest. Information about the health, nature, extent and dynamics of the urban forest can guide supportive land use, transportation, economic and environmental policies. For example, a regional tree canopy goal could be set to drive planting, preservation, and maintenance of urban trees in support of green infrastructure and climate change objectives.

The Morton Arboretum is collaborating with the US Forest Service to complete the 2010 Tree Census to conduct the first comprehensive urban forest assessment of the seven-county Chicago metropolitan region. The 2010 assessment will provide a valuable guide for management of urban forest ecosystems across the region and support vigorous regional leadership efforts.

The regional assessment will also identify and measure the magnitude and value of ecosystem services provided by the existing canopy. This comprehensive valuation of air quality, storm water, energy conservation and economic benefits is unprecedented in the region’s Green Infrastructure Vision.

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24 Lombard City Forester, Steve Kremske, 2/25, 2010
25 http://www.mortonarb.org/tree-census.html
The current urban forest assessment models have evolved from the earliest ones developed in Chicago. In 1993 the US Forest Service developed the Chicago Urban Forest Climate Project, a pilot regional urban forest assessment for Cook and Du Page counties at the invitation of the City of Chicago. The study encompassed all land use types across the two counties. Detailed models were developed, such as those used to predict air quality and rainfall interception by measuring the leaf surface area of tree species. These models were then used to project the contribution of the region’s trees to such ecosystem services as filtration of particulate pollution by leaf surfaces.

This pilot was the basis for the US Forest Service Urban Forest Effects (UFORE) model and most recently was renamed i-Tree Eco. UFORE studies have been undertaken by New York, Philadelphia, Milwaukee, Santiago, Chile, Beijing, China and other global cities.26

Sidebar: The 1993 Chicago Urban Forest Climate Project determined that 20% of the region’s trees are ash – a figure that was instrumental in mobilizing planning and action to reduce the impact of the emerald ash borer 10 years later. This destructive pest has destroyed an estimated 25 million ash trees in the Midwest. Knowing where and what proportion of the region’s trees are ash guide appropriate management responses and project future resource needs.

In support of Chicago’s Climate Action Plan, the City of Chicago and the Chicago Park District completed a UFORE assessment in 2009. Standardized field data about trees and land characteristics from 745 random sample plots across all land use types throughout Chicago, were analyzed, along with hourly air pollution and meteorological data to determine the structure and function of the city’s urban forest. Knowing the species composition of the urban forest enables strategic planning and management and is a foundation of ecosystem services calculations. The analysis of ground cover types can help target tree planting efforts and are fundamental to storm water and heat island analyses. See Section II Benefits for detailed ecosystem services results from the Chicago assessment.

26 US Forest Service, i-Tree website, www.itreetools.org
V. Challenges

The major challenges concerning the region’s urban and community forest are two-fold: threats to the existing tree canopy; and limitations on the establishment of future tree canopy. Integration of urban forestry into the Go To 2040 Plan could help improve coordination of policies and objectives to preserve the robust tree canopy that makes communities livable.


28 ibid
A. Loss of canopy

Current development methods damage or destroy existing trees and woodlands. New development clears land of tree cover and installs new, primarily ornamental landscaping upon completion of structures. Urban forest integrity and ecosystem health is lost with excavation and land moving operations. Loss of mature trees represents an economic and environmental loss and diminishes the quality of life in the region.

1. In fill development

Traditional style development, especially the trend towards larger homes on smaller lots, prohibits the preservation of stands of mature trees around homes. Loss of mature trees within established neighborhoods, which occurs with infill development, is painful to communities. Tree preservation ordinances must specifically dictate preservation practices, like the establishment of tree protection zones around valuable trees to prevent any disturbance of soil and vital roots systems. Careful monitoring for adherence to specifications is essential throughout the construction process, as trees, such as oaks, are sensitive to soil disturbances and unintentional, irreversible damage can occur from misdirected equipment or contractors.

Case Study: Public Tree Preservation Policy
A developer in Skokie complied with municipal code to protect a mature white oak on the parkway while redeveloping a residential site. A subcontractor, unaware of the tree preservation objective, cut a utility trench through the tree’s critical root zone rendering the tree unsafe and unable to survive, and the tree had to be removed by the village. The contract was held responsible for the full value of the public tree - $14,000.29

Large, mature trees provide up to 16.4 times more environmental and economic benefits over their lifetime than small trees. Air and water quality benefits are a function of leaf surface area and large trees have exponentially more leaf surface area than small trees.30 Large trees also provide the greatest boost to property values and contribute strongly to esthetics, sense-of-place and other user experiences. Mature trees are simply irreplaceable and it is essential to implement policies to protect them.

Comparison of Lifetime Tree Benefits Relative to Mature Size

<table>
<thead>
<tr>
<th>Tree Size</th>
<th>Net benefits/year</th>
<th>Lifetime net benefits</th>
<th>Life expectancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large Tree &gt;40ft tall</td>
<td>$37</td>
<td>$4,440</td>
<td>120 years</td>
</tr>
<tr>
<td>Medium Tree 25-40ft tall</td>
<td>$16</td>
<td>$960</td>
<td></td>
</tr>
</tbody>
</table>

29 Skokie Village Forester, Cathy Stevens, 2006
30 US Forest Service, Midwest Tree Guide
Life expectancy 60 years

Small Tree <25ft tall

Net benefits/year $9
Lifetime net benefits $270
Life expectancy 30 years

2. Pests

Global trade and climate change have brought a rash of invasive pest introductions that pose serious threats to urban and community forests. Pests that may be kept in check in native ecosystems by the balance of nature go unchecked in foreign ecosystems, and the losses can be profound, as in the case of Dutch elm disease, a fungal disease spread by the invasive elm bark beetle. Gypsy moth, most known for its devastation of eastern forests became problematic in the 1970s, and infestations are periodically heavy in Cook, Du Page, McHenry and Lake Counties. The insect eats foliage at a time in the growing season that is most damaging to tree health and can result in death. Recent introductions of damaging invasive insects include Japanese beetles, well-known to gardeners, and bag worm which is particularly damaging to popular evergreen trees and shrubs. Emerald ash borer, previously mentioned, was found in Illinois in 2006 and is the most potentially damaging of these pests. Forest inventories indicate that some 130 million ash trees in the state could be killed by this insidious invasive insect. Now found in 14 states and Canada, it has already destroyed tens of millions of ash trees.

Case Study: Chicago and Asian long-horned beetle

This large, menacing-looking, tree-feeding beetle was little known when it was found in Chicago and a few suburban locations. An unprecedented collaboration of state, federal and municipal agencies quickly responded by extensively surveying to find all signs of infested trees; destroying all infested trees; and replacing them with new trees resistant to the beetle. After several years of intensive and expensive efforts, it appears that eradication efforts have succeeded locally (the only occurrence of such success known), and all state and federal quarantines and monitoring programs have ceased in the region.

Unless invasive pests are found and stopped at points of introduction, they will continue to be one of the greatest threats to the health of the urban ecosystem. The only possible long-term management response is to plant a diverse urban forest that offers the greatest opportunity for resistance, and therefore resilience, to new pest introductions.

VI. Establishment of new trees

It is critical that communities have the capacity to support a robust tree canopy as they grow. The nature of planning and development directly influences the quality, extent, and function of the future urban forest. Once structures and land use decisions are in place, the condition of the

31 US Forest Service, Midwest Tree Guide
32 Illinois Department of Agriculture website, www.agr.state.il.us/environment/pest/gyps moth
33 US Forest Service Chicago ALB case study.
growing medium and quality of the growing space is permanently set. Current development trends preclude the growth of a sustainable urban forest canopy and must be changed.

A. Growing space

Landscaping and streetscaping must be deliberately designed in all transportation, residential and commercial developments. A viable urban forest will not thrive in these areas unless it is planted and cared for. Attractive, functional and successful treescape designs require thoughtful placement, adequate rooting and growing space, and appropriate selection and planting.

Trees are a desirable component of plazas, streetscapes and roadways. Yet, too often the designs don’t allow adequate space above-ground for tree crowns to mature without conflicting with structures, nor adequate below-ground space for vital roots to develop to support tree growth. As trees require rooting space to be at least as broad as their mature crowns, traditional, restricted tree pits, parking lot islands, and medians cannot sustain trees over time. New plantings in such spaces rarely last more than a few years. Designed to be visual and functional foils for stretches of paved, built landscapes, such tree plantings rarely fulfill this intent.

Similarly, residential developments aiming for efficient use of expensive land leave little room for landscape trees to attain the mature size. Highly desirable landscape trees like oaks can span 40-80 feet in width and cannot reach their mature size in small yards. Unless development policies leave room for trees, the ecosystem services so abundant with large trees will be unavailable.

B. Soil

Rural areas have learned to value their soil as a precious resource that warrants responsible stewardship and protection. Urban regions more commonly treat soil as merely the foundation for building, when it is, in fact, the foundation for all plant life and ultimately all human life. Construction practices strip away the deep, fertile Illinois soil profile. Its complex structure and chemistry was developed by natural processes over hundreds to thousands of years. Subsoil is then densely compacted with heavy equipment to support building. Trees roots struggle to survive in such soil. Once structures and infrastructure are built, a few inches of topsoil bereft of critical soil structure, is returned. The modest topsoil allotment supports the shallow root systems of turf, but not the long term survival of valuable shade trees.

Aggressive local and county regulations aim to protect water quality from runoff contamination during construction, yet there are not regulations that protect our fragile soil resources. Significant changes in development regulations and practices are needed to preserve soil and the future capacity of the land to grow a robust urban forest.

VII. Opportunities

Urban and community forests are at their best and highest use when abundant trees are mature, flourishing and improving the lives of people. As we’ve seen, the lack of a connected, regional urban ecosystem management perspective means that the urban forests of northeastern Illinois are inadequately managed, and precious ecosystem services go unclaimed. However,
reframe the discussion and lay the groundwork for cooperation and innovation that can capture these essential services.

The urban forest also offers opportunities for achieving healthy, safe and walkable communities called for in the Go To 2040 Comprehensive Regional Plan.

A. People love trees

We can tap into humans’ deep, innate connection to trees to gain support for regional environmental objectives. Trees are beloved ambassadors of the natural world.

Innumerous cultural and spiritual traditions value trees. Ubiquitous trees impact people at every socio-economic level throughout the region. While a few communities have a culture that is uncomfortable with trees growing around residences, most have a historic connection to trees. Seven communities in the region are named for oaks (Oak Park, Oak Lawn, Oak Brook, Green Oaks, etc,) and dozens are named for trees or stands of trees (Maple Park, Sycamore, Elmwood Park, Elmhurst, Downers Grove, etc.) Trees are a very common element in village seals and logos. Despite our prairie heritage, civic pride seems more arboreal in nature.

Civic leaders understand the value of trees. A 2002 study of Illinois mayors and managers found that 99% of respondents agreed that trees improve community appearance and 90% also agreed that trees are important for maintaining a healthy community environment and quality of life.34

Mature trees are passionately valued by residents for the beauty and comfort they bring to neighborhoods. In a 2004 survey of 677 Kenilworth residents, 93% rated trees as the most important attribute in defining the existing character of the community. Eighty-six percent also stated that the loss of mature trees was “very negatively” impacting Kenilworth, greater than any other factor.35

Ultimately, trees can bridge a connection from home to the natural world. People who never visit forest preserves and don’t understand biodiversity can enjoy the change of seasons reflected in landscape trees. Cultivating appreciation for neighborhood trees and their rich gifts can help foster an understanding of more complex environmental concepts like green infrastructure. Trees are more universally accepted in the landscape, while some communities are still striving for aesthetic acceptance of natural landscaping and bioswales.

B. Cost effectiveness

When viewed as an amenity, stressed local budgets may not generate the capacity to support tree planting and maintenance. When social, economic and environmental services are considered, urban forestry becomes a good public investment. The US Forest Service conducted a cost/benefit

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34 US Forest Service, Western Illinois University, Illinois Department of Natural Resources, Schroeder, Herbert, Green, Thomas; Howe, Timothy

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of urban forests specific to the Midwest.\textsuperscript{36} It considered these costs and benefits related to community trees:

<table>
<thead>
<tr>
<th>Benefits</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electricity Savings</td>
<td>Tree &amp; Planting</td>
</tr>
<tr>
<td>Natural Gas Savings</td>
<td>Pruning</td>
</tr>
<tr>
<td>CO\textsuperscript{2} Reduction</td>
<td>Remove and Dispose</td>
</tr>
<tr>
<td>Ozone Avoidance</td>
<td>Infrastructure Repair</td>
</tr>
<tr>
<td>NO\textsuperscript{2} &amp; SO\textsuperscript{2} Reduction</td>
<td>Irrigation</td>
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<tr>
<td>PM\textsubscript{10} Removal</td>
<td>Clean-up</td>
</tr>
<tr>
<td>Rainfall Interception</td>
<td>Liability &amp; Legal</td>
</tr>
<tr>
<td>Other Benefits</td>
<td>Administration</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street or Park Tree 20 years after planting</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Benefits</td>
<td>Small</td>
<td>Medium</td>
</tr>
<tr>
<td>Crabapple</td>
<td>22.00</td>
<td>38.09</td>
</tr>
<tr>
<td>Red Oak</td>
<td>4.80</td>
<td>14.44</td>
</tr>
<tr>
<td>Hackberry</td>
<td>26.80</td>
<td>52.52</td>
</tr>
<tr>
<td>Environmental Benefits</td>
<td>26.66</td>
<td>33.01</td>
</tr>
<tr>
<td>Other Benefits</td>
<td>$0.14</td>
<td>$19.52</td>
</tr>
<tr>
<td>Total Benefits</td>
<td>1</td>
<td>1.59</td>
</tr>
</tbody>
</table>

The study compared three sizes of trees and used Glen Ellyn as the Illinois reference city. It assumes a 40% mortality rate. Large public shade trees return $2.67 in measurable ecosystem services for every dollar invested. The least functional tree of the study was a small stature ornamental tree in a public landscape – which broke even over the 20 year period with a 1:1 benefit / cost ratio. The most valuable tree, a large residential tree, assumed to be shading a west wall and therefore providing optimal energy conservation benefits, returned $6.75 in services for every dollar invested. Lower maintenance costs, greater longevity and energy conservation services are credited for the high return of residential trees compared to public trees.

Overall, the urban and community forest is a dynamic ecosystem that provides essential measurable environmental, social and economic services to enhance the quality of life in communities. Trees are capital assets that grow more valuable over time and stand out as responsible public investments.

C. Expanding functional green infrastructure

The urban forest is the thread that weaves green infrastructure into the psyche of the urban resident and the agenda of the local unit of government. The green infrastructure movement in Illinois would benefit by including the urban forest. The Green Infrastructure Vision states “the nearly 360,000 acres of natural areas that make up Chicago’s Wilderness comprise our ‘green infrastructure,’ It includes large complexes of remnant woodlands, savannas, prairies, wetlands, lakes, stream corridors and other natural communities that support biodiversity and provide habitat for diverse communities of native flora and fauna at the regional scale.”

However, the national Conservation Fund sees the green infrastructure network more broadly, including working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations. Further, the American Planning Association recommends, “Connecting the trees, parks, and other urban green infrastructure at site and neighborhood scales to the surrounding waterways and other regional green infrastructure networks may well become the next great frontier in planning and government services.”

Since trees add a vertical layer of green to built environments, the environmental function of urban land is enhanced without compromising its original use. A large tree stretching up and over a suburban yard adds significant leaf surface area above impermeable roofs, driveways and turf to intercept rainfall. Within a parking lot, for example, a bioswale can intercept rainfall and filter stormwater within the allocated planting strip. If properly designed, the same planting strip could support ample tree crowns that greatly expand leaf surface area horizontally and vertically to aid in rainfall interception. Urban trees add functionality to landscapes that otherwise would add to stormwater management burdens. Rain gardens, though often favored as a component of green infrastructure solutions, limit access and use in conventional residential landscapes and require greater expertise to install and manage than trees. The best solution is to use trees within and besides rain gardens, bioswales and other green infrastructure tools.

Implementing sustainable landscape practices on existing urban landscapes could collectively enhance their function and create a healthier urban forest ecosystem. Whereas conservation design principals allow new developments to preserve and restore ecosystem function, urban forestry can reclaim these valuable benefits from vast, established landscapes.

In the region, green infrastructure is presently seen to have primarily a storm water function. The Illinois Legislature enacted Public Act 96-26, the Green Infrastructure for Clean Water Act, requiring the Illinois EPA to assess and evaluate the use of green infrastructure to help manage stormwater in Illinois. Again, the national dialogue has a broader view that includes ecological, social, and economic functions and benefits, beyond those already mentioned:

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37 Chicago Wilderness website www.chicagowilderness.org
38 Green Infrastructure, Linking Landscapes and Communities, Benedict, Mark; McMahon, Edward, 2006, p. 3
• Cleaner air
• Increased recreational and transportation opportunities
• Improved health
• Better connection to nature and sense of place

The role of urban forests in improving air quality, enhancing public health, cultivating relationships with nature and creating a sense of place is well researched and documented. The region stands a better chance of capturing all of the ecosystem services possible with a green infrastructure vision by considering the urban forest.

D. Regional Indicator

A key finding of the urban forest assessment, the 2010 Tree Census, will be urban tree canopy. The Regional Indicators Project, an important CMAP endeavor, could use the urban tree canopy as a solid indicator of environmental quality within urban environments. Since urban forests encompass communities, urban tree canopy is a potential indicator that is directly related to livable communities. This metric has been used by the Boston Indicators Project and as an indicator in Minneapolis, Portland, San Francisco and St. Louis.

Case Study: Boston Indicators Project

Indicator: Tree Cover and number of trees and bulbs/flowers planted. Why is this important?

The liveliness and safety of Boston’s streets depends on how well the built environment, street life and open spaces are integrated. Trees, especially in dense neighborhoods, give people a sense of place, comfort and beauty.

How are we doing? In 2007 the City of Boston and its partners in the Boston Urban Forest Coalition launched the Grow Boston Greener Campaign to plant 100,000 new trees by 2020, which would increase tree canopy cover from 29% to 35% by 2030. Initial goals have been met with 1,000 trees planted in 2007 and 3,000 in 2008 with a primary focus on communities with low canopy cover.

As of 2008, about half of Boston’s neighborhoods have at least a 30% tree cover; however, the neighborhoods of East Boston and South Boston along with the Central City—which include Chinatown—have less than a 10% tree cover.

40 Green Infrastructure, Conservation Foundation website www.greeninfrastructure.net
VIII. Strategies for Regional leadership

A new, collaborative regional approach to urban and community forestry is essential. The Go To 2040 planning process presents this opportunity. National leadership and technical support from the US Forest Service is strong, and local investment and management are growing. Long in the domain of natural resource and public works agencies, urban forestry needs to become integrated with the civic leaders implementing long-term regional plan. Among existing land managers and stakeholders, regional leadership is needed to knit together various interests for the overall optimal management of the region’s urban forest to enhance and sustain quality of life.

The American Planning Association recently defined urban and community forestry as, “a planned and programmatic approach to the development and maintenance of the urban forest, including all elements of green infrastructure within the community, in an effort to optimize the resulting benefits in social, environmental, public health, economic, and aesthetic terms, especially when resulting from a community visioning and goal setting process.”

Indeed, regional leadership is a long time coming: The 1909 Plan of Chicago called for a regional approach and for principles that could now be considered urban forestry. But urban forestry has not yet become a component of a contemporary regional plan.

The first step in developing a regional approach to urban forestry is the recognition of the value of the urban forest. Current research documenting the social, economic, and environmental value strongly supports this view. Through dialogue with civic leadership, the compelling case for community trees and forests as a vital component of the long-term regional vision can be made.

A vital second step is an accurate and regional assessment of the urban forest. The Morton Arboretum and US Forest Service’s 2010 Tree Census will provide baseline information about the structure and function of the region’s urban forest is essential to future goal setting and indicators of progress.

41 American Planning Association,
Ongoing regional leadership is also needed to guide innovative policy solutions that both protect existing urban forest resources and allow the growth of a sustainable urban forest. Successful local tree protection ordinances and programs need to be modeled and analyzed to further support the adoption of such policies in new communities. Pioneering policies that could guide development to protect vital soil and growing space for the future urban forest have yet to be conceived. Regional leadership could strive for broader adoption of conservation design concepts that are inclusive of landscape tree protection and cultivation.

Similarly, zoning and development policies that put gray infrastructure function at cross purposes with environmental objectives achievable through urban forestry, such as parking lot designs that prohibit trees, need innovative, regional assistance.

Finally, community comprehensive plans need to consider urban forestry and the significant role it has in achieving livable communities. CMAP and its partners should provide guidance and assistance to communities who value a robust urban forest and demand the vital services it provides to people.

Collaboration among other planning strategies already a part of the Go To 2040 process, Conservation Design, Context Sensitive Design, Parks and Open Space, Teardowns, Stormwater Best Management Practices, Ecosystem Restoration, Urban Design and Green Infrastructure would strengthen each and combine forces in pursuit of common regional quality of life goals. Urban forestry offers multiple benefits that can be effective in achieving the goals associated with Livable Communities in the Go To 2040 Plan.
Urban Forest Management

a. Management Plans and Specifications

Comprehensive urban forest management plans are not common among land managing organizations, but municipalities again lead in this area. Municipal forestry management plans and specifications focus on essential practices needed to maintain an enduring tree canopy that provides maximum benefits to the community as a whole, while minimizing possible liabilities. These plans provide goals for the community forest, set specifications for planting and maintenance tasks, and establish priorities, mostly geared towards street trees. In addition, some of these management strategies intersect with other issues, such as public safety, environmental health, and transportation.

b. Planting

Vital to a sustained urban forest canopy, planting is the most visible and rewarding of all management activities. With few exceptions, trees are planted into the landscape as substantial, commercially produced nursery stock. Nurseries located in Kane, Kendall, Will, McHenry and other partly agricultural counties supply the region with cultivated trees and woody plants grown from small, mostly cloned plants produced in the fertile Pacific Northwest region.

There is much interest and a growing market for native trees grown from local seed for genetic and biodiversity. In fact, many strategies promote exclusive use of natural landscaping and native plants. However, use of native and cultivated native or introduced trees is an appropriate solution to the challenging growing conditions and constraints in an urban environment.

Horticultural breeding allows us to grow a greater diversity of trees and enjoy more ecosystem services. Much breeding work goes into producing plants, called cultivars, which are better suited to urban growing environments, perform better in the landscape, or offer more attractive features such as showy fall color, than their naturally occurring counterparts. In addition, trees bred for longer flowering or smaller stature appeal to consumers and inspire them to plant more trees. Finally, native trees such as ash trees and American elms are vulnerable to exotic pests and diseases. Disease-resistant elms, which have taken 30 years to breed, are appropriate and ecologically benign.

Even native trees, like honey-locust trees, have been bred to eliminate naturally occurring menacing thorns and produce stronger, shapelier crowns. They are now widely planted in the landscape primarily as these improved ‘cultivars.’

Tree planting is more complicated than commonly believed. Techniques must mimic nature to assure transplant success. Nursery production processes that place young root systems too deep in the soil have recently been attributed to slow, but widespread underperformance and likely failure of landscape trees. One to three years of care in the form of frequent monitoring, watering and mulching is essential to the successful establishment of newly planted trees. It is difficult
some agencies to attend to appropriate after-care, and young trees die soon after planting. Better planting contracts require multiple years of monitoring and watering to protect the investment in tree planting.

Case Study: Suburban Tree Consortium
The Suburban Tree Consortium was created in 1985 by a group of municipalities wishing to improve the quality and selection of parkway trees in the Chicago area. The ubiquitous low bid process yielded inferior trees with high mortality rates and it prohibited continuity and consistency in the tree supply. The communities successfully lobbied, with the help of the West Central Municipal Conference, to change state statute to extend the length of time municipalities could enter into contractual relationships with area nurseries. 

Pruning
Pruning is an important maintenance practice for trees in the urban landscape. In nature, dead or weak limbs fall to the forest floor and eventually decompose. This is not acceptable for trees growing in human-dominated landscapes. Dead or dying branches or branches that could break are cut out by trained arborists. Structural pruning helps trees build strong branching architecture that can extend tree life. Pruning may also be done to fit trees into restricted urban spaces by directing growth away from streets, structures and utility lines. Quality pruning that retains and enhances the nature shape and character of a tree goes unnoticed by untrained eye. Utility pruning, on the other hand, appears harsh and unnatural to the public, though it is also governed by American National Standards Institute (ANSI) standards and is done by qualified arborists.

Pests
Established trends in nursery production, landscape design, and construction have led to the overuse of inexpensive, fast-growing, high maintenance plants that require pesticide applications to control serious or annoying pests. Consideration about their hardness or pest susceptibility may be ignored. For example, crabapples are adaptable in difficult growing environments; small and compatible with urban infrastructure; and offer spring flowers and fall and winter ornamental features that make them popular and common. The horticultural industry has bred about 400 different cultivars. A few are superior and flourish with minimal care, but many commonly used crabapples are susceptible to diseases and insect pests and require chemical pest control. By selecting the superior cultivars, the beauty and function of these ornamental trees can be enjoyed without compromising environmental health with excessive pesticide use. While the selection and planting of optimal, targeted tree species is the ultimate, long-term solution, Integrated Pest Management is currently the best practice for managing losses and inconvenience from insect and diseases pests. Professionally trained horticulturists and arborists regularly monitor plant health. When pest problems are detected, the severity and consequences are evaluated to determine if control is necessary. Environmentally benign control measures, like

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42 West Central Municipal Conference website
http://www.westcook.org/wcmc/programs/pageDetail.asp?objectId=359
hand-picking Japanese beetles and destroying them in soapy water, are used before pesticides are applied.

e. Removal

The higher the human use of the land, the more proactive the removal of dead, dying or structurally failing trees must be. Trees are removed to prevent their unplanned collapse; to preserve landscape aesthetics, and to prevent the spread of pests or diseases. Trees are also removed for construction and to eliminate conflicts with gray infrastructure. Urban and community trees are killed by insect pests, diseases, physical injury, conflicting maintenance operations – like salting roadways, and other causes. Most often, land managers remove trees in a severe state of decline before death occurs.

Effective urban forest management calls for evaluation and mitigation of hazardous trees to minimize potential damage to persons or property. Timely removal of problem trees allows managers to avoid costly and dangerous removal operations during severe weather. Arborists are trained to evaluate trees and their potential longevity in the landscape. Evaluation factors are based on the species of tree; its form, branching and rooting habits; its vulnerability to internal decay; and the history and current use of the landscape. For example, silver maple trees, known to have weak wood and branching habit, would be more likely removed than other species if there is evidence of structural weakness and the tree is adjacent to a playground. Municipal ordinances and specifications often prohibit the planting of structurally weak trees such as cottonwoods, silver maples and box elder trees.

f. Wood Utilization

Woody debris from pruning and removal operations is prohibited from landfills in Illinois. Branches and small debris are processed into wood chips and useful as landscape mulch. There is growing capacity to utilize this material for biomass fuel. Robbins Community Power plans to open a 50,000 mega watt power plant fueled by wood chips from landscape operations and construction debris in 2010. However, certain large trees might also contain sufficient high-quality wood that could be milled into useable lumber. The green building trend also presents opportunities to reclaim useable lumber from felled urban trees. This supply of urban timber, though small and diffuse, meets green principals for reclaimed and locally sourced material. The US Forest Service estimates that reclaimed urban wood waste could equal 3.8 billion board feet or nearly 30% of annual hardwood consumption in the United States.43 The Illinois Emerald Ash Borer Wood Utilization Team is building on increased opportunities resulting from loss of ash trees to create networks, markets and build capacity to help reclaim usable lumber from trees.44

43 US Forest Service, Utilizing Municipal Trees: Ideas From Across the Country, NA-TP-06-01, October 2001p. 1

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CMAP Meeting with:
Motorola Foundation

Matthew Blakely, Manager of Motorola Foundation

- Motorola Foundation mostly funds science, technology and math educational programs
- One quarter of their giving stays in Chicago b/c they're located here.
- Have a very large volunteer base (perhaps could coordinate with Chicago Wilderness?).
- Over 8,000 employees locally.
August 6, 2010

TO: Hala Ahmed, CMAP
FROM: Naperville for Clean Energy and Conservation
RE: Response to CMAP Plan

Introduction:

The members of NCEC (Naperville for Clean Energy and Conservation) appreciate CMAP’s request for feedback on the Manage and Conserve Water and Energy chapter of the Go To 2040 regional plan. This effort to coordinate land use and transportation planning could help conserve energy while also helping lead the state out of its current economic mess.

The plan offers insightful information and good ideas. We especially like the emphasis on potential economic benefits of improved energy policy, as mentioned on page 36. Specific ideas, such as Property Assessed Clean Energy (PACE), and the call to reduce heat island effects by planting more trees.

However, as is typical in such large-scale plans, there could be more about how to actually implement all these good ideas. Perhaps this is addressed later in the document. We also understand that political and budgetary constraints come into play. Similar issues may be the reason for somewhat timid goals such as a 1.2 percent increase in the use of electricity for transportation by 2040. Can’t we do better than that in the next 30 years?

By their nature, comprehensive plans are somewhat general. Most of our comments we are specific and/or prescriptive, so they should prove helpful as you begin implementing the plan. Since we have not read the entire plan, there is a good chance that some of the policies we espouse here are addressed elsewhere in the document. Perhaps these types of specific action steps can help CMAP overcome the political and budget constraints that always come in to play. Put more bluntly, our comments demonstrate that progressive energy policy has a strong constituency in northeastern Illinois, a fact of political life that elected officials should keep in mind.

A final caveat: This document should not be considered an official NCEC position or policy. Rather, it is the response of several NCEC members to CMAP’s request for input.
Proposed Actions:

Transportation
- Create zoning, dedicated lanes, and incentives (e.g., toll-free, preferred / free parking, preferred toll lane) for Neighborhood Electric Vehicles.
- Infrastructure needs for future development of plug-in automobiles should be planned. This includes region-wide smart grid technology, as well as actual charging stations, etc. [http://en.wikipedia.org/wiki/Neighborhood_Electric_Vehicle]
- Develop trail systems for to connect schools, parks, and other public spaces.[1]
- Implement / expand car sharing operations (CSOs) (e.g., ZipCars / WeCars) at all commuter rail stations and colleges. [http://en.wikipedia.org/wiki/Carsharing]
- Construct viaducts at railroad crossings to prevent idling (reduce energy waste and pollution).
- Construct roundabouts to prevent idling (reduce energy waste (including traffic signals) and pollution). See: [http://en.wikipedia.org/wiki/Roundabout]
- Implement/expand user friendly mass transit such as trams/trolleys.

Municipal Buildings and Schools
- Require LEED status, preferably Platinum
- Mandate clean energy sources (geothermal, wind, solar)
- Mandate recycling programs
- Mandate food composting programs (doubles as an educational tool)
- Mandate green roofs (doubles as an educational tool)
- Mandate eco-friendly lunch boxes
- Create parks at schools / municipal centers for family weekend use.

Electrical Power Plants
- Mandate timetable for CCS (Carbon Capture and Storage (Sequestration) for Regional coal-fired electrical power generating stations.
- Plan for and encourage smart grid technology. Naperville is in the early stages of a smart grid project.
- “Full-cost” pricing should be recommended for energy (electric and natural gas) production/use/conservation, just as recommended for water conservation.
- More stringent local environmental regulations to reduce pollution and subsequent adverse human health effects.

Coal-Fired Power Plants in Chicago
The Crawford and Fisk power plants are the two largest sources of particulate forming air pollution in Chicago and contribute to the area exceeding federal health standards for particle pollution. The Fisk plant in Pilsen and the Crawford plant in the Little Village neighborhood are owned by Midwest Generation, a subsidiary of California-based Edison International, a corporation that sells electricity to Commonwealth Edison. None of the power generated at Fisk and Crawford is actually sold to Illinois utilities, but rather is used to maintain reliability of the electrical grid during peak times. Chicago residents are therefore bearing the ill health effects of dirty plants that send their product elsewhere.
According to the most recent data available (2003–04), the two plants combined emit:

- 230 lbs of mercury, which causes brain damage [1];
- 17,765 tons of sulfur dioxide and nitrogen oxide, which cause ozone and acid rain, becoming particulate matter that contributes to breathing problems [2];
- 260,000 lbs of soot [3].

The Fisk plant was most recently rebuilt in 1958 and Crawford in 1959. The idea behind “grandfathering” the 1950s-era plants in the 1977 Federal Clean Air Act was that the dirty old plants soon would be replaced by more modern, cleaner plants. This was a costly error we are still fighting to correct.

The current federal framework for reducing power-plant pollution nationwide, the so-called “cap and trade” program, allows heavy pollution to be concentrated in areas that are home to people who are most vulnerable to the ill health effects from it, areas with lower-income individuals and minorities who are disenfranchised from the political process and power structure. This is the core concept of environmental injustice.

**Local Food**
- Replant lawns with edibles and build raised vegetable beds.
- Implement a local currency project in (e.g. Whidbey Island, Washington)
- Get 50 percent of food from farms and processors within 100 miles of town [2]

**City and Local Businesses**
- By 2025, use 50 percent less energy [3] Renewable energy, such as solar, wind and geothermal, needs to be addressed with a regional perspective, not just for individual households. In order to ensure safe, secure, less environmentally exhaustive and destructive energy, it needs to be generated, at least partially and as possible, within more localized, interconnected community/regional centers, and made less dependent on current large network utilities.
  - Generate 50 percent of gross domestic product from local businesses [5]
  - Maximize passive solar architecture and site planning for solar access.
  - Mandate commercial business recycling programs.
  - Derive 50 percent of the energy it does use from local sources [4]
  - Mandate recycling programs at fast food restaurant chains.
  - Challenge businesses to switch from “cradle to grave” linear processes to closed-loop “cradle-to-cradle” processes.
  - Lead and develop macro industrial ecosystems; e.g.,
    - Using electric power utility carbon dioxide for cement production (see below).
    - Use Polyvinyl Chloride waste as a food (reducing agent) for ironmaking (see below)
Waste

· Develop a timetable for region (subregions) to be “zero-waste” (e.g., Kamikatsu, Japan). [http://www.appropedia.org/Kamikatsu_Waste_Management](http://www.appropedia.org/Kamikatsu_Waste_Management)

· Institute Styrene / Expanded Polystyrene (EPS) recycling programs (e.g., [http://www.dartcontainer.com/web/environ.nsf/pages/enrecy.html](http://www.dartcontainer.com/web/environ.nsf/pages/enrecy.html))


Water

· Distribute rain barrels and maximize use of grey water.

· Auction rain barrels hand-painted by local artists

· Employ “Natural System” storm water management

Education:

· Develop extensive, continuous public education campaigns to raise awareness and improve compliance.
Hi Hala!

Sorry for the delay getting this to you! I know there will be a compilation letter coming from one of our members as well, which combines thoughts submitted by a few members of NCEC. For now, my general thoughts on the plan:

1) FANTASTIC WORK—KUDOS TO EVERYONE WHO CONTRIBUTED! The extensive research and recommendations for increasing building efficiency is particularly appreciated!
2) The only aspects, that I feel are important, and I couldn’t find mention of were:
   - Plans for development of regionally interconnected localized renewable energy generation (i.e. commercial scale solar installations on large buildings/over highways or large scale geothermal) and distribution
   - Electric vehicle infrastructure development
   - Extensive, CONTINUOUS, public education campaigns. Even though behavioral changes were addressed, how to achieve them didn’t seem to be mentioned
   - “Full-cost” pricing for water was addressed, however, full-cost pricing for ENERGY should also be included.

Thank you SO MUCH for coming to present at our meeting! It was very helpful to have an actual person explain the plan vs. trying to read and understand it all on line. We look forward to hearing about your continued work this project, and if there is anything NCEC, or I can do to help please don’t hesitate to contact us!

In Community Spirit,

Jodi Trendler

Naperville for Clean Energy and Conservation, www.ncec.us
Green Drinks - Naperville, http://www.greendrinks.org/IL/Naperville
630.983.4063
VIA ELECTRONIC AND FIRST CLASS MAIL

August 6, 2010

Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606
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To Whom It May Concern:

Thank you for the opportunity to comment on the Chicago Metropolitan Agency for Planning’s (“CMAP”) GO TO 2040 Comprehensive Regional Plan Draft. As the Natural Resources Defense Council (“NRDC”) has placed a strong programmatic emphasis on fostering the creation of sustainable communities, we very much appreciate CMAP’s efforts to set forth a strategic plan that will allow the region to continue to prosper and progress through sustainable initiatives as we move into the future. Our sustainable communities work has focused on fighting sprawl, delivering clean transit choices, moving goods without excess pollution, ensuring environmental justice and creating green jobs; we are glad to see that CMAP has incorporated many of these same priorities into the draft plan. Based on our previous experiences and ongoing efforts in this area, we would like to offer some additional input to ensure that the GO TO 2040 Comprehensive Regional Plan fully achieves its potential of making our region a place where people want to live and work, now and in the future, which meets the diverse needs of existing and future residents, and in which the built environment protects and enhances the natural environment and contributes to a high quality of life.

Land Use and Transportation

Overall, NRDC enthusiastically supports GO TO 2040’s aim to invest in the development of more compact, walkable, mixed-use communities and its call for local land use decisions to focus on the interrelationship of transportation, land use, and housing with an emphasis on development patterns that support the use of public transit. NRDC has been working for decades to help communities achieve more sustainable development patterns and prevent sprawl. This includes the promotion of more compact densities, development of infill sites and redevelopment of previously developed areas, and expansion and enhancement of public transportation, pedestrian and bicycle facilities.

1 NRDC has published a number of books, reports and fact sheets on smart growth which we invite CMAP to reference at http://www.nrdc.org/smartgrowth/ in creating a comprehensive plan for the region.
We support GO TO 2040’s call for transit expansion to be tied to supportive land use planning such as appropriate densities and mixed use zoning. We agree with the plan’s focus on access to public transportation as a key feature of a livable and affordable communities. In addition, we would like to underscore the importance of pedestrian and bicycle access amenities and facilities in achieving truly sustainable, livable communities.

As the draft GO TO 2040 plan cites the need to build affordable communities, we would point CMAP to the Green Communities Initiative, a $4 billion commitment led by Enterprise Community Partners which NRDC helped to develop in order to build more than 8,500 environmentally friendly, affordable homes across the country.

NRDC has commissioned a number of studies to determine the environmental effects of different land use patterns, including case studies of specific neighborhood types. We would like to call attention to the results, which indicate a full range of environmental benefits provided by smart growth as compared to conventional more sprawling development, including: decreased conversion of agricultural land and natural habitat; reduced surface water runoff with less paved surface per household; and reduced emissions of per capita greenhouse gases and other unhealthy air pollutants through reduced use of single-occupant vehicles.

We agree that there is great potential to increase the efficiency of public transportation through sustainable planning of maintenance, modernization and expansion of the region’s interconnected public transportation network. In doing so, the region can realize incredible benefits, including reduced congestion on roadways; lower levels of hazardous air pollution; lower carbon emissions; higher property values; shorter, safer commutes; and lower household transportation costs.

Thus, we would like to emphasize the importance of the entire region adopting the blueprint provided in this plan to guide growth efficiently into city and town centers and transit corridors throughout the region, while protecting open space and farmland. Taking such steps will result in a multitude of economic, quality of life and environmental benefits, and aid the region in reaching the goals set forth in the Chicago Climate Action Plan.

Water and Energy Efficiency

In March 2010, CMAP released Water 2050: Northeastern Illinois Regional Water Supply/Demand Plan, which made a series of recommendations regarding water supply planning and management. We appreciate the inclusion of many of those recommendations and findings in the draft GO TO 2040 plan. There are two areas where we would like to see more specificity: water conservation, especially for those communities that depend on Lake Michigan water, and optimizing water and energy sources.

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2 See http://www.greencommunitiesonline.org/ for more information.
We agree with the recommendations made to improve IDNR’s permitting process for the Lake Michigan Service Area. Overall, we would like to see the current IDNR water conservation conditions of permit fully meet the intention of the language contained in Article 4 of the Great Lakes Water Compact. In addition, we believe the formula IDNR uses to quantify water loss is too permissive, rendering their 8 percent maximum loss requirement and compliance outcomes at least partially misleading. We would recommend eliminating the unavoidable loss factor of 8 percent from the loss equation, enabling IDNR to quantify water loss more realistically.

We would also recommend that the State require volumetric rates and eliminate declining block rates for all Lake Michigan water users unless a utility can demonstrate that its declining block rate accurately reflects declining real costs of service.

In 2004, NRDC released a report focused on three California cities and the connection between water and the energy needed to pump and distribute it. The report, *Energy Down the Drain*, included an energy-water calculator, developed by the Pacific Institute, that has provided an invaluable tool for state and local governments to fully understand the connection between energy and water, enabling them to make a series of policy and programmatic changes to reduce operating costs and improve overall service. We would welcome the opportunity to work with CMAP and selected local governments and utilities to adapt that calculator for the northeastern Illinois region. We believe such a tool could prove as invaluable for this region as it has for the western part of the United States.

Finally, we fully support the integration of land use policies with site planning and water resources. We would like to see the same integration between energy efficiency retrofit and water efficiency retrofits. As CMAP continues to work with its partners to implement the Chicago Region Retrofit Ramp-Up program, special attention should be paid to integrating energy efficiency upgrades with water efficiency opportunities.

**Green Infrastructure Opportunities Related to Stormwater and Wastewater**

We agree with the draft *GO TO 2040* plan’s conclusion that prudent investments into green infrastructure solutions can greatly benefit the region. As stated throughout the plan, flooding remains a major recurring problem in the region, a sign of the aging and ineffective stormwater management system. As storm events are likely to increase in magnitude and frequency with climate change in the coming years, flooding will become an even greater impediment to achieving livable communities.

MWRD’s Tunnel and Reservoir Program (“TARP”) has a goal of reducing the release of untreated wastewater to people’s basements, local streams and Lake Michigan. We believe this ongoing project should be completed in a timely fashion. However, no built stormwater and wastewater system, even one as deep and comprehensive as TARP,
can fully protect a region from the extremes in precipitation we are likely to see as a result of climate change and population growth.5

As a region, we need to look to green infrastructure as a mechanism for reducing the loads on our aging sewage and stormwater infrastructure. By filtering stormwater and returning water to its natural system, green infrastructure can abate CSO events, improve water quality, save energy, and promote more aesthetically pleasing neighborhoods. Moreover, green infrastructure provides an array of economic benefits, from increasing property values and creating green jobs to reducing pollution (thus lowering associated public health costs) and easing soaring temperatures (thus lowering utility expenses).6

The draft GO TO 2040 plan does not fully articulate these benefits of green infrastructure. In addition, the draft plan does not mention that green infrastructure can also reduce maintenance on hard infrastructure and prolong its useful life. The section on sustainable, local food production does note that sustainable farming in this urban area can provide environmental benefits; however, it does not emphasize the opportunity for urban farming that green infrastructure solutions can provide.

We would strongly encourage CMAP to continue to advocate for the use of green infrastructure by state and local governments and create tools, such as model ordinances, to enable them to do so. We would also encourage CMAP to address permitting and maintenance operations that must be reconciled for local governments to be fully supportive of green infrastructure strategies. We would refer officials and engineers to NRDC’s 2007 Rooftops to Rivers report,7 which surveys opportunities for federal, state, and local governments to implement green infrastructure solutions. Progress in moving federal policy through the U.S. EPA, and in establishing green infrastructure pilots on state and local levels has occurred since the report was issued, such as the adoption of the “Rooftop to Rivers Initiative” by the city of Aurora, Illinois on the Fox River.

During the past three years, NRDC has assisted Aurora in identifying and implementing green infrastructure and other water resource protection strategies. Aurora’s “Rooftop to Rivers Initiative” is now fully underway. The city has already implemented a number of green infrastructure measures, which have already resulted in both cost savings and environmental benefits, and it has plans to implement additional programs and projects as it identifies the funds to do so.

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5 Research conducted by the University of Illinois and Texas Tech University for the Chicago Climate Action Plan suggests that precipitation could increase by as much as 20 percent by the end of the century. The same research shows that the frequency of extreme storm events, in which more than 2.5 inches of rain fall within a 24-hour period of time, could increase 50 percent by 2039 and 80-160 percent by the end of the century. Chicago Climate Action Plan. “Climate Change and Changes in Precipitation.” http://www.chicagoclimatetion.org/filebin/pdf/factsheets/Chicago_Precipitation_Fact_Sheet_June_2008.pdf.


NRDC is also working with the engineering firm Shaw Environmental to develop a “green infrastructure calculator” for the Milwaukee Metropolitan Sanitary District (“MMSD”) that will allow local communities to determine what benefits can be achieved through implementation of different green infrastructure measures. Here are some examples of the results we have found using the calculator:

1. A 100 square foot green roof can reduce water runoff by 30 percent and remove more than 17 pounds of pollutants (total suspended solids, phosphorous and nitrogen) over its lifecycle (20 years in this case).

2. Porous pavement installed on 1/3 of a city block can reduce runoff by 50 percent and remove more than 10,000 pounds of pollutants over its useful life (again, 20 years).

3. A 55 gallon rain barrel or cistern can reduce runoff by 35% and remove almost 17 pounds of pollutants over its lifecycle.

NRDC continues to work with MMSD to refine the green infrastructure calculator’s modeling of the interaction between green infrastructure and traditional “gray” infrastructure.

Here in Chicago, working with the City of Chicago and Shaw Environmental, NRDC is modeling the potential impacts of green infrastructure in a sample Chicago neighborhood. The study area has approximately 1,880,000 million square feet of impervious area from a mixture of single-family homes as well as a number of multi-family and commercial areas. We considered green infrastructure solutions including rain barrels associated hanging gardens, street trees, urban bioswales, and conversion of alleys and parking lanes to porous pavement. From this modeling exercise, we concluded that installing street trees, bioswales, raingardens and porous pavement on 50 percent of the available area within the study area would result in:

1) a 30 percent reduction in the volume of water entering the sewer system, reducing the number of CSOs and corresponding pollutants discharged to the river by 30 percent, and

2) a 30 percent reduction in pollutants entering the sewer system, potentially reducing treatment needs further in the system.

Thus, we believe the benefits of green infrastructure are clear and will greatly contribute to increasing our region’s water management and subsequent livability. CMAP could play an invaluable role by critiquing these models and publicizing the results. We would welcome CMAP's greater participation in our work, especially on the economic modeling components.
While the draft *GO TO 2040* plan does note the importance of conserving water resources, the problems with current storm and wastewater infrastructure in the region and the responsibility of municipalities to address such failings, the plan does not specifically point to the agencies and steps needing to be taken to ensure sustainable communities in 2040.

**Disinfection Would Assist Conservation and Improve Parks and Open Space**

According to the Metropolitan Water Reclamation District (MWRD), more than 70 percent of the annual flow in the CAWS is from the discharge of treated municipal wastewater effluent from the Calumet, Lemont, North Side, and Stickney Water Reclamation plants (the four MWRD treatment facilities along the CAWS). In the winter months, virtually 100 percent of the flow is from these facilities; in the summer, it is approximately 50 percent.\(^8\) Large (interceptor) sewers gather wastewater from local sewers within the MWRD boundaries and convey it to the treatment plants, where water diverted from Lake Michigan is used to dilute and treat the sewage. However, while MWRD treats its sewage, it still does not disinfect it to eliminate all of the harmful viruses and bacteria associated with human waste before discharging the wastewater into the CAWS. Disinfection is common practice almost everywhere else in the country. Dr. Peter Orris, Professor and Chief of Occupational Medicine at the University of Illinois at Chicago and respected epidemiologist, summarized it well in recent Illinois Pollution Control Board hearings on the subject: “It has long been established that waterborne pathogens associated with sewage are hazardous to public health. Perhaps no other area of medicine has been as well established for as long.”\(^9\) The Illinois Environmental Protection Agency (IEPA) recommended disinfection after conducting a five-year study to review existing and potential uses of the river. In 2005, the City of Chicago also endorsed disinfection. A study commissioned by the U.S. Environmental Protection Agency (USEPA) concluded that using ultraviolet light, a widespread disinfection technology, would cost each household in the region $1.94 per month.\(^10\)

Disinfection of effluent from wastewater treatment plants in the region is imperative to achieving sustainable, healthful communities. Our water should be safe for swimming, fishing, recreating, etc., and disinfection is a proven technique to remove harmful viruses and bacteria that currently keep much of the CAWS from being safe for recreating. Many of the region’s wastewater treatment plant treatment trains already include disinfection; MWRD needs to install such technology. Disinfection can also have broader benefits, including new homes and businesses along the waterways and increased property values.

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\(^9\) Peter Orris, “Testimony of Peter Orris, M.D., M.P.H.,” Before the Illinois Pollution Control Board, Filed on August 4, 2008, 1.

Preventing Invasive Species: Opportunity for Infrastructure Improvements

The draft GO TO 2040 plan mentions that the connection between the Great Lakes and Mississippi River basins has caused concerns about invasive species like the Asian carp entering the Great Lakes. Federal and state officials acknowledge that the migration of bighead and silver Asian carp from the Illinois and Des Plaines Rivers is “the most recent and likely most acute AIS [aquatic invasive species] threat facing the Great Lakes today.” Since November 2009, a still-growing body of environmental DNA evidence indicates that invasive Asian carp have breached electric barriers in the Chicago Area Waterway System (CAWS) that are intended to prevent the big, hungry fish from colonizing Lake Michigan. Indeed, in late June, the first Asian carp was caught in Lake Calumet, six miles from Lake Michigan, beyond all barriers between the river and Lake Michigan, including the electric barrier that was supposed to provide the final defense against the carp.

If Asian carp are allowed to establish themselves in the Great Lakes, it could have a devastating impact on Great Lakes fisheries and irrevocably change the ecosystem of the lakes and rivers throughout the watershed. Asian carp are voracious filter feeders that primarily consume plankton at the base of the food chain – up to 40% of their body weight each day. Asian carp also breed multiple times each year, giving them a well-documented ability to out-compete native fish species and take over ecosystems. Asian carp filter feeding could accelerate ecosystem changes already initiated by the invasive zebra and quagga mussels. Once established, eradicating them is nearly impossible.

The draft GO TO 2040 plan states that threat of invasive species transfers through the CAWS should be “addressed in such a way as to preserve and expand our opportunities in waterway shipping.” We wholeheartedly agree and believe that the only permanent, effective long-term solution to invasive species transfers through the CAWS is to separate the Great Lakes and Mississippi River watersheds through re-establishment of the natural divide that was pierced when the CAWS was constructed. Permanently separating these two watersheds does not mean arbitrarily closing Chicago’s locks or

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12 The University of Notre Dame developed eDNA testing to improve monitoring for invasive species. Fish DNA is released into the water in several ways, including the shedding of mucous, feces and urine. eDNA testing takes water samples and filters it for fragments of DNA, which can be left suspended in water for days. While eDNA technology is considered cutting edge and has yet to be published in a peer-reviewed journal, federal agencies, including the USEPA and the ACOE, consider it “sufficiently reliable and robust in reporting a pattern of detection that should be considered actionable in a management context.” See U.S. Army Corps of Engineers, Chicago District. “Environmental DNA results as of June 11, 2010. http://www.lrc.usace.army.mil/pao/11June2010_eDNA_update.pdf.
13 According to the Illinois Environmental Protection Agency, “the Chicago Area Waterways System, or CAWS, consists of 78 miles of canals and modified streams located within Cook and surrounding counties. The CAWS consists of the Chicago River, its two main branches (North Branch and South Branch), as well as the Cal-Sag Channel, the Chicago Sanitary and Ship Canal, and the tributaries in an area extending from the metropolitan Chicago area to the Lockport vicinity. It also includes Lake Calumet.” See “Chicago-Area-Waterways,” http://www.epa.state.il.us/mailman/listinfo/chicago-area-waterways.
canal system. If thoughtfully planned and implemented, separation could be accomplished through the strategic construction of barriers in the CAWS to minimize the disruption to existing navigation flows while eliminating any movement of water (and the invasive species that come with it) between the two ecosystems. Economic impacts on water-based commerce would be further mitigated through the use of inter-modal facilities and other means. In this way, the need to deal with the continued, unacceptable risk of invasive species moving through the CAWS could serve as a catalyst to rethink our water and transportation infrastructure, stimulating investments that could benefit the Chicago region economically and making our region more sustainable.

Permanent separation could also enable Chicago and the entire region to rethink its outdated systems for moving goods and managing wastewater and stormwater, in addition to preventing the spread of the voracious, habitat-altering Asian carp, and all of the other invasive species that are poised to continue using the CAWS as a highway, in both directions. The silver and bighead carp are simply the latest invasive species threatening to move between the Mississippi River and the Great Lakes – others are queued up to follow, further exacerbating a problem that stresses our ecosystems and costs the American economy billions of dollars every year. A number of species, including the spiny water flea, water chestnut, New Zealand mud snails, bloody red shrimp, hydrilla, northern snakehead and viral and bacterial diseases are poised to enter the Great Lakes via the CAWS. Until the underlying cause of invasive species movement between the Great Lakes and the Mississippi River is addressed, future invasions are inevitable, regardless the outcome of the current Asian carp crisis.

Regional Mobility: Create a More Efficient Freight Network

The draft GO TO 2040 plan appropriately notes the need for Chicago to rationalize its transportation system to provide for more efficient goods movement, and also (as noted above) the potential need to rethink the way the CAWS functions to prevent the continued spread of invasive species between the Great Lakes and Mississippi River. We urge CMAP to take this analysis further and begin to think about the way in which the CAWS could be re-designed to both more efficiently and effectively link waterborne commerce moving through the CAWS with other modes of good movements, and to account for a potential separation of the Great Lakes and Mississippi River watersheds.

The draft GO TO 2040 plan notes that currently less than three percent of the region’s freight is moved on the water. In 2009, CMAP commissioned Cambridge Systematics to fully analyze freight movement in the region. The study concluded that compared to neighboring regions, the Chicago region has suffered a considerable decline in freight tonnage on waterways, suggesting this decline may be the result of a lower

level of service like lock delays or navigable depth. Stakeholders engaged in the process cited the lack of connectivity between the locks and rail lines.\textsuperscript{16}

Dr. John C. Taylor, Associate Professor of Supply Chain Management and Director of Supply Chain Programs in the Department of Marketing and Supply Chain Management at Wayne State University, studied the CAWS on behalf of the State of Michigan. Taylor calculates that if physical barriers were established at the locks connecting the CAWS to Lake Michigan to prevent the Asian carp migration, the additional annual transportation cost would be between $64 and $69 million.\textsuperscript{17} A separate study by Dr. Joseph Schwieterman of DePaul University, which was prepared for the Illinois Chamber of Commerce, came to a comparable estimate of $89 million when looking at the same issue.\textsuperscript{18} To keep out an invasive species that could decimate multi-billion dollar fishing and tourism industries and 40 million people’s drinking water, increased transportation costs along these lines are perhaps tolerable.

However, using the lock closure as the barrier without constructing any additional infrastructure is not the most strategic way to separate the Great Lakes from the Mississippi River in terms of the transportation industry. These costs could be significantly reduced, and perhaps entirely offset, by strategically locating permanent barriers and intermodal facilities to efficiently connect with the rail and trucking industries. We believe that by linking with the CREATE rail program and other similar projects, a permanent separation coupled with new intermodal facilities can make the CREATE rail program more effective – and benefit the Chicago region’s economically – by connecting it with waterway and truck shipping operations and increasing the overall efficiency of freight operations in the region. With these intermodal facilities providing the much needed link between all shipping pathways in the region, the CAWS, which is currently underutilized for the reasons noted above, will provide a more productive and viable mode of moving goods through the region. Thus, such measures have the potential to reduce problematic rail and truck congestion. We would like to see CMAP further

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\text{18 Illinois Chamber of Commerce. “Closure of Chicago & O'Brien Locks Would Cost $4.7 Billion Over 20 Years According to Report Released by Illinois Chamber of Commerce.”} & \text{http://www.prnewswire.com/news-releases/closure-of-chicago--obrien-locks-would-cost-47-billion-over-20-years-according-to-report-released-by-illinois-chamber-of-commerce-90092277.html. Dr. Schwieterman concludes that the overall impact of an arbitrary, unplanned closure of Chicago’s locks would be $4.7 billion over 20 years. This figure is inflated, however, because it assumes that a closure of the locks would occur in an arbitrary, unplanned way, a step that no one – not even the State of Michigan – is currently proposing. As a result, the Schweiterman report assumes, for example, that the city would be required to invest in new infrastructure for flood prevention as well as emergency response. Both of these are red herrings. See Taylor Affidavit. On the issues for which their analyses overlap, the Taylor and Schweiterman reports engage in similar analyses and reach similar conclusions. See Taylor Affidavit.}
\end{align*}
investigate the impacts on the transportation industry of a permanent separation and the ways in which these impacts can be minimized, including the suggested measures above.

In addition, we want to underscore the importance of greater investment, on federal, state and local levels, into providing better connections to existing intermodal facilities as well as constructing new intermodal facilities. These new intermodal facilities should be located strategically to minimize negatives associated with freight facilities (including special attention to environment justice concerns) in addition to accommodating a permanent separation of the Mississippi River and Lake Michigan in the Chicago region. In order to most appropriately locate such facilities, we strongly support the draft GO TO 2040 plan’s call for increased transparency to private sector transportation data in order to make the most informed decisions possible when considering improvements to the region’s aging transportation infrastructure. We see a great opportunity for CMAP to investigate the transportation opportunities surrounding a permanent separation of the Great Lakes and Mississippi River basin and believe such investigations should be integrated into the GO TO 2040 Plan and the upcoming Transportation Improvement Plan for 2010-2015.

Conclusion

Our region is facing a host of challenges including: the need to address urban sprawl, the continuing threat of invasive species to our the multi-billion dollar fishing and tourism industries of the Great Lakes, as well as our drinking water supply; the inadequacy of our aging wastewater and stormwater infrastructure in handling the extreme precipitation events caused by climate change and in protecting water quality; and the urgent need to upgrade and expand our transportation infrastructure. However, each of these challenges is also an opportunity to rethink our development, transportation and wastewater networks in order to improve quality of life in our communities and the way we live with our natural environment.

Investment in smart growth strategies and a permanent separation of the Great Lakes and Mississippi River basins, in conjunction with an investment in cleaner and more efficient intermodal facilities, green infrastructure, and more progressive storm and wastewater treatment has the potential to benefit the region enormously, in terms of the environment, the economy and public health. Our national interest will also be served by making these investments by protecting a multi-billion dollar fishing and tourism economy, enhancing the freight hub that over a third of the nation’s freight travels through and setting an example for other cities needing to update their storm and wastewater management systems.

We fully support the plan’s regional vision to direct growth to existing developed areas and ensure that strategic plans and investments are coordinated to produce an actual realization of progress in the region. We also urge CMAP, other involved agencies, and stakeholders to consider the importance of establishing a permanent separation between the Great Lakes and Mississippi River to prevent the economic and ecological toll caused
by the spread of invasive species, while at the same time investing in new infrastructure that would benefit the Chicago region.

Thank you for the opportunity to comment. Please contact any of the undersigned if you have questions or would like to discuss any of these issues further.

Sincerely,

Thomas Cmar, Midwest Program Attorney
Karen Hobbs, Senior Policy Advocate
Jennifer Henry, Transportation and Energy Policy Analyst

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CMAP Meeting with:
Neighborhood Housing Services of Chicago

Jim Wheaton, Deputy Director
Anne Cole, Senior Program Associate for Innovation, Evaluation and Public Policy

- Naturally their interest is in housing, NSP interested in household transportation costs issues.
**CMAP Meeting with:**
**North Side Community Development Corporations**

- In attendance from this new coalition of EDCs and Chambers they are forming: Kimberly Bares (Rogers Park Business Alliance), Katrina Balog (Rogers Park Business Alliance), Mindi McCreless (Lincoln Square Chamber of Commerce), Amie Zander (West Ridge Chamber of Commerce), Maureen Martino (Lakeview East Chamber of Commerce), Pamela Stauffer (West Rogers Park Community Organization), a staff assistant from Ald. Joe Moore’s (49th W.) office.

- The huge number of governments in the region really resonates.

- Questioned how CMAP determined the type/mix of development that was appropriate and asked if compact development was desired across all regions or not.

- Asked if privatization of the water supply gets mentioned in the plan, and if the water conservation covers the lack of water meters across the city.

- “If we want to keep open space, we have to value agriculture.” Need to think about how to incent farmers to keep farming and not sell their land to developers.

- Some discussion of how to get buy-in from suburban residents for funding transit.

- Questions about congestion pricing, and staff explained how the revenue raised there will help offset transit costs.

- Suggestion of changing the plan language from “public transit” to “mass transit,” because technically all roadways and sidewalks that people use privately are funded/provided by the public sector.

- Our region is really behind on HOV lanes, they are all over the east coast and the fines they charge for violating it are a really good source of $.

- Are you going to have a good mix of people for the Tax Policy Task Force? Pamela suggests Ralph Martire (Center for Tax and Budget Accountability) and also someone from the Track Reform Action Coalition.

- Everyone seemed really excited about the Regional Indicators website.

- Kimberly: probably the most common critique of CMAP that I hear is that they are mandated to do all this comprehensive work, but they have no teeth to actually implement.

- The City of Chicago’s Dept. of Community Development just proposed cutting the budget to local Chambers of Commerce by 21%, and so these orgs are really interested in partnering.
with CMAP so that little communities that are working toward transit- and ped-friendly improvements can have some TA and funding.

• Our big challenge is identifying new revenue streams, not just making cuts (Erin talked about congestion pricing and PPPs to address this)

• We probably need to change the state constitution to fix the income tax

• The concentration on manufacturing businesses has not been sustainable, and incentives are not the reason why companies locate in a region (it’s the quality of the workforce)

• The Aldermen are considering creating a Department of Inspections – pulling the inspectors from all the disparate departments and bringing them together to make it easier for people trying to get small businesses up and running, this would be a great step forward.

• There is concern that businesses have with locating in the CTA-owned storefront properties that are a part of / attached to the train stations. There seems to be a lot of vacancy in those locations, largely because the CTA makes it very difficult to stay there – a really high lease cost, plus only a 1-year renewable lease – so there’s little guarantee for businesses that they aren’t going to be the victims of eminent domain and literally “railroaded” out of that space.

• Something we can talk to the CTA about, potentially change the structure of leasing
C MAP Meeting with:
Northeastern Illinois Area Agency on Aging

Walter Meyers and Donna Copelandhill

- Teardowns have started to come to an end, which is good because they were replacing good housing stock that we need to preserve to be affordable
- There is a spatial mismatch of employers and employees in the region
- Transportation for our clients is a huge barrier, especially for an aging population
- There is a growing nursing and social work field – we need better training.
- Communities in the future will be in competition for affluent retirees, the more walkable a community is the more residents will move there.
- Transportation is a huge issue for senior citizens.
- We should encourage the village model, with a mix of uses (Naperville is a good example)
- To both incent local foods and increase health, we have a program for low income individuals to get coupons/vouchers that they can use at farmers markets.
- Sustainability isn’t just a local issues.
- DuPage County has surpassed Cook County in terms of the number of seniors they have.
- Another challenge is the growth in numbers of grandparents raising grandkids.
- We should be looking at aging issues when applying for the Sustainable Communities Grant.
CMAP Meeting with:
Northwest Community Hospital Foundation

Marianne Lovett, Development Director, and Karen Baker, Director Comm.
Anna McKinley, Communications Mgr

- Main concern is that the plan does not address specifically access to quality health care.
- Early in the GO TO Planning process, impression was that the access to health care would be a prominent position in the document. They have since communicated their position to Mayor Mulder and the Mayor expressed this at COM Executive committee.
- CMAP staff provided a health summary.
CMAP Meeting with:
Oak Park River Forest Community Foundation

Sophia Lloyd, President

- The community doesn't necessarily see themselves as being connected to Chicago
- Working with CNT to gather their own energy and sustainability data on energy use and waste reduction.
- Very interested in early childhood collaboration and making connections across these various agencies.
- Would be interested in partnering to see how they might leverage their funds with other funding sources.
August 6, 2010

Mr. Randall Blankenhorn
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

RE: Openlands Comments on GO TO 2040

Dear Mr. Blankenhorn:

Openlands appreciates the opportunity to share our support and offer comments in response to the GO TO 2040 Comprehensive Regional Plan draft. Openlands offers strong general support for the Plan and commends CMAP for the inclusion of our high priority issues: the protection of natural and open spaces in Northeastern Illinois and the surrounding region to ensure cleaner air and water, to protect natural habitats and wildlife, and to help balance and enrich our lives. Openlands applauds the fact that conservation is a guiding principle of the Plan and holds the same weight as transportation, housing, and economic and human development. As a longtime advocate for coordinated land use planning and integrated natural resource management, Openlands is pleased with this first regional plan to fully integrate transportation and land use, as well as CMAP’s approach that aims to shape growth in existing urbanized areas and protect valuable open space (e.g. natural areas, waterways, and farmland).

These comments will highlight aspects of GO TO 2040 that Openlands supports as well as offer suggestions where we believe the Plan can be strengthened or extended. Principally, Openlands strongly supports the ambitious goal of preserving an additional 150,000 acres of open space in the region by 2040, particularly CMAP’s emphasis on connectivity for ecosystem function and recreational purposes through the implementation of the Green Infrastructure Vision (GIV). Openlands is pleased that the Plan encourages collaborative planning across jurisdictions to promote an integrated approach to transportation and land use planning. While Openlands supports the focus on water conservation, water supply issues, and green infrastructure, we suggest that a strengthened discussion of water quality and integrated resources management would inform a more robust water resource plan. Openlands commends CMAP for the inclusion of local sustainable food into comprehensive regional planning. In addition, we support the recommendation to maintain and modernize our existing transportation system, with a more focused investment on transit.
Openlands would like to take this opportunity to voice our support of the *GO TO 2040* Regional Plan and offer further suggestions in our areas of expertise.

**Achieve Greater Livability Through Land Use and Housing**

Openlands commends CMAP's land use planning that is based on the Chicago Wilderness sustainable development principles. Pursuing this scenario limits unmanaged growth by focusing on increasing density in existing communities and concentrating development around public transit to broaden transportation choices.

Openlands supports the objectives in *GO TO 2040* to:
- direct development patterns to follow existing infrastructure networks.
- include infrastructure goals that transcend jurisdictional boundaries.
- promote intergovernmental collaboration between communities to address green infrastructure.
- expand CMAP's role in providing technical assistance to local governments to facilitate coordinated land use planning and adoption of model ordinances.

Openlands recommends that *GO TO 2040*:
- utilize *Context Sensitive Solutions (CSS)* and *Conservation Design (CD)* to protect the natural environment while improving mobility, safety, and infrastructure conditions.

**Manage and Conserve Water and Energy Resources**

**Energy**

**Climate Change**

Openlands strongly supports:
- including regional energy efficiency and conservation practices that address climate change as outlined in the Chicago Climate Action Plan.

Openlands recommends that *GO TO 2040*:
- reference the Climate Action Plan for Nature, produced by Chicago Wilderness, to emphasize the importance of regional natural area conservation and restoration efforts to mitigate and adapt to the projected climate change over the next 30 years.

**Urban Forestry Programs**

Openlands has 20 years of experience in urban forestry through our TreeKeepers program, and offers our assistance with implementing urban forestry recommendations.

Openlands supports:
- including urban forestry programs in *GO TO 2040* implementation goals.
highlighting how trees in urban settings mitigate the urban heat island effect, sequester carbon and reduce pollution.

Openlands recommends that *GO TO 2040*:

- include additional benefits of urban forestry programs (i.e. natural resources and green space for urban residents, stormwater management and water filtration), which are consistent with *Chicago’s Urban Forest Agenda*.

- add an implementation strategy to dedicate more funding for managing Chicago’s urban forest to ensure lasting benefits from this valuable resource.

**Water**

*Water Supply and Conservation*

Openlands commends *GO TO 2040*’s goal of implementing key recommendations in *Water 2050: Northeastern Illinois Regional Water Supply/Demand Plan:* a commitment to water efficiency, using water rates to encourage conservation, and compact development patterns that decrease irrigation needs, as a means to achieve a least-resource intensive demand scenario (LRI).

Openlands supports:

- developing and deploying water conservation practices, and encourages CMAP to play a vital role in helping communities adopt water conservation measures and model ordinances.

- incorporating water conservation measures into comprehensive land use plans, as well as incentivizing green infrastructure practices to manage stormwater.

- promoting rainwater harvesting for non-potable uses as an implementation strategy.

- full cost pricing of water to accurately reflect the economic value of the resource and incentivize water conservation by consumers.

- that communities use water “footprinting” as a standard audit method for large-scale projects in conjunction with conservation plans.

- recognizing the nexus between energy and water and the importance of reducing consumption of both resources.

Openlands recommends that *GO TO 2040*:

- include implementation strategies to fund and expand educational programming to raise public awareness of how to conserve our finite regional water supply.

*Integrated Water Resource Management*

Openlands commends *GO TO 2040*’s goal to integrate land use policies and site planning with comprehensive water resources management.
Openlands recommends that *GO TO 2040*:

- issue more prominent statements on how water quality and quantity are interrelated.

- promote reduced water use in combination with, and not as an alternative to, water quality standards. *GO TO 2040* should urge utilities to seek innovative energy alternatives that lower their carbon emission while upholding the public health protections under the Clean Water Act.

- include implementation strategies that:
  - more strongly protect against both point and non-point source pollution;
  - fully integrate green infrastructure into site planning;
  - utilize land use tools in developing and implementing local regional and local land use plans, such as: Illinois Department of Natural Resources Biologically Significant Streams rating system, up-to-date local stream inventories of biota, and the impaired streams list under Section 303(d) of the Clean Water Act to identify and protect our waterways; and
  - cover the region with comprehensive watershed plans that promote water conservation and reduce point and non-point source pollution. Plans should include: a wastewater treatment alternatives analysis; pollutant limits for wastewater treatment plants to ensure that any increases in effluent and stormwater runoff do not degrade our waterways or harm resident aquatic life; and incentives for communities to update their stormwater ordinances to be consistent with CMAP model ordinances to reduce flood damage and habitat loss.

*Stormwater Management*

Openlands commends the commitment by CMAP to green infrastructure, compact development, and performance standards to better control stormwater in our region. Stormwater runoff causes costly flood damage, pollutes our waterways, destroys wildlife habitat, and deprives areas of crucial groundwater supply. Openlands strongly agrees that green infrastructure is as important as grey infrastructure for stormwater management in *GO TO 2040*.

Openlands supports the ambitious goals in *GO TO 2040* to:

- reduce impervious surface to 450,000 acres by 2040.

- implement green infrastructure solutions for development and redevelopment.

- encourage local governments to adopt stormwater utility fees to pay for stormwater green infrastructure best management practices.

Openlands recommends that *GO TO 2040*:

- emphasize the importance of shifting our perspective to view rainwater as a precious natural resource and economic asset that is converted through land use
policies to become stormwater. The plan should better underscore the need to recognize rainfall as a way to replenish our drinking water, rather than a conduit for pollution that should be sent downstream.

- include an implementation strategy to maintain and update the performance standards in its model ordinance: detention release rates, volume control, compensatory storage and protecting stream buffers, including isolated and jurisdictional wetlands, and riparian areas. While volume controls are important, all four cornerstones are necessary to lessen flooding and damage to natural areas.

- encourage counties and municipalities to adopt ordinances with comparable performance standards that account for refined technology behind green infrastructure best management practices.

- identify funding sources, such as the Illinois EPA Green Infrastructure Grants Program and the SRF Green Project Reserve, to help communities incorporate green infrastructure practices as part of their stormwater solutions.

- discuss the value of both large-scale green infrastructure (open space) as well as small-scale green infrastructure (impervious surfaces, rain gardens, and bioswales).

- emphasize how protecting land is a crucial means to protect water\(^1\) so that *GO TO 2040* presents a more integrated and cohesive message of water resource protection.

- implement *GO TO 2040* recommendations during CMAP consistency reviews of wastewater treatment plant expansion requests by requiring stormwater controls (such as adopting consistent stormwater ordinances) as a condition of support. CMAP’s role in ensuring that these expansion requests consider smart growth, and curb both point and non-point source pollution in line with the federal Clean Water Act, is crucial to maintaining the integrity of our region’s waterways.

**Expand and Improve Parks and Open Space**

**Open Space**

Openlands commends *GO TO 2040*’s recognition of the importance of open space preservation to maintain and enhance the quality of life for people and wildlife in our region.

Openlands supports:

- expanding Daniel Burnham’s vision of a regional network of open space to include 150,000 additional acres of parks and open space by 2040 that are prioritized within the Green Infrastructure Vision (GIV).

\(^1\) CMAP, *GO TO 2040 Comprehensive Regional Plan Draft*, 2010, pg. 109
the significant commitment to fund open space acquisition equal to the amount of funding for capital infrastructure projects.

the commitment to open space connectivity by mutually following both the GIV and CMAP's 2009 Northeastern Illinois Regional Greenways and Trails Plan to strategically double greenway and water trail mileage across the region by 2040.

recognizing that open space is important for: conservation and recreational purposes, public health (cleaner air and water, and recreational opportunities), and ecosystem function.

interregional cooperation to help build a functional open space network.

Openlands recommends:

- including the greenways map in the 2009 Northeastern Illinois Regional Greenways and Trails Plan in the “Open Space” chapter of GO TO 2040, and the corresponding trails map in the GO TO 2040 “Regional Mobility” chapter.

- encouraging utilities to protect more right-of-ways as natural corridors to provide greater connectivity of open space in the region.

Parks
Openlands works extensively on community greening projects throughout Chicago neighborhoods, and is a strong advocate of increasing park space.

Openlands supports:

- providing more parks in developed areas to increase park accessibility, ultimately guaranteeing that all residents have at least a minimum standard of park access by 2040.

- the target of 4 acres of park per 1,000 people in highly urban areas.

Openlands recommends that GO TO 2040:

- adopt the aggressive vision of 10 acres of park per 1,000 in less built out suburban or exurban areas to provide equal access to parks and open space equity among the people of our region.

- stress the importance of community involvement as a key to successful urban open space initiatives. The engagement process with local people is as equally integral to placing of parks in underserved neighborhoods.

- Underscore that the only way to reach GO TO 2040’s ambitious and important goal for park space is to ensure that once land becomes a park, it remains a park. It is vital to include protecting all current and future park space in perpetuity into the Plan.
Preserves
Openlands is pleased that *GO TO 2040* recognizes the importance of large landscape-scale protected land. Significant acreages of preserved open space provide for climate change adaptation, biodiversity, habitat for species, species migration and recreational opportunities.

Openlands supports:

- recognizing the increasingly important role that private and nonprofit sectors will assume in land preservation over the next 30 years.

- establishing and strengthening private/public partnerships for land conservation across the region. Openlands, in partnership with other land trusts, can optimize public/private partnership opportunities as a way to increase private land acquisition and restoration.

- emphasizing the value of federal partnerships and investment in protecting open space. Large landscape-scale protection projects, such as the proposed Hackmatack National Wildlife Refuge, require partners to collaborate at the federal, state, regional and local level. Federal investment, using resources such as the Land and Water Conservation Fund (LWCF), will move forward large scale land conservation efforts in our region, and be key to realizing the *GO TO 2040* open space target.

- the importance of wetlands preservation and restoration to improve stormwater management and protect ecosystem functions. Wetlands reduce flooding and support diverse natural communities that provide important ecosystem services, which improve air and water quality, among other benefits.

- the implementation strategy to encourage local governments to adopt conservation design ordinances based on the *Conservation Design Resource Manual*, and to make it a by-right form of development. This idea follows the overall vision of building livable communities and fully integrates conservation into development practices. This goal will help to ensure that land preservation prevails when development pressure begins to resurge.

- recognizing that farmland and agricultural preservation are integral to achieving the G1V, and have significant environmental benefits. The region has some of the richest and most productive soils in the world. Farmland also provides habitat and corridors for wildlife and contributes to the scenic character and open vistas of the western portion of the region.

- implementing farmland protection programs that require landowners to comply with National Resource Conservation Service resource conservation plans and encourage recognition of farmland as a suitable buffer for conservation land.
Openlands recommends:

- including a *GO TO 2040* implementation strategy to increase capacity and funding for land trusts to help acquire the additional 150,000 acres of open space.

- stressing the value of private land conservation and acknowledging that private land holds many of the same environmental benefits as publically held land.

- showcasing economic opportunities, such as eco-tourism, available to communities contiguous to preserves and national wildlife refuges.

- placing greater emphasis on restoration, or "management needs," as an essential part of landscape preservation. This will complement and reinforce the high-priority recommendation to preserve 150,000 more acres of open space by 2040.

- encouraging public access to land conserved as open space in conservation design subdivisions. These areas should be linked to the wider open space GIV network through trail systems.

- continuing to provide technical assistance to local governments to implement strong conservation design ordinances.

- including an implementation strategy to secure dedicated funding for ongoing maintenance and management of natural areas protected by conservation design ordinances. Allocating funds for land management should not detract from acquiring land to reach the 150,000 acre goal.

- recognizing that local farms provide recreational and entertainment opportunities which are complementary to open space recreation objectives.

- including implementation strategies that develop ordinances and policies that protect isolated, jurisdictional, and ephemeral wetlands.

**Connections**

Protecting North-South corridors of land and water within the GIV will help with climate change adaptation and help preserve biodiversity and protect against invasive species.

Openlands supports emphasizing open space connectivity throughout *GO TO 2040*.

Openlands recommends:

- a more in-depth discussion of the nexus of land and water and how their stewardship is mutually supportive. The Plan should clearly state that open space include waterways.

- including more information about how the GIV focuses connectivity around waterway corridors. Streams are an essential aspect of open space connections.
• including the goal of implementing the *Northeastern Illinois Water Trails Plan* to help develop water trails for recreation and conservation. Extensive water trails help support healthy life-styles across our region.

• Incorporating the map in the most recent *Northeastern Illinois Water Trails Plan* into *GO TO 2040*.

• Emphasizing that land use planning should incorporate state and regional conservation tools, such as the Illinois Department of Natural Resources’ Biologically Significant Streams rating system, up-to-date local stream inventories of biota, and the impaired streams list under Section 303(d) of the Clean Water Act to identify and protect the integrity of our waterways.

**Promote Sustainable Local Food**

Openlands commends CMAP for including the sustainable local food section with aggressive targets for both food production and food access. *GO TO 2040* makes a strong commitment to both environmental (climate change, green space, farmland preservation) and human (equity, health, food security) implications of a local sustainable food system.

Openlands supports:

• discussing farmland preservation and highly endorsing the Kane County’s Farmland Protection Program.

• promoting the integration of agricultural protection measures in local land use plans and accompanying ordinances. Local food production is dependent on the existence of farmland near regional markets.

• strengthening farmland protection programs, which facilitate county purchase and transfer of development rights of farmland. These programs can be effective in protecting land for local food, if counties design criteria for farmland protection, set aggressive targets, and commit to fund the programs.

Openlands recommends:

• developing more specific goals to promote the *GO TO 2040* local food initiative.

• Promoting the integration of agricultural protection measures in local land use plans and accompanying ordinances. Local food production is dependent on the existence of farmland near regional markets.

• creating an economic indicator that captures the potential economic value realized by producing and consuming local foods. This could be in the form of a metric that tracks how urban agricultural programs directly support job creation.
Promoting educational programming regarding the culinary and nutritional aspects of local food.

including as an implementation strategy passing legislation that allows counties to bridge the funding gap by generating tax revenue for farmland protection programs.

Regional Mobility

Invest Strategically in Transportation
Openlands supports:

• focusing on maintaining and modernizing our existing transportation system, with a more focused investment on transit.

• using context sensitive solutions and fundamental conservation plans to ensure transportation projects protect our natural resources and promote our regional goal of walkable, liveable and sustainable communities, linking more people to mass transit.

• retaining the Prairie Parkway and Illiana on the “fiscally unconstrained” or unfunded list of transportation priorities. The Prairie Parkway, a controversial billion dollar proposal, would only improve traffic by 200 vehicles per day. It would degrade high quality streams in 81 places, destroy 54 acres of forest, harm threatened and endangered species, and ultimately result in the loss of over 7,500 acres of farmland. In stark contrast to recent public statements, five townships have voted against building the highway - two were 80% and 88% in opposition to the project.

Openlands opposes:

• including Illinois 53 on the “fiscally constrained” or priority list for transportation projects. As shown by the first (and now outdated) environmental impact statement, this costly transportation alternative will cause severe damage to precious natural areas that harbor a spectacular diversity of wildlife.

Increase Commitment to Public Transit
Openlands supports:

• emphasizing how the region needs and benefits from public transit.

• transforming ‘alternative’ methods of transportation into a first choice for people regionally.

• comprehensive land use planning as a method to control unfocused development through concentrating population around transit.

Create a More Efficient Freight Network
Openlands recognizes the economic incentive for operational improvements to our region’s freight system. However, siting decisions for regional mobility projects must equally consider conservation concerns.

Openlands recommends that:

- transportation solutions should duly provide links to intermodal facilities and protect our natural areas.

- transportation projects near Midewin avoid impacting this natural treasure. Certain proposed routes for the Illiana would seriously damage natural resources at Midewin – the first National Tallgrass Prairie in the United States and home to a variety of rare and state-listed grassland birds. A proposed southern route would degrade Forked Creek and the Kankakee River, high quality waterways that are teeming with aquatic life. Routing a highway above Midewin would sever it from the Joliet Training Area, fragmenting valuable grassland bird habitat, degrading Jackson Creek and potentially damaging nearby dolomite prairie remnants.

**Efficient Governance**

**Reform State and Local Tax Policy**

Openlands agrees with the *GO TO 2040* recommendation to reform state and local tax policies to encourage local decisions that are consistent with the overall vision set forth by *GO TO 2040*. It is essential that tax policies provide incentives towards local cooperation, not competition, so that the region as a whole can move towards sustainable livable communities and sustainable economic activities.

Openlands supports:

- recommended changes to make tax policies more progressive, such as graduating the income tax system and expanding the sales tax base to include more services.

- including the Regional Tax Policy Task Force, with representation of areas outside of the CMAP region. (CMAP should at least formally engage some downstate leaders in the process, as a way of laying groundwork for statewide support for recommended changes.)

- exploring what *regional* changes to tax policy might be available to assist in meeting the *GO TO 2040* goals. For example, can jurisdictions under CMAP enter into their own revenue-sharing agreements to adjust disbursement criteria away from factors like local point of sale, without changes to state law?

- consideration by the Regional Tax Policy Task Force of a modest transferable state tax credit for conservation easement donations as part of its tax policy recommendations. A modest transferrable tax credit offers a way to help meet the open space goals for an investment of pennies-on-the-dollar compared with
outright public land purchases\(^2\). This will help fulfill the GO TO 2040 vision of building livable communities with adequate parks and open space is going to require land conservation by private landowners. Public agencies can not buy and manage all of the land needed to obtain the GO TO 2040 goal for new parks and open space. Under current laws, private landowners who donate conservation easements may be eligible for a federal tax deduction. However, this is not a significant incentive to landowners whose land value far exceeds their income. In addition, the out-of-pocket costs of donating a conservation easement may be prohibitive.

Openlands recommends:

- including an implementation strategy to increase the gas tax to pay for transportation maintenance, and upgrades and improvements to our public transit system. Cars, traffic and roadways make a significant impact on the environment in terms of air and water quality and climate change. The aggressive goals for open space and agricultural preservation can affect these impacts.

- carving out a portion of the gas tax increase for open space acquisition. A penny for open space can show commitment to the overall vision of the GO TO 2040 Plan.

**Conclusion**

Openlands appreciates the opportunity to work in partnership with CMAP through the development of the GO TO 2040 Plan. We support the vision of the region as economically competitive and supported by a quality of life that will be sustainable by future generations. Openlands looks forward to working cooperatively with CMAP in the implementation of the Plan in the years ahead.

Sincerely,

\[\text{Gerald W. Adelmann}\]
\[\text{President & CEO}\]

\[\text{Lenore Beyer-Clow}\]
\[\text{Policy Director}\]

\(^2\) Other states around the nation, for example North Carolina and Colorado, are using this mechanism of state tax credit programs for land conservation donations. The following are examples of other states using this mechanism:


C MAP Meeting with:
Peoples Resource Center

Melissa Travis, Food Service Director
Executive Director Kim Perez

- There is a big public relations gap that needs to be addressed in the suburbs about riding the bus.
- We should look at having smaller busses in the suburbs, with infrequent stops. Many times the buses are empty, therefore people don’t want to ride.
- Like the idea of coordinating workforce investment boards toward a regional strategy
- The People’s Resource Center can help by supporting and promoting new transit to all of their clients.
- The number one struggle/barrier for their clients is transportation – accessible transportation.
CMAP Meeting with: 
Pillars

Heather Alderman, President

- Transportation and availability of affordable housing is a big challenge for their clients.
- Have been active in working on the use of the first round of NSP funding, worked with communities from Oak Park to Tinley Park on the issues of access and creation of affordable housing.
- Would be interested in proving local feedback on different projects – or convening and collaborating partners they work with to test out different ideas.
CMAP Meeting with:
Pioneer Center Meeting

Kimberly Johnson, formerly on Human Service Cmte.

- Overall this was a good meeting with Kimberly. She is a bit removed from CMAP activities since her departure from Human Services committee however; her replacement is still very much engaged.

- Their interest naturally lies in Human Capital and that is where I suspect that she will focus on and possibly provide comments.
CMAP Meeting with:
Quad County Urban League

Danata Andrews, Vice President & COO

- Livable Communities: They work in DuPage, Kane, Kendall, and will counties. Transportation and jobs are big issues here. Many jobs that pay descent wages are not located near much of the housing in and around the area and travel/transportation is challenging (Aurora-Elgin). Worked with Aurora on an NSP grant for a program called Greenworks Aurora, other partners include Wabonsee CC, Joseph Corporation, Habitat for Humanity, and Dept. of Labor. Focus is on rebuilding or improving existing homes. Gives youth a chance to volunteer.

- Open Space: QCUL works with the Fox Valley park District to educate residents about access to parks to promote multicultural integration.

- Local Food systems: Worked food pantry and Kane County Health Dept. to create a healthier list of food that will be excepted – no food high in sugar or high sodium, etc. – also the local food pantry received a grant to create a community garden so they can supply fresh food to families and residents in need. GREAT INTERVIEW FOR SUSTAINABLE FOOD AND FOOD DESERTS.

- Workforce: In partnership with the Tollway on pre-apprenticeship programs to build construction related skills.

- Wants to partner and get more involved. Our recommendations fall in line with many of their ongoing efforts.
CMAP Meeting with:
Rasmussen College

Amy King, Campus Director

- Will gladly partner, can provide a number of resources for us: campus conference rooms, computer labs for workshops / technical training, have campuses in Aurora, Mokena/ Tinley Park, Oak Brook

- They have a survey that they give out to businesses to determine skill sets desired; they could share results of this with us

- They can connect us to businesses that we should partner with

- A major focus for them is giving back to the community, and placing students in jobs – all of their faculty is part-time so that they stay connected to the real world (with their business contacts)

- They have a high school program where they go out to all the local high school and give workshops, they could help publicize FLIP next year
CMAP Meeting with:
Riverdale Tree Commission
Helen Denham, Chairperson

- Met with Helen Denham and 7 other members of the Tree Commission.
- Suggested that CMAP create a municipal code for tree care for the region
- Support farmland preservation efforts throughout the region
- Important to focus on how water is being used to ensure sustainable efforts and habits.
- Would like to have funding for the following efforts: 1) maintenance and upkeeping of the largest butternut tree in Illinois, which is over 350 years old, 2) funding to buy trees and take care of tree trimming needs and help community replace trees that are being cut, and 3) Funding for education resources for promoting tree sustainability for the community residents. The last 2 could be used for all municipalities in the region.
- Would like to see regional leadership take on the role of sharing the message of how important trees are to the communities and how it makes people feel proud of their area.
- Bike trails should be safe and if it requires police presence, then that should be supported.
- Riverdale is a food desert and this need should be addressed.
- CMAP should create advisories for the region's municipal public works departments to provide information and education on tree health and other tree-related issues.
CMAP Meeting with:
Rosalind Franklin University

Margot Surridge, Executive Vice President and Chief Operating Officer
Dr. K. Michael Welch: President & CEO

- In desperate need of an East/West highway across Lake County, for students and providers to get back and forth to jobs and classes. Many of the major medical employers (trauma centers, hospitals) are to the east

- CMAP's workforce data is out of date.

- There is an undersupply of healthcare professionals

- Healthcare systems are lacking

- Growing Latino community
  - Could Lake County be a model workforce program area to test different strategies and approaches

- Dr. Welch, President and CEO of Rosalind Franklin University is on a workforce organization for health organizations

- CMAP should coordinate with the consortium that got the sunrise run for Metra from Zion in.

- Many staff from Rosalind Franklin live in Kenosha, students come from south (w/in the region). People cannot tolerate the stress of congestion.
CMAP Meeting with:
Schaumburg Business Association

Jim Gould, Officer

- Main topic of interest was transportation and how the suburb-to-suburb travel on transit needs to be increased.

- There was discussion about the STAR line (Mayor Larson was present) and some felt that the region needs to “bite the bullet” and just do this project.

- There was also discussion about the effort to improve the “look and feel” of riding transit for suburbanites – examples from Tokyo were mentioned often relating to the frequency of the service and the sleekness of the trains.

- Discussion about how to get more use out of the Schaumburg Flyers parking lot to promote park’n ride at the Schaumburg Metra station – the SBA is planning to inquire with businesses about this option and Mayor Larson will talk to the Flyers.
CMAP Meeting with:
SER / Jobs for Progress, Inc. of Lake County

Rosa Reyes-Prosen, Executive Director
Megan Harrington, Fair Housing Director

- Very connected to the workforce board in Lake County, Rosa serves on many other community boards. Offered to provide connections if we need them.

- Megan, the Fair Housing Director, was interested in looking over the housing recommendations as well. Hopes to provide input.

- Also very connected to the Latino population in Lake County.

- Needed more time to learn about CMAP before partnering.
August 6, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

RE: Comments on Go To 2040 Draft Plan

Dear CMAP:

Sierra Club applauds the years of work and engagement with the citizens of the region that have gone into the Go To 2040 Draft Plan. As the Plan recognizes, how our region grows and changes in the future will be a dominant factor in the health, livability, prosperity, and biodiversity of the Chicago region.

We strongly support the major themes of the Plan - that, in order to thrive as a region, we must grow in a compact fashion, focus investment in existing communities, shift funding toward transit, avoid decentralizing projects, safeguard our water supply, and protect and restore our natural resources.

The inclusion of the Route 53 extension on the list of priority transportation projects is in direct conflict with all of these goals. **We urge you to remove the Route 53 extension from the list of fiscally constrained projects, or to replace it with one of the many transit projects that were proposed by agencies but not included on the priority list.** Unlike all of the other projects on the proposed priority list, the Route 53 extension will further decentralize the region, pull resources away from transit, and destroy and impact highly valued natural resources. For these reasons and more, Route 53 has long been a very controversial project that transportation agencies have not chosen to pursue. It does not belong on any list of regional consensus projects, and its inclusion in the final Go To 2040 Plan would undermine the goals and integrity of the entire document.

Sierra Club looks forward to working with CMAP and regional stakeholders to achieve the goals of the Plan. CMAP can begin implementing and achieving those goals now by deleting the Route 53 project from the plan, and moving forward with all of the good work proposed to make our region a better place.

Sincerely,

[Signature]

Jack Darin
Director
CMAP meeting with:
South Side Community Development Corporations

- General support for plan’s recommendation
- Their focus is bringing resources to communities
- Suggested we work with LISC for future outreach
- Would be willing to bring others to another meeting if we so desire
CMAP Meeting with:
South Suburban Housing Collaborative/Diversity Inc.

Janice Morrissy
Joe Martin

- Is there a measure of how far away “local” means?
- We’re working on a land bank and would like to encourage community gardens – perhaps we could collaborate with CMAP on a pilot on local food with the Food Advisory Cmte.
- The workforce connection is very important to our communities.
- There are many new tax challenges we’re uncovering in the creation of this land bank. There are middlemen that are just trying to cash out on foreclosures.
- Integrated data systems for foreclosures is important.
- We need to foster economic vitality to increase diversity
- Regional planning agency should play a bigger role in fostering diversity. Fair housing’s role needs to be bigger in the plan as well as more on human relations from the CCT strategy report.
- CMAP should go back through the document to assess how programs supports the development of multicultural communities.
- The withdraw of assets from the region is severely affecting the diversity of our communities. Metropolis 2020 talked about diversity in their plan.
- We need leadership from CMAP to look at poverty and policies.
- We should also talk about how affordable housing and fair housing are not the same.
CMAP Go To 2040 Meeting

Transportation:
- I-57/I-294 Connection
- Increased, frequent and reliable Pace Bus transportation along major thoroughfares and Express buses along interstates/expressways
- Development and completion of the Circle Line – suburb-to-suburb commuter rail line
- CTA Orange Line expansion from Midway to Ford City or beyond
- CTA Red Line expansion from 95th/Ryan to 130th Street or beyond
- Increased weekend frequency of the Metra Southwest Line, corresponding to demand
- Expansion of coordinated carpooling efforts to designated transit centers and employment clusters
- Increased directional signage along interstates and thoroughfares to reduce fuel consumption

Livable Communities:
- Further development and enhancement of transit-oriented communities in the south and southwest suburbs
- Affordable housing near public transportation centers
- Coordinated alternative transportation planning on the municipal level, and development of regional, signed bike routes, including traffic calming efforts along major thoroughfares to reduce accidents
- Interconnecting trail development, with services for cyclists and pedestrians at municipal transit centers along the trails
- Increased flood control efforts on the municipal level by MWRD; specifically dredging of feeder streams
- Federal and state support of sanitary and storm sewer separation
- Increased management and development of wetlands for natural flood control
- Further development of urban forestry initiatives to enhance cooling and reduce air pollution

Human Capital:
- Make college more affordable through (#4) efficient governance
- Clean-up of public and private property, creating both jobs and community pride, spurring economic development
- Creating stronger workforce training programs at the high school level, putting young people to work

Efficient Governance:
- Revise tax structure
- Get Illinois out of debt through raising state income tax
CMAP Meeting with:
The Talking Farm

- Submitted formal comments.
Based on our July 7, 2010 meeting with Amy Talbot, CMAP Planner, The Talking Farm Board of Directors is pleased to present comments regarding Livable Communities Key Recommendation #4: Promote Sustainable Local Food. The July 7 meeting was attended by: Karen Terry (Vice President); Jeff Merrell (Secretary); William Moss (board member since 2007); Leigha Kinnear (board member since 2010); Debbie Hillman (founding board member); and Judy Mendel (Administrative Manager). These comments reflect the collective wisdom of the entire board representing The Talking Farm as a nonprofit organization intent on being an active catalyst for regional change in the production and appreciation of locally grown foods. Individual board members, all of whom are experts in various fields as well as enthusiasts for local foods and food system issues, may also comment separately and/or in more detail. The Talking Farm board offers these comments as general support and broad direction during the implementation of CMAP Go to 2040.

1. First and foremost, we commend the leadership and staff of CMAP for so thoughtfully establishing sustainable local food production and access as a foundation of livable communities. We believe that your decision to include food and food systems as an explicit element of the Go To 2040 regional plan is a powerful and forward-thinking action that will effect positive regional change.

2. We endorse all of the action plans as consonant with the mission of The Talking Farm: To cultivate healthy, sustainable communities by supporting the production and appreciation of locally grown food. As outlined in the three areas of the draft document, these action items are:
   - Facilitate Sustainable Local Food Production
   - Increase Access to Fresh, Affordable and Healthy Foods
   - Increase Data, Research, Training and Information Sharing

3. Within the food production and information sharing areas we see three additional high-leverage opportunities for CMAP.

   a. **Create model ordinances for municipalities and other government entities.**
      Urban farming and local food system issues are a new area of endeavor for urban and suburban populations. CMAP is in a unique position to facilitate technical assistance in the form of model ordinances that remove obstacles to increasing food production and processing in the region’s municipalities and other government entities whose rules and regulations might impact the viability of various types of local food projects.

      This activity could be added to the “Support urban agriculture as a source of local food” Action in Action Area #1 - Facilitate Sustainable Local Food Production.

   b. **Sponsor or co-sponsor an annual local foods planning conference.**
      We see CMAP as also being in a unique position to sponsor or co-sponsor a regional conference that brings together public, nonprofit, and private sector organizations working on local foods issues. In our view, this conference would strengthen relationships across the network of stakeholders each working on these issues; provide a forum for effective information sharing; and
focus organizations on working more collaboratively to make real progress year-to-year. In addition, outcomes from the conference could inform the type of technical assistance CMAP and regional nonprofits provide to achieve the outcomes envisioned in Go To 2040.

This activity builds off of the Action “Build regional nonprofit capacity for local foods systems” outlined in Action Area #3 - Increase Data, Research, Training and Information Sharing.

c. Improve data on local food production, needs, and progress by piloting new models.
We applaud CMAP’s explicit desire to “be the central repository for local food data” (p144) as part of its Regional Indicators Project. This would be of tremendous value to stakeholders such as The Talking Farm. However, we note that there is a significant need to define and implement new measures and data gathering practices to address the food production and access issues outlined in Go To 2040.

For example: What qualifies as a “farm” in an urban setting where land available for food production may be measured in square feet rather than acres -- and how do you capture production of those sites? How do you assess the quality of fruits and vegetables -- not just the quantity -- accessible via local grocery stores? How is the sustainability component of "Promote Sustainable Local Food" measured? CMAP’s data gathering and research efforts should therefore also include actively defining, piloting, and assessing new ways to answer these types of questions at the regional level.

This piloting activity can be added to the Action “Improve data and research on local food production and needs” in Action Area #3.

4. We thank you again for the opportunity to actively engage in this process. It is encouraging to know that we live in a region with such a compelling vision for its future.

The Talking Farm Board
Kay Branz - President
Karen Terry - Vice President
Max Grebenschikov - Treasurer
Jeff Merrell - Secretary
Patsy Benveniste
Sharon Gries
Debbie Hillman
Leigha Kinnear
Linda Kruhmin
William Moss
The Talking Farm Administrative Manager: Judy Mendel

The Talking Farm
625 Madison St.
Evanston, IL 60202
847/425-5125

Mailing address:
P.O. Box 6329
Evanston, IL  60204
CMAP Meeting with:
Tellabs, Inc. & Choose DuPage

Kathleen Gutierrez

James Sheehan (Tellabs / CMAP industrial advisory group); Choose DuPage staff; Mike Skarr (Investor Relations/CEO), Roger Hopkins (President); Josh Grodzin (Dir. Economic Dev.)

- They asked for direction on what Choose DuPage can do, in terms of being an implementation partner and how to support the plan.

- They commented on state legislative and budget barriers to achieving the economic innovation recommendations.

- They think a state coalition around industries is needed and suggested biotech/pharmaceuticals, energy and biofuels, and agriculture as good candidates. They support the regional specializations approach in the Human Capital chapter.

- They think the plan is good but lacks a business plan with a tactical approach. They think the private sector needs to lead but does not see the excitement or urgency to get them on board. Having strategies and actions that have an immediate impact are needed. To mobilize the private sector, they suggest having shorter term goals with outcomes and metrics to show impact.

- They suggested the state should require students that receive financial aid to stay in Illinois after graduation.
CMAP Meeting with:
United Way of the DuPage Area

- General support for the plan
- Recommended we reach out to Candice King of the DuPage Federation
CMAP Meeting with:
United Way of Lake County

Kristi Long, President & CEO
Michelle Crombie, VP of Community Development
Jennifer Yonan, Vice President of Marketing and Donor Relations

- United Way of Lake County was very interested in being a partner.
- They really are becoming more hands on focusing on educational programs. I told them about FLIP. They’re most interested in school-readiness programs and reading.
- Libertyville has been working on wind power ordinances
- There are many barriers to educating people, including transit that will take people to ESL classes. The hours of transit are also a huge barrier to job access.
CMAP Meeting with:
Unity Temple Restoration Foundation

- Conversation focused initially on her feedback on the draft text in GO TO 2040 that relates to historic preservation. Above all, UTRF really liked how the plan’s introduction and discussion of “livable communities” (esp. the land use and housing recommendation) stressed the need for development to respect the unique “context” and existing “character” of communities. The plan’s attention to housing preservation and teardowns was also appreciated.

- Most of the discussion focused on how CMAP and the UTRF could partner in the future, especially in support of the implementation of GO TO 2040. On the specific topic of historic preservation, UTRF apparently partnered in the past with Landmarks Illinois in drafting a model ordinance for historic preservation. (Since CMAP is interested in developing model ordinances as part of its technical assistance/GO TO 2040 implementation strategy, we should keep this in mind.)

- Also, CMAP is welcome to use Unity Temple, considered one of Frank Lloyd Wright’s greatest designs, for future CMAP events. Ideally these would relate to historic preservation in some way, but this is not essential. (It’s worth noting that CMAP used Unity Temple for an “Invent the Future” community meeting.) Would be especially interested in events for local leaders that encourage “out of the box” thinking (they’ve participated in similar “Break the Box” programs); Unity Temple—which, though historic, is a superb example of design innovation—would serve as a nice venue for such topics.

- It’s worth mentioning that Emily Roth is the Executive Director of UTRF.
CMAP Meeting with: 
University Center of Lake County

Gary Grace, executive director
Joe Kane, Director of IT and Business Development
Myra Gayton-Morales, Director of Waukegan campus

- Need better employer and county coordination
- The County WIBs seem to be passive rather than active, how can the University Center support them to become more active in marshalling programs to benefit the workforce.
- Transportation issues around the University Center are huge, bus services stop too early for students to take night classes (which is largely what the UC provides).
- The UC is an innovative model to place-bound people, funding for innovation isn’t moving at the pace the world is.
- They need greater visibility into employers of the region. Want to be able to position themselves to make this happen but lacking resources
- Employers of the region don’t necessarily think about going to the Counties or WIBs for training, money, or programs – they’re too busy working.
- De-funding of educational systems at all levels is a huge problem.
- They’ve heard from Abbott that there is an inability to relate to the state of Illinois, they are a global company because they can pick up the phone in foreign countries and reach the leaders of those countries directly, here they can’t even reach the governor’s office. (so they’ve heard from Abbott execs)
- Would be helpful to have more data to prepare for future needs, industry specific needs.
- There are only about 65 centers like the UC across the country, very high-tech collaborations between major universities across the state.
- Addressing state leadership is vital.
- Bilingualism is very important if we want to compete globally, Mundelein has a mono-lingual K-12 program
- We need to figure out what the middle jobs in this country will be, figure out how to support what it is we do best in the US.
- Also interested in the CR3 energy program at CMAP and if they could help in being a training center they would be interested.
The Upper Des Plaines River Ecosystem Partnership’s (UDPREP) mission is to preserve, protect, and enhance the Upper Des Plaines River Watershed through stakeholder education, collaboration, and technical assistance. Our comments on the GOTO 2040 plan relate to the effects of this plan on the health of the watershed, and the considerations for the entire Northeastern Illinois water resources in general. UDPREP appreciates the time and consideration already invested in this plan and we see a few ways that the plan could be enhanced. Specifically the plan should:

- **Include Watershed plans in decision making.** Many watersheds in the Chicago Region have worked diligently with the input of local stakeholders to identify priority goals for each watershed based upon the current conditions and water quality objectives. The GOTO 2040 Plan should include and address that watershed plans exist and are excellent guides for future land use.

- **Include the goal of good water quality in all planning.** Surface and groundwater quality affects the life of all citizens. The Lake Michigan Compact is an example of how critical clean water access will be in the future. In looking ahead to water access issues, protection of those water systems should be considered in all planning.

- **Include the Lake Michigan Compact regulations in the plan.** The Lake Michigan compact is a binding agreement that governs water use. The "Water 2050: Northeastern Illinois Regional Water Supply/Demand Plan" (CMAP, March 2010) document is much clearer on the implications of the Compact (e.g. pp 20-21). The text in the Go To 2040 Plan needs to (1) much more explicitly reference the Water 2050 plan; (2) adopt the water conservation and efficiency objectives at pg 21 of Water 2050, such as implementing supply and demand management policies, educating all water users, and reducing water loss and waste; and (3) incorporate the specific water conservation permit requirements listed at Water 2050 pg. 72.

- **Include invasive species control as a priority.** The control of invasive species whether in Lake Michigan, in our waterways, or in our back yards should be addressed as a needed action for healthy eco-systems and biodiversity.

- **Emphasize the importance of water quality for recreation resources as well.** Lake Michigan, inland lakes and our river systems are recreational resources and the ability to utilize them as such is dependent upon the quality of the water.

- **Use stormwater management systems to reduce flooding and consequently flood related damages.** Stormwater management through the use of ‘green’ alternatives have been implemented around the globe as effective tools to reduce future flooding. This should be acknowledged in our region as well. Support for current green infrastructure and exploration of alternatives will help to reduce future flooding and the significant costs associated with that flooding.

- **Separate the Rte 53 corridor project from the Rte 120 project.** The separation of the Rte 53 and Rte 120 corridors has been assumed by most entities in the region and should also be separated here.

- **Exploration of transportation alternatives.** The use of transportation alternatives, other than building additional roadways, needs to be a priority. Our region’s use of public transportation should be improved and resources should be invested in those improvements. Alternatively, looking at regional land use as it relates to transportation will help to create communities where transportation needs are reduced.

- **Protection of natural resources in transportation corridors.** The use of green road designs, and protection of resources along roads, and transit corridors will enhance the quality of life for the region and reduce stormwater runoff.

- **Include a regional acknowledgment of the ‘green’ systems and the importance of their connectivity.** It has been widely recognized that quality of life includes green systems. Future land use planning should revolve around these systems and work to keep intact the remaining resources in the region.

Respectfully submitted,
Nancy Schumm-Burgess, UDPREP Coordinator
CMAP Meeting with:
Uptown United

- This group had concerns about funding from the service boards, particularly the CTA.

- There was also an interest in next steps/implementation and CMAP’s role beyond transportation planning and funding.
Supportive of the plan was aware of the plan’s recommendations.

Steve Quigley, ED at WCGL is the School Brd. President
CMAP Meeting with:
Village of Round Lake Beach Cultural & Civic Center Foundation

- Offered Village facilities for meetings if CMAP needed to have a location for events.
CMAP meeting with:
West-side CDC meeting

Dan Cooper, Volunteer Coordinator
Nancy Aardema, Logan Square Neighborhood Association

- Nancy was very interested in the impacts of the plan on Logan Square specifically.

- Both Dan and Nancy were glad to hear that the plan’s recommendations include support for local planning initiatives.

- Nancy wanted to see more support for affordable housing and transportation improvements in low-income communities and communities of color. She emphasized the need for stronger infrastructure connecting affordable housing with jobs.
CMAP meeting with:
West Suburban Chamber of Commerce

- This chamber is very supportive of our ideas and he believes we are on the right path.

- Overall want to get communities more involved in these types of thing because they often complain that they are overlooked.

- He will partner.
Re: GoTo 2040 Comments

Dear Randy,

The Will County Center for Economic Development (CED) would like to congratulate you and your staff on three years of effort to develop the GoTo 2040 comprehensive plan for northeastern Illinois. We appreciate having a role in this regional project and thank you for the opportunity to submit our comments on the draft plan. As the guide to major transportation investments in the coming decades, the GoTo 2040 Plan is an important policy document for our region and as such, impacts our communities’ abilities to plan and grow.

Our overall comments are focused on the scope of the GoTo 2040 Plan and the process for prioritizing projects to the fiscally-constrained and fiscally non-constrained project lists. Because the projects on these lists will be the region’s priorities for new capacity improvements and federal funding, they are significant to Will County.

The CED also offers some additional comments on the freight recommendations in the GoTo 2040 Plan in recognition of the increasing importance of Will County and its significant transportation/logistics assets to our regional economy:

**The CED sees value in encouraging a higher level of coordination toward meeting multiple regional goals, but caution CMAP in casting too wide a net.** Better integration of transportation and land use decisions fulfills CMAP’s mission after the merger of NIPC and CATS. It is unclear what jurisdiction CMAP has outside of this mandate, specifically in areas such as tax policy, climate change and sustainable food delivery? Even in an advisory role, it is unclear what incentive agents in either the public or private sector have to follow the plan’s recommendations. In the implementation phase of the Plan, we support CMAP in a role of providing planning and technical assistance primarily in the areas of transportation and land use.

**The CED supports including four high priority highway projects on the GoTo 2040 Plan’s fiscally constrained major capital projects list: the Illiana Expressway, Prairie Parkway, additional lanes on I-80 from Route 30 west to I-55 and additional lanes on I-55.** These projects are broadly supported by Will County communities and align with the goals of the Plan’s Preferred Regional Scenario to reduce congestion on the
interstates, support growth in the region’s freight-moving capacity and create employment opportunities for the region’s residents. As a statement on the region’s transportation priorities, it is critical that these projects be reflected on the fiscally constrained project list. The Illiana Expressway, in particular, is already a priority of the Illinois Department of Transportation, with $50M programmed for environmental studies being conducted through a bi-state agreement with the State of Indiana.

The CED would like to know how major capital projects will be evaluated over time and moved between the fiscally constrained and unconstrained lists. We understand that the priority list is constrained by projected revenues and for that reason alone, many worthy projects are not included. That said, the GoTo2040 Plan should display both lists in the document and include language for how projects will be reevaluated during implementation including the timetable, the criteria used and the CMAP committees that will be charged with approving the changes.

The GoTo 2040 Plan prioritizes maintenance of the existing system over new capacity improvements, a decision which considerably limits the amount of funding planned for new projects in coming decades. Undoubtedly, the CED supports investing in existing infrastructure, however, going forward more attention needs to be given to serving new population and employment centers that developed in our region during the previous decades of growth.

The process used to evaluate and prioritize projects in the GoTo 2040 Plan should weight more heavily the economic benefits of transportation investment. The CED supports the move to more fully and accurately measure the benefits and costs of major capital projects, and evaluate projects with consideration for how they support multiple regional goals. Economic benefits particularly should be accounted for in the prioritization of projects to a greater degree than in the past as the GoTo 2040 Plan emphasizes the importance of our transportation system to our region’s ability to compete economically in the global marketplace.

The GoTo 2040 as the long-range transportation plan for northeastern Illinois should include reference to the South Suburban Airport. The CED understands that the omission is related to the fact that there is a separate federal funding stream for aviation; however, this project must be accounted for in any comprehensive assessment of the region’s transportation network. O’Hare and Midway are huge economic engines for northeastern Illinois, and yet the FAA has stated that by 2024, Chicago will run out of airspace unless another airport is built. The Illinois Department of Transportation has made a considerable investment in the project so far including the acquisition of land. The need for the airport also impacts the need for other roadway improvements that are also likely within the scope of the GoTo 2040.
CED comments on the GoTo 2040 Plan’s Freight Recommendations are as follows:

**Develop a national vision and federal program for freight**
Chicago is a nationally important freight hub and Will County possesses some of the region’s most important new freight assets. Federal assistance should support *regional* planning and priorities. Freight transportation projects are increasingly competing for federal funding—there is a need to advocate for the expansion of federal investment in our freight system.

**Support CREATE rail system improvements**
Investments in CREATE projects would have regional benefits (alleviate freight bottlenecks, fewer passenger/freight rail conflicts) even though the improvements are targeted to Chicago. CREATE represents long-term investment of public funds that would not be available for other freight-related projects.

**Support regional trucking improvements**
CMAP can make recommendations based on the needs of the overall system and provide coordination and technical assistance, however siting and development decisions will still be handled locally. CMAP should adopt a cooperative stance in order to gain the support of local governments faced with accommodating trucking facilities in their community.

**Organize and improve public policy related to freight**
A higher level of private sector participation will be important to creating meaningful freight policy in the region. Effective public policy is an opportunity for the region to become more proactive on the issue of freight and goods movement and leverage our position as a center of commerce to grow our regional economy in the 21st century.

**Integrate Freight Needs and financing into infrastructure prioritization**
It will be important to operationalize this during the implementation phase of the Plan. Freight needs a dedicated source of funding in the next transportation reauthorization that is not competing with already limited public financing for infrastructure improvements.

The Plan acknowledges four modes of freight transportation including air, yet does not adequately represent the importance of Midway and O’Hare to our regional economy by measuring activity based on tonnage; Cargo moved by air is typically higher value, lower weight goods. The region needs to account for the value of our existing airports to the logistics industry overall and local businesses specifically and acknowledge how the State of Illinois’ data on demand for additional air cargo capacity in relation to the proposed South Suburban Airport can be used strategically to strengthen our regional dominance in freight movement.

The Plan mentions the conflicts that can exist between the economic benefits and the negative externalities of freight movement, but does not directly address how the region can support those communities dealing with the most direct impacts of freight movement; ultimately we can grow our region’s economy in this area to the extent we can manage these community impacts.
It is valid for the Plan to stress that congestion in Chicago has prompted the private sector to develop new state-of-the-art facilities outside the urban core, but to describe the sites for these facilities as “remote greenfields” gives a negative connotation. Whether or not this is ideal from a regional perspective, this trend is occurring and needs to be fully accounted for in regional freight planning. Even with stronger public policy, and a regional governing authority for freight, location decisions should remain in the hands of the private sector. Land use decisions will continue to be vested in local governments and designations for freight-related land use will be made on this level. Communities that wish to redevelop land for freight-related uses as well as communities that have the ability to service new industrial, warehouse and distribution facilities.

Public policy in the area of freight should focus on building a flexible, resilient system that utilizes all of the region’s multi-modal transportation assets to the maximum degree and provides the private sector with a dynamic operating environment that supports investment, innovation, expansion, job creation and wealth creation.

The CED is looking forward to working with CMAP and other local and regional partners during the implementation of the GoTo 2040 Plan to the benefit of those living and working in northeastern Illinois.

Thank you once again for the opportunity to participate in the process of setting priorities in our region where transportation is central to our economic vitality and future competitiveness.

Sincerely,

John E. Greuling,
President & CEO

Cc: Larry Walsh, Will County Executive
Roger Claar, Mayor of Bolingbrook
James Moustis, Chairman, Will County Board
Joe Cook, Mayor of Channahon
CMAP Meeting with:
Will County Community Foundation

- Generally supportive but particularly interested in the Human Capital area – Workforce Development.

- Also interested in Economic development in Will Co. that makes sense

- May request we present to the full board in mid August, would likely be after comments close but we should accommodate any request.
CMAP meeting with:
Woodfield Chicago Northwest Convention Bureau

Dave and Lynda Claytor, VP-Marketing and Administration.

- They are supportive of the concepts in relation to the promotion of business growth and retention.

- They are interested in assisting with efforts to promote efficient governance.

- Possible resolution in support of GO TO 2040 by the bureau.
July 26, 2010

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Mr. Blankenhorn:

The purpose of this letter is to provide The Workforce Boards of Metropolitan Chicago's (WBMC) comments on the draft Human Capital portion of the Go To 2040 plan. The WBMC is a regional consortium of eight Workforce Boards overseeing the local coordination and delivery of workforce services in the City of Chicago and Cook, DuPage, Grundy, Kankakee, Lake, Livingston, McHenry, and Will counties. The Workforce Boards are leaders in driving workforce development and economic growth in the metropolitan Chicago region through development of a skilled workforce. The WBMC's eight years of experience in addressing workforce issues at a regional level provides them with a unique perspective in reviewing the draft plan.

As a preface to more specific comments on plan content, we want you to be aware that three representatives of the WBMC actively participated on an advisory group that guided development of the workforce development report and are, therefore, familiar with discussions that resulted in the formulation of workforce development recommendations. CMAP recognized the importance of engaging workforce development experts in the planning process. However, the draft plan minimizes the role of the Workforce Boards in the implementation phase of Go To 2040.

Additionally, throughout the plan narrative, there is an overemphasis on increasing the role of community colleges. In terms of workforce training, the plan seems to promote community colleges as the primary training entity to the exclusion of other training entities (4 year institutions, proprietary schools, vocational programs, apprenticeship programs, community based organizations, etc). The plan narrative also advocates that community colleges (along with other agencies) take a stronger role as the "link" between the workforce system and education (page 252). In reviewing the education and workforce development reports we do not see similar statements related to community colleges. The WBMC maintains that a plan that includes and recognizes the various types of organizations that comprise the region’s education and training community rather than specific references to community colleges will improve the prospects of successfully implementing Go To 2040 education and workforce development action items.

We have organized the remainder of our comments around the implementation plans contained on pages 257 through 259; it is our opinion that the implementation plans are the most critical pieces since they provide the framework for achieving education and workforce development goals. It is assumed that any changes made to plans based on our comments would be incorporated into the narrative section as well.
Implementation Action Area #1: Improve Coordination Between Education, Workforce Development and Economic Development

- Prepare assessment reports on cross-system coordination - The focus of a coordination pilot on freight/logistics and energy industries may be the most politically appealing right now but neither are necessarily the most critical to the region. Additionally, it may not be realistic to focus on the energy industry given its relative newness as a sector.

- Strengthen role of workforce intermediaries, including community colleges and WIA affiliates – The Workforce Boards as well as four-year institutions, proprietary schools, vocational programs, apprenticeship programs and community based organizations should be specifically identified as implementers. This action needs to be expanded and less community college focused as further described in “Specifics”.

- Collect, compile, and publicize career pathways analyses – Community based organizations in the metropolitan Chicago region have done significant work on career pathways. Implementers identified need to be expanded to include other types of education and training providers.

- While the action area includes coordination with economic development, as implementers they are identified in only one of the four actions.

- While we all agree that the quality of our public K-12 system impacts the quality of our workforce, much of the education report addresses system reforms needed to improve the quality of education for purposes broader than workforce development. However, there is one recommendation that would seem especially applicable to the education and workforce development plan: Strengthen partnerships and collaboration between higher education institutions and professional/business communities in the region to smooth students’ transition to the workforce and careers and to strengthen the sharing of resources across sectors (pages 45 and 46). Given this recommendation speaks to the need for public-private partnerships and improved employment opportunities, it seems especially applicable to and appropriate for inclusion in the education and workforce development plan.

Implementation Action Area #2: Data and Information Systems

- Identify additional data sources concerning education and workforce – Add Workforce Boards to list of identified implementers

- Expand the CWICstats system to cover the region – While we would assume that CWIC is included among the CWICstats leaders identified among implements, other Workforce Boards should also be included. As indicated in the “Specifics” section, there will be significant obstacles to expanding CWICstats beyond Chicago and the Workforce Boards can assist in identifying and overcoming those barriers. Additionally, in the “Specifics” section, please clarify what is meant by “workforce development participants”. We would assume this does not mean that we are only gathering and assessing data related to individuals enrolled in publicly funded workforce programs but rather includes educational outcome and employment data for all students enrolled at a public institution (e.g., community college and university).
• In the narrative of the education and workforce development section, the report indicates that "work readiness is the focus of the Go To 2040's approach for education" (page 243). Additionally, there is a limited discussion regarding middle skill job opportunities and the need for some education and training beyond a high school education (page 249). Therefore, we would suggest that the gathering and analysis of data related to how prepared the region's youth are for work and/or post-secondary education should be a high priority. The Workforce Boards have done extensive work in this area which included: 1) an analysis of the preparation of the local area's youth for success in college and the workforce using data from multiple measures; 2) the use of data over a four-year period, to determine which high schools have demonstrated significant growth in one or more of the college- and work-readiness measures, and the strategies used to achieve such growth; and 3) identification of opportunities to connect to state and national policies and initiatives that can be leveraged to further local and regional activities.

Implementation Action Area #3: Improve Delivery of Workforce Development Services

• Increase the flexibility and federal funding for workforce development – The only implementer identified is Federal; this implies that we are simply going to wait for legislators or federal administering agencies to make changes. It would seem that there could be a regional strategy for educating and influencing our legislators regarding the need and benefit of increased flexibility and funding. The "Specifics" section addresses only WIA and should be expanded to include other federal workforce development funds as well as State funded programs. Additionally, It would seem appropriate to interface with State agencies that oversee federally funded programs and often establish policies that limit flexibility or determine how funds for which there is a great deal of flexibility (e.g., WIA Governor's set aside funds) are used.

In closing the WBMC offers the following comments relative to the Economic Innovation portion of the draft Go To 2040 plan:

• The absence of the Illinois Department of Employment Security (IDES) in the implementation of activities to improve data and information systems is a glaring oversight. The IDES has access to and extensive knowledge of state and federal data relevant to planned activities, and we strongly recommend that they be included in any implementation activities in this area.

• While the education and workforce development section of the plan acknowledges the importance of a quality workforce in strengthening the region's economy, the Economic Innovation implementation plan fails to include Workforce Boards in any way. While we understand that sections of the plan are not "stand alone" but should be viewed as a whole, in reality the implementation action plans provide the framework for activities to be undertaken and organizations to be included in the implementation phase of Go To 2040. We maintain that Workforce Boards can make a positive contribution to several areas of implementation, but particularly area #2, Nurture the Region's Industry Clusters, and request that the WBMC be added to the list of implementers.

We sincerely appreciate your consideration of comments contained herein. If you have any questions, feel free to have your staff contact Ms. Jan Etkorn, Regional Coordinator for The Workforce Boards of Metropolitan Chicago at jetzkorn@workforceboardsmetrochicago.org.
Sincerely,

Paul O'Connor, Chair
Chicago Workforce Investment Council
Metropolis 2020

Edward Melton, Chairman
Lake County Workforce Investment Board
First Midwest Bank

Charles L. Jenrich, Chair
Cook County Workforce Investment Board
AJA Registrars

Barbara Ladner, Chair
McHenry County Workforce Investment Board
Pace Suburban Bus Service

Kate Wollensak, Chair
DuPage Workforce Board
Morton Salt

David Lindgren, Chair
The Workforce Board of Northern Cook County
Midwest Bank

Caroline Portlock, Chair
Grundy Livingston Kankakee Workforce Board
Grundy County Chamber of Commerce & Industry

Pat Mudron, Chairperson
Workforce Investment Board of Will County
Illinois Securities Company

cc:  Brett Baden, Chicago Metropolitan Agency for Planning
     Michael Bossert, County Board Chairperson, Kankakee County
     Leah Bradford, Chicago Community Trust
     Annie Byrne, Chicago Metropolitan Agency for Planning
     Richard M. Daley, Mayor, City of Chicago
     Kenneth Koehler, County Board Chairperson, McHenry County
     Therese McMahon, Illinois Department of Commerce and Economic Opportunity
     Julio Rodriguez, Illinois Department of Commerce and Economic Opportunity
     Robert J. Schillerstrom, County Board Chairperson, DuPage County
     Suzi Schmidt, County Board Chairperson, Lake County
     Todd Stroger, County Board Chairperson, Cook County
     Phil Thomas, Chicago Community Trust
     Lawrence M. Walsh, Will County Executive
CMAP Meeting with: 
Abbott Labs

- Marvin Bembry represents two stakeholders Abbott Labs and Lake County Economic Development Corporation.

- Under the Challenges and Opportunities Chapter (pp.29), Bembry disagrees with the classification that Healthcare and Biomedical is not an industry cluster concentrated in northeastern Illinois or Lake County. He believes this statement is misleading and the Lake County is driving this industry for the Midwest. Many years ago when Obama was running for center he recognized this area as a “healthcare corridor.”

- Regarding climate change, the plan needs to make an effort to discuss that although “green” efforts are good and should be done, many times those aggressive efforts should not hamper businesses core business activity. Or more critical analysis needs to be done here to point out the effect to businesses vis à-vis today’s economy. No matter if grants are provided businesses are still affected because grants aren’t free they are paid by taxes. Making this philosophical perspective a reality will be hard to accomplish. Vociferous voice for small businesses needs to be at the table.

- Economic Innovation (pp.262)

  - “Creating a culture of innovation...” this is a profound statement and should articulate some examples, such as expedited permitting. Lake County has a streamlined permitting process and may be a model for the rest of the region. Nurturing the region’s industry clusters is important to Abbott and small businesses. We need to look at the incentives whether it’s through tax policy other mechanisms.

  - The growth happening at Abbott, which is 50%, is happening outside of IL/US. So when Abbott thinks about growth it’s not thinking about new growth here in northeastern Illinois and many other “global” companies are thinking this way too. A holistic approach to support business is good and needed but how can we optimize this for global companies.

- Recommends contacting Lake County Partners and Lake County Administrator
CMAP Meeting with:
Advocate Christ Medical Center

- Urban farming is a good idea, in some suburbs farmers markets are weaker.

- What about the “hillside strangler”?

- There is a lot of reverse travel going on that needs to be addressed.

- The transit systems are lacking the home to train station connection. We are missing an entire tier of transit and this is crucial to address. The connectivity between Metra and employers should be addressed.

- Train stations should be co-located near industrial parks. Perhaps some pilot projects focusing on transit networks between businesses should be taken up.

- It is important that we think about a more sustainable and green road network. For instance there are many other states that use sand and gravel instead of salt on roadways.

- There is a lot of wasted space on the side of roads that could be taken advantage of. What about farming and gardens in the cloverleafs of highways?

- The US should look to a year round school system. We are still stuck in a 1920’s school year when students were needed to help on the farm. We should look to a 21st Century system.

- Nursing is a huge need and we should be working with high school students to begin to address this need.

- Think about what would be transformational for the region.

- Should address Springfield.

- We are the only Level 1 trauma center in the south suburbs. We need to think about healthcare decisions that are being made for communities that aren’t educated on health benefits.

- CMAP should contact the Illinois Hospital Association and the Metro Healthcare Council.

- Healthcare has a huge impact on employers.

- There is a big correlation between poverty and health status regardless of race. Institutional racism is still a big issue. Minority communities are lacking all types of health specialists across the board. Why aren’t resources distributed equitably across the region.

- We are treating illnesses right now, we need to be talking about wellness, healthy living.
CMAP Meeting with:
Chicago Federation of Labor

- They want to learn more about CMAP’s efforts for implementation.
- They have a strong interest in the capital plan – managed lanes, congestion pricing – the recently issues report by the ISHTA, CMAP, and MPC.
- They want to help get legislators understand the funding issues and agree that the gas tax needs to be increased and indexed to inflation.
- They want to learn more about PPP and design-build.
- CMAP and CFL will coordinate legislative efforts.
CMAP Meeting with:
Community Nurses Organization

- Their primary focus is providing healthcare to low-income families and individuals.
July 29, 2010

Chicago Metropolitan Agency for Planning
ATTN: CMAP GO TO 2040 Plan Draft Comments
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

To Whom It May Concern:

The purpose of this communication is to comment on the GO TO 2040 Plan.

While we recognize the time, talent and work that went into the drafting of the GO TO 2040 Plan ("Plan") we are concerned about the Plan's sole emphasis on smaller, organic farm parcels and the lack of information on conventional agriculture. The eight county region is home to all forms of farming, including both traditional and value-added agriculture. Additionally, to provide enough food and fuel for not only Americans but also our trading partners, all forms of agricultural production are essential. Having said that, farmland conservation of all forms of agricultural production is necessary; however, farm management decisions for those acres being conserved should remain the decision of the farmer.

Agricultural land is open space, which is recognized and appreciated in the Plan. Additionally, in regards to forest preserve property, the Plan discusses the concept of farming in the forest preserves, which is a concept supported by the Cook County Farm Bureau. However, our policy does not allow us to support the Plan's goal of increased forest preserve holdings until the current Cook County Forest Preserve holdings are better managed and maintained. Cook County is home to over 68,000 acres of forest preserve including grassland, woods, wetlands, lakes, sloughs and recreational facilities. While many of the main sites are maintained, the District is lagging in the areas of invasive species removal and restoration and general up-keep despite having a sizable workforce and solid financial base.

In regards to state and local tax policy, few individuals would disagree that Cook County's property tax system needs to be overhauled. However, it is dangerous to call for a blanket reform of the property tax system without having details regarding that reform. Additionally, to "broaden" the property tax base, tax exemptions, caps and
special use permits may be eliminated. Unlike other counties in Illinois, Cook County does not have a property tax classification for agricultural property; therefore, eliminating special use permits could seriously harm the Cook County agricultural industry.

Finally, the Plan repeatedly calls for additional funding and while it's difficult to determine local, state and federal finances in thirty years it is important to realize that additional funding is likely to come from increased taxes or fees. At this time, residents do not have the tolerance for increased taxes nor do they have the tolerance for new or expanded programs; therefore, it is essential that governmental bodies have their fiscal house in order before calling for new or expanded funding. While the Plan does call for increased governmental transparency, it does not speak to the necessity of fiscal improvements.

We recognize the time, talent and staff resources that went into the drafting of the GO TO 2040 Plan; however, the draft document presents several concerns including its stance on agriculture, taxation and government program financing. If you have any questions or would like any further details regarding our position on the GO TO 2040 Plan, please contact Bona Heinsohn at (708) 354-3276.

Sincerely,

[Signature]

James Bradau, President
Cook County Farm Bureau
August 5, 2010

To: Chicago Metropolitan Agency for Planning
From: Bona Heinsohn, Cook County Farm Bureau
Reason: Additional Comments on CMAP’s GO TO 2040 Plan

These comments are intended to complement comments submitted by Cook and Kane County Farm Bureau as well as other farm bureaus within the region.

4. Promote Sustainable Local Food
Remove Sustainable from throughout the plan. The term sustainable implies that the current system of food production does not meet the needs of society and is not feasible in the future. This implication ignores the advancements made by the farm industry in the areas of environmental protection, safety, and food quality.

Page 133, paragraph 2: There is growing concern about the environmental ... remove. This statement is not cited and represents the drafter’s opinion.

Page 133, paragraph 4: No practice or system is sustainable in the long term unless it is generating a profit.

Page 134, bullet point 1: Data, research, training and information are already available through existing organizations such as the University of Illinois Extension and the Illinois Council for Food and Agricultural Research.

4.1 Benefits
Change title of section. Change title of subsection to reflect access to local food as opposed to quality of life. Both changes would more accurately and objectively reflect the purpose of the section and subsection.

Page 134, paragraph 4: Neither obesity nor diabetes is solely due to an individual’s food choice. This paragraph ignores the role that exercise plays in maintaining a healthy weight.

Page 135, paragraph 4: However, the current system also creates economic distortions ... remove. This section is not cited and represents the drafter’s opinion. Additionally, as the comments from Kane County Farm Bureau pointed out, a recent study completed by FamilyFarmed.org and the Illinois Department of Agriculture surveyed barriers to local food production and subsidization was not listed as a barrier.

Page 135, paragraph 5: Are the revenue estimates correct?

Page 136, beginning with the Environmental sub-section: By stating that a sustainable local food system has many environmental and conservation benefits, it is implied that the current food system is harmful for the environment. Additionally, this statement
ignores the advancements made by the farm industry in the areas of top soil conservation, aquifer recharge, buffer strips placement, carbon sequestration, more energy efficient application of pesticides and herbicides, stormwater management, and water quality improvements.

Page 137, paragraph 3: Agricultural production already contributes to biodiversity by providing habitat and protecting valuable green space.

4.2 Current Conditions
But currently, most of what is grown doesn’t directly feed humans, partly as a result of federal policies that subsidize high volume crops like grains but not specialty crops like fruits and vegetables. Farmers select which crops to grow based on the market, geography, climate, soils, and infrastructure not because of subsidies or federal policies. The shift to a global food system has been aided by the reasons listed above as well as the competitive advantage offered by economies of scale.

Page 138, paragraph 1: However, these long-term trends of consolidation, specialization, and mechanization of agriculture have also had repercussions that include economic distortions and negative environmental and health externalities. The mechanization of farming has not only allowed farmers to produce more products on fewer acres using technologies that protect the environment. Additionally, specialization allows farmers to become “experts” on a particular crop, which has led to advancements in variable rate application of chemicals and fertilizers which has environmental and nutritional benefits.

Page 139, paragraph 3: The FamilyFarmed.org study did not find that subsidy programs were a barrier to local food production.

4.5 Implementation Action Areas
Page 147, box 3: Most federal incentives are geared towards large industrial farming practices, and can inhibit small farm production. Recent changes to federal regulations recognize the importance of local foods.
From: Steve Arnold [steve@kanecfb.com]
Sent: Friday, August 06, 2010 8:29 AM
To: Ylda Capriccioso
Cc: Amy Talbot
Subject: CMAP "goto2040" comments

Dear Ms. Capriccioso:

Thank you for taking the time to come to our office on Monday and meet with area farmers on CMAP’s draft “go to 2040” plan. Like you and all at CMAP, we too want to see your plan serve as a guide to making this region a better place to live and work.

As was apparent from the meeting, we have numerous concerns with the plan as drafted, especially the “Local Foods” chapter. As an association that represents the best interests of all farmers, local Farm Bureaus have worked diligently over the past decade to promote the production and consumption of local foods. The Kane County Farm Bureau was an early supporter of the Illinois Farm, Food and Jobs Act, has received several of the USDA Specialty Crop Block Grants referenced in the plan to promote local Farmer’s Markets, and maintains the most comprehensive directory, online and in-print, of direct markets and specialty crop growers where consumers can buy direct from farmers. So in fact, we are already at work on some of the actions proposed in the plan.

We are also justifiably proud to have received national awards for both our promotion of local foods and for our Association’s member contributions of crops and cash to local food banks and food pantries, again, elements of the plan. In addition, we are serving in a leading capacity on a food systems workgroup to inform the efforts of the Kane County Regional Planning Commission as they prepare an update to their 2030 Land Use and Transportation Plan, to incorporate information on healthy living.

As the “go to 2040” draft sets out a vision for the future of land use, perhaps no one is as invested in the plan, nor has as much at stake, as the region’s farmers. And as a guide for the development of county and municipal plans over the next decade, we wish to be certain that CMAP, county, township and municipal governments view all farmland as an important asset to the region’s economy, environment and economic development, regardless of the crops it produces, or the method or scale of production.

We look forward to a productive dialogue with you to make the plan better for all.

Respectfully,

Steve Arnold  CAE, FBCM
Manager, Kane County Farm Bureau
2N710 Randall Road
St. Charles, IL  60174

(630) 584-8660 phone
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www.kanecfb.com
steve@kanecfb.com
4. Promote Sustainable Local **Healthy and Nutritious Food** (We believe that the term sustainable is more divisive than cohesive to the broader audience. Even though defined below, the implication throughout the text is that “sustainable” is a preferred, but undefined method and scale of growing, and has no relationship to the quality, nutritional value, or freshness of the product. It also implies that current production methods and crops other than “Local Foods” meet no societal needs and their production longer term is not economically or environmentally feasible. We suggest use of the words healthy foods, fresh food, and locally grown food throughout the document and have substituted “Healthy & Nutritious Food” for “Sustainable local food” throughout this document, and highlighted those substitutions in Turquoise.)

Food -- like air, water, and shelter -- is a basic human need. While sustaining life and influencing health, food, and the act of eating are part of our culture and everyday existence. Three times per day, we decide what to eat, often without consideration of how that food was produced or where it comes from. These daily decisions, especially what we decide to eat, have consequences whether or not we are aware of them, and they directly shape the food industry that feeds us.

There is growing concern about the environmental impacts, safety, and quality of our food. While technological improvements and other methods have dramatically increased crop yields, they have also created ecological damage and our food choices have had negative health impacts. Also gaining widespread attention are the disparities of access to fresh, nutritious, and affordable foods and the health implications of “food deserts” (areas without nearby retail outlets that have fresh, nutritious, and affordable food). How residents and institutions in our region get their food **is** may seem like an issue best left up to individual lifestyle choices and private business decisions. However, in addition to geography and the competitive advantages conferred by climate, soil types, growing season, water availability, transportation and market infrastructure, food systems are already highly can be influenced by public policies related to land use, transportation, and many other issues addressed in the GO TO 2040 plan. In turn, food directly influences the economy, environment, public health, equity, and overall quality of life.

This chapter addresses local food in two separate but related categories: (1) production of food in the region, and (2) people’s ability to access affordable, nutritious, fresh food. Issues of local

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1 Let’s begin by acknowledging our own responsibility for what we choose to consume.
2 A declarative statement of opinion, not fact.
3 Nearly all human activity has potential to create ecological damage, especially those which require the use of natural resources to sustain human life.
4 See #1 above
food production and access are not mutually exclusive. For example, some particularly effective policies, such as urban agriculture projects in food deserts, can may be able to address both production and access. But often these two categories require different policy solutions, as demonstrated by the fact that people need access to fresh, nutritious, affordable food no matter where it is produced.

“Local foods” are products available for direct human consumption that are grown, processed, packaged, and distributed within our seven counties or adjacent regions. A local food system can include a variety of production options, from backyard and community gardens to commercial farms and combinations in between. “Sustainable” is defined as meeting the needs of the present without compromising the future. Sustainability should be essential to all aspects of any local food system, from farming practices to food product distribution and profitability to waste disposal. Therefore, the term “sustainable local food system” combines these two definitions.

The region should strengthen the sustainability of its local food system by:

- Facilitating production of safe, fresh and healthy food sustainable local food production in our region by supporting urban agriculture and farmland protection and helping to develop a market for local foods.

- Increasing access to fresh, nutritious, and affordable foods, especially for those residents in food deserts, and linking anti-hunger programs to local food production.

- Raising awareness by providing data, research, training, and information for farmers, public officials, planners and residents, cooperating with existing organizations like the University of Illinois Extension and CFAR, the Illinois Council for Food and Agricultural Research and increasing data and research efforts to understand and support investments in healthy and nutritious food.

4.1 Benefits Building Demand for Local Foods

During CMAP’s GO TO 2040 “Invent the Future” phase of public engagement, issues surrounding local foods such as food access and the environmental health impacts of food choices were raised frequently by residents. Significant public interest in sustainable healthy and nutritious local food was also uncovered during research conducted for the food systems report funded by the Chicago Community Trust.

Recent federal and state legislation demonstrates support for public sector involvement in local food. The 2008 Farm Bill includes $1.3 billion dollars in new funding over a 10-year period for specialty crops (vegetables, fruits, etc.) through programs that support local food production and expand distribution of local, healthy food. At the state level, the 2009 Illinois Food, Farms, and Jobs Act (Public Act 96-0579) set procurement goals for purchase of local food by state and state-funded agencies. The Act also created the Local Food, Farms, and Jobs Council to address

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5 No practice is sustainable long term if it is not profitable.
local food issues such as infrastructure, training and inter-agency coordination. These recent efforts show growing recognition of the positive benefits of local foods.

**Quality of Life Access to Fresh Food and Healthy Eating**

More than 61 percent of people in the region are overweight or obese, but not necessarily well nourished. Poor diets can result from insufficient access to high-quality produce, often contributing to childhood obesity, diabetes, and other nutrition-related disease. One in three Americans born in 2000 are estimated to develop Type 2 diabetes (previously known as adult-onset diabetes) in their lifetimes, and the estimates are even higher for African Americans and Latinos. Strategies to increase access to fresh food combined with nutritional education can help to overcome these problems. While reporting that 23.5 million Americans do not have access to a nearby supermarket, a recent study noted that access to healthy food decreases the risk of obesity and other diet-related chronic diseases. Research also has shown that, when new grocery stores with fresh food are introduced in food-deficient areas, nearby residents’ consumption of fruits and vegetables will increase, especially in the lowest income families. Additionally, a 2009 report on food access in Chicago found that distance to the nearest grocer (compared to fringe food outlets like convenience stores) correlated to increases in cancer, cardiovascular disease, diabetes, and liver disease, especially in African American communities.

Linking local food policy with hunger assistance programs can positively affect both efforts. Expanding the types of food retail outlets that accept hunger assistance benefits (to include farmers’ markets, community supported agriculture, or other grocery delivery services) would make fresh food more accessible to low-income people, and arrangements between local food producers and food banks would have a similar effect.

The production and consumption of local foods can create a thriving culture and sense of community. Crops, such as ____________________________________ that are specific to the northeastern Illinois region provide a sense of regional identity. Regional and local relationships between residents, businesses, and farms can be fostered by better integrating local food into the community. For example, a Saturday farmers’ market is more than a just retail outlet to buy food. It also provides a social gathering spot for the community and allows people to meet the farmers who grow their food.

**Economic**

Food production and processing have become increasingly efficient over the course of human history. Yields have improved dramatically, particularly in the last century, due to technological advances, modern production systems, machinery, and increased use of fertilizers and pesticides. However, barriers to increased local food production do exist. For example, subsidization of large-scale food systems can serve as a disincentive to produce local foods. 6 But when barriers such as existing regulations

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6 “Ready to Grow”, July 2010, Prepared by FamilyFarmed.org and funded by the Illinois Department of Agriculture, surveyed 83 Illinois fruit and vegetable farmers about 20 barriers to increased participation in wholesale market and did not deem it worthy to include “subsidization of large scale food systems” in the survey of barriers,
and business practices, or artificial price structures are removed and markets are allowed to function. By addressing those barriers identified by local growers in the “Ready to Grow” plan, prepared by FamilyFarmed.org and the Illinois Department of Agriculture, local food systems can may become economically self-sustaining.

Increasing the production, distribution and purchase of local foods will can strengthen our regional economy. While Illinois farms produce $27 billion in raw agricultural products each year, Illinois residents spend $48 billion dollars annually on food, nearly all of which (an estimated $46 billion) is spent on imported food that sends our food dollars out of state. Purchasing food that is grown locally captures and retains those dollars for continued use within our region, supporting local businesses and jobs. Based on estimates for other regions, a 20-percent increase in local food production and purchasing would generate approximately $2.5 billion in economic activity within the region. Estimates from the March 2009 report, Local Food, Farms & Jobs: Growing the Illinois Economy, are even larger, at $20 billion to $30 billion for the entire state. (Given that “Ready to Grow” identified a potential $23 million in local food demand on page 6 of its July 2010 report, from a limit number of buyer that included some of the state’s largest institutional food buyers, is the $20 - $30 billion estimate still relevant?)

Improving food access could also have positive economic impacts. A full-service urban grocery store typically provides jobs for 150 to 200 employees and generates weekly sales of $200,000 to $300,000. While some neighborhoods may initially need public financing to attract a grocery, “food desert” residents’ demand for healthier food will may reward both public and private investments. Additionally, the health impacts described above have positive economic impacts, as good health is an important precondition for individuals to succeed in the education system and in the workforce.

Strengthening a local food system can make preservation of existing farmland more economically viable. Over the past several decades, the region has lost around 16,000 acres of farmland per year and currently has about 800,000 acres remaining; as development has occurred, it has become more difficult to assemble large sites that are appropriate for production of commodity crops or livestock. Increasing demand for local foods like vegetables, which can more easily be produced on small or scattered sites, provides aspiring farmers with more production options. Farmland preservation, in addition to maintaining an economic asset, also helps to preserve the rural character of much of our region and keep agriculture as a thriving economic activity.

Local food production can also improve land value and be used as a neighborhood revitalization tool in some communities. Vacant, unused parcels of land (particularly brownfields) are deleterious to the surrounding neighborhood, and using this land for productive use can have positive impacts on nearby property values -- by as much as 30 percent, according to one study of an urban neighborhood in Philadelphia.

Environmental

nor is it apparent from the report that ANY growers gave this as response to an open ended question about such barriers.
7 U.S. Department of Agriculture’s National Agricultural Statistics Service, “Annual Bulletin,” 2007, Figure 4
A healthy and nutritious food system has farmland offers opportunities for many environmental and conservation benefits, including wildlife habitat, stream buffers, groundwater protection and aquifer recharge areas, while...\[The text continues...\]

4.2 Current Conditions

Local Food Production

The region has served as a focal point for the production, processing, and trading of food for many decades. But currently, most of what is grown doesn’t directly feed humans, partly as a result of federal policies that subsidize high-volume crops like grains but not specialty crops.
Our region primarily grows corn, soybeans, and forage crops. This reflects the historical shift away from local food production to a global system, aided by government policies and technology investment designed to build economies of scale and efficiency in agriculture. Today fewer farms produce greater amounts of food: While the number of farms declined from 6.8 million in 1935 to 2.1 million in 2005, U.S. farm output grew by 152 percent over the same approximate period. However, these long-term trends of consolidation, specialization, and mechanization of agriculture have also had repercussions that include economic distortions and negative environmental and health externalities.

Partially I In response to these problems, growing consumer demand for local foods, alternative methods of farming and food distribution are attracting interest and investment. While only 8 percent of the region’s 3,748 farms produced food directly for human consumption in 2007, the number has been rising due to an increase in organic farms, urban agriculture, food cooperatives, community supported agriculture (CSA), and farmers’ markets. Increased demand for local and sustainably grown foods can be seen in the growth of local food distribution outlets; between 1999 and 2008, the number of farmers’ markets and CSAs statewide increased dramatically. The fastest growing sector of the food industry has been organic food, reaching almost 20-percent annual growth in recent years. However, this has increased imports of organic products because U.S. producers could not meet demand. This rising demand presents an opportunity for local food production in the region.

Figure 29. Number and size of farms in region

Consistent with national trends, the number of small farms in the region increased by 7 percent from 2002-07, with more diversity of both crops and farmers. This has occurred despite continued loss of agricultural land. See Figure 29 for two charts describing the number of farms and their sizes by county throughout the region. Every county in the region has lost farmland over the past several decades, despite the efforts of many counties to preserve this important part of their heritage.

Another important input for food production is workforce: farmers and laborers. Of the 76,000 farmers in Illinois, only several hundred produce food for direct retail sale at local markets. Furthermore the average age of the principal farm operator in our region was 56 in 2007 and is increasing, meaning that agriculture needs to attract younger workers. These statistics reveal that expanding the workforce is needed to maintain a healthy and nutritious food production system.

Despite some promising trends, significant economic and policy impediments combine to keep the market for local food small. These are detailed in the “Ready to Grow” plan and they include differences in local regulations, past economic practices, subsidy programs, and infrastructure requirements (distribution, storage, etc.) all combine to limit growth of local

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11 This appears to be an opinion that is not supported by Illinois fruit and vegetable growers responding to the “Ready to Grow” survey.
12 Again, an statement of opinion, not fact, supported by?
food production and drive up the price of locally produced food. CMAP does not anticipate that the region, even in conjunction with surrounding regions, will ever produce all of the food that its residents require. The global food system will continue to serve the region, partly because some types of foods are impractical to produce in the Midwest. Still, production of food in the region can certainly be increased beyond its current levels.

**Food Access**

Localizing food production is only one side of the story. Fresh, nutritious, and affordable food must also be accessible to all residents. Just over 11 percent of our region is located in “food deserts” that lack nearby stores with fresh, nutritious food. Most often, food deserts exist in low-income urban neighborhoods and in rural areas. Figure 30 displays the location of low-access areas, which are equivalent to food deserts. This analysis is normalized for urban, suburban, and rural areas because the definition of acceptable distance to a large supermarket varies based on density.

Figure 30. Areas with low access to large supermarkets in northeastern Illinois

While hunger is a symptom of poverty that is not necessarily related to local food, it is still useful to consider in the context of food systems. The U.S. Department of Agriculture (USDA) estimates that 9.5 percent of Illinois households between 2005 and 2007 lacked access to enough food to fully meet basic needs due to lack of financial resources, which is termed “food insecurity.” The system of food banks and programs that provide hunger assistance is hard to navigate, and participation in food assistance programs is relatively low compared to need. Food banks depend on donated food and may lack an adequate supply of nutritious or fresh food.

**4.3 Indicators and Targets**

GO TO 2040 proposes to measure the region’s progress towards a healthy and nutritious food system using two indicators: production is measured using acres of land in the region harvesting food for human consumption, and access is measured using the percent of the region’s population who live in a “food desert.”

**Food Production**

This indicator will track the acreage of land in the region that is being used to harvest food for
human consumption using USDA data. Currently, the region has approximately 5,600 acres harvested for direct consumption, representing 0.72 percent of the total harvested acres (772,308) in the region as of 2007.31 The goal is to dramatically increase this regional acreage over time.

2015 target: 8,000 acres
2040 target: 20,000 acres

Food Deserts

Along with production, food access must also be measured. Food deserts and food access are inversely related. As food deserts are eliminated, food access is increased. Currently 11 percent of our region’s population (excluding Kendall County, for which data has not yet been collected) is located in a food desert or a low-access area relative to a large supermarket. Food deserts in the region are shown in Figure 30. The goal is to eliminate food deserts in the region by 2040.

2015 target: 9%
2040 target: 0%

4.4 Recommendations

GO TO 2040 recommendations for healthy and nutritious food cover three areas: food production, food access, and overarching needs such as raising awareness and improving available data and research. The purpose of these recommendations is to move local food from a “niche” market to self-sustaining, thriving system. More detail of these and other recommendations can be found in a report on local food prepared by the Chicago Community Trust, Chicago Food Policy Advisory Council (CFPAC), and the City of Chicago in partnership with CMAP.

Facilitate Healthy and Nutritious Food Production

An important requirement for food production is land availability. Two distinct approaches are to promote urban agriculture within already developed areas and to pursue agricultural preservation in areas that are currently farmed or preserved as open space. Urban agriculture provides opportunities to convert land and space to local food production and includes backyard gardens, community gardens, allotment gardens, greenhouses, aquaculture, and small scale commercial sites in more dense locations. In addition to producing food, urban agriculture increases open space and community vitality, adds value to underutilized land, increases economic activity, and can provide on-site job training. The process of acquiring and converting vacant or underutilized lots and rooftops into agricultural uses needs to be streamlined and simplified. Site maintenance including landscaping, stormwater and fencing requirements should be compatible with local food practices. As soil condition is a major concern for urban agriculture, standards need to be established for acceptable soil conditions.
and procedures to achieve those standards to ensure the land is safe for food production. Often soil testing and remediation costs can be high, but there are alternatives such as capping the lot and growing in raised beds.

Protecting and adding value to existing agricultural land also supports local food production. Agricultural preservation programs typically facilitate the purchase or donation of development rights of current farmland, which restricts development on the site but allows farming to continue. Kane County’s Farmland Protection Program is based on this concept and to date has preserved 39 farms totaling over 5,000 acres of farmland, with numerous properties on a waiting list for future funding. Since 2001, Kane County has invested almost $20 million from gaming and riverboat revenue in the program, supplemented by $12.6 million in federal funding from the Farm and Ranch Lands Protection Program. Although currently none of the properties in the program are used for local food production, they may be in the future because land in this program will remain in agricultural use in perpetuity. McHenry and Kendall Counties also have similar farmland protection programs in place, but all three programs would benefit from a more permanent funding source, which would increase the amount of land protected. CMAP supports these programs and recommends that they continue and be strengthened. Furthermore, innovative developments can also support local food production; for example, Prairie Crossing in Lake County permits residential and commercial development while preserving agricultural land and operating a on-site farm. Where land ownership by local food producers is not an option, leasing farmland can provide an alternative.

Federal farm policies, such as the Federal Farm Bill, should promote viable local food systems through incentives and funding that encourage resource conservation, minimize the distance food travels, mitigate environmental degradation, and promote techniques that assure food safety and the production of nutrition-rich healthy foods. Furthermore federal production and processing standards should reflect needs of small scale operations to process food locally while still ensuring food safety.

Once certain regulatory barriers are removed, widespread wholesale institutional procurement of local food products will give farmers confidence in future demand and may entice new farmers to enter the farming profession. The 2009 Local Food, Farms and Jobs Act established a 20 percent institutional procurement goal by 2023 and provides incentives to participants by permitting institutions to pay 10-percent premiums for local foods. Federal and state government should work with school districts to link nutrition assistance programs with local food production through school, afterschool, summer, and weekend nutrition sites. “Farm to School” programs are gaining momentum and several successful models already exist in school districts in Chicago, Grayslake, and Palatine.

**Increase Access to Fresh, Nutritious, and Affordable Foods**

Every resident in the region should have access to fresh healthy food within a reasonable distance, which means eliminating food deserts. Various local food strategies such as community gardens, farmers’ markets, and alternative food retail outlets can be used for this
purpose and could serve as demonstration programs to expand the diversity of retail options.

Fresh food financing, an emerging strategy, both supports local food production and provides greater access to fresh food. Pennsylvania has developed a model that other states, like Illinois, are considering. In 2004, the Pennsylvania Food Financing Initiative began as a public, private and nonprofit collaboration. With an initial state investment of $30 million, the program leveraged an additional $165 million dollars in private investment to fund supermarket projects in underserved areas. This resulted in access to nutritious food for 400,000 people and created or retained 5,000 jobs. Similarly, Illinois has recently created (but has not yet funded) a $10 million Fresh Food Fund to stimulate supermarket development in underserved areas by assisting with land acquisition, equipment purchases and infrastructure, and an additional $20 million is being sought from philanthropic groups to enhance the program. The proposed 2011 federal budget includes a $345 million Healthy Food Financing Initiative, a program also modeled after the Pennsylvania program that provides financing for local grocers. GO TO 2040 recommends continuing and strengthening these fresh food financing initiatives.

Linking local food policy with anti-hunger strategies can provide mutual support to both systems. Every year nearly 700,000 people in the region rely on food banks and other anti-hunger programs for basic food needs. Programs and policies should link local food production programs with those that address food access issues, particularly for residents who live in hunger. For example, linking urban agriculture programs with food pantries could combine solutions to workforce development, nutritional education, and hunger. Similar programs can already be found in our region. For example, Ginkgo Organic Gardens in Chicago donates all vegetables, herbs, fruit and flowers, approximately 1,500 pounds a year, to Uptown-area nonprofit organizations such as the Vital Bridges’ GroceryLand, a food pantry dedicated to serving low-income residents living with AIDS. Furthermore, the USDA, state and local governments, and farmers’ markets should permit and encourage the use of public assistance (Link benefits) at farmers’ markets and other outlets for local, fresh products. Additional benefits such as “double voucher” programs may be needed to increase the affordability of local food at these locations. Nutrition and anti-hunger programs should be coupled in a streamlined, seamless fashion, regardless of whether they are federal, state, municipal or private in nature.

**Raise Awareness by Providing Data, Research, Training, and Information to Support Local Food Systems**

A regional food system policy organization should be established to position the region as a leader in regional food systems and allow rapid response to national and state initiatives. The goal of such an organization should be to build capacity of other local food policy councils and nonprofits, increase economic activity, utilize and protect the region’s assets, promote innovations, and foster a healthier region through better access to local foods and nutrition education. To achieve this goal, the regional food organization should support policy development by not-for-profits and the food industry, identify training and technical assistance needs, and work to identify initiatives that support the marketability of locally grown food to meet business needs. The organization should have comprehensive
representation of the types of organizations involved in sustainable fresh, healthy and nutritious local foods, and is likely to require a combination of private, public, and philanthropic support.

Through the Regional Indicators Project, CMAP should be the central repository for local food data. A variety of local food data should be collected, standardized, and analyzed to provide policy makers, farmers, businesses, retailers, and residents with the tools to make responsible and realistic funding and policy decisions. Beyond simple collection of data, research is needed to understand how local food can best be supported. Food systems require production, transportation and distribution infrastructure, and new forms of infrastructure may be needed to support local foods. While currently the global food market involves high volumes of food being transported, stored, and distributed, local food systems are typically lower volume and will need to consolidate and coordinate distribution strategies. The travel patterns of food within our region are another important part of the puzzle. In the Philadelphia area, the regional planning agency (Delaware Valley Regional Planning Commission, or DVRPC) analyzed food freight to understand how far food typically travels from producer to consumer. The study showed that 99 percent of food tonnage is moved by trucks through the region, and the movement of accounted for 13 percent of total freight movements for the region in 2002, with significant future increases projected. CMAP and its transportation partners should conduct a similar study for our region, which is particularly relevant due to the region’s status as the nation’s freight hub.

As local food production is still an emerging industry, workforce training, technical assistance, and information sharing will be needed in the near future. Initiatives at the local level through university extensions and other agriculture workforce training programs should connect farmers to available resources and provide the education necessary to create viable economic models for local food production. Information sharing between farmers, particularly those involved in sustainable farming practices, urban agriculture, or other non-traditional practices, is especially valuable. Finally, developing information resources to connect farmers, distributors, and retailers would help local foods to grow as a stand-alone economic sector; this should be a responsibility of the regional food policy organization information clearinghouse described above.

GO TO 2040 supports including local food components in local plans, ordinances, and planning decisions. In CMAP’s role as a technical assistance provider, the agency should assist with the incorporation of local food components into county and municipal comprehensive plans and ordinances. This should build on existing work and best practices; Kane County will be including a local food system component in their upcoming comprehensive plan. Another resource for planners is the American Planning Association (APA) Policy Guide on Community and Regional Food Planning, which gives direction on how to incorporate food systems in communities.

In other regions, regional agencies (such as DVRPC) have integrated local food system planning as part of their land use planning and as a part of envisioning a sustainable future for their residents. Municipalities such as Seattle, Detroit, Madison and Kansas City are including local food in comprehensive plans, adopting zoning regulations and districts that permit urban gardens and composting, and removing policy barriers to farmers’ markets. Within the urban
garden district in Cleveland, community and market gardens are permitted as well as greenhouses, hoop houses, chicken coops, beehives, compost bins and seasonal farm stands. In our region, farmers’ markets are located throughout in a variety of municipalities such as Chicago, Schaumburg, Evanston, and Zion. Furthermore, Chicago is looking to develop ordinances and standards to simplify the process of converting vacant lots into growing space for local foods. The region’s local governments should continue these efforts.

Finally, providing information to the general public about **healthy and nutritious food systems** is important, and should be a responsibility of the proposed regional food policy organization **information clearinghouse**.

Although public awareness is increasing, ambiguity still exists about where our food comes from, as well as who raises it, processes it, and makes policy decisions about it. This lack of awareness is a formidable barrier to creating demand for a more sustainable system. **Healthier local foods**. Education begins at the consumer level through school and community gardens, farmers’ markets, and agricultural endeavors close to where consumers live. While such ventures provide a limited proportion of the food consumed in the region, they reconnect individuals to how food is grown and produced, and they prepare the region’s consumers to become active participants in decisions about the food system. The economic viability of a **healthy and nutritious local food** system depends on a strong market for its products. Local governments, business organizations, philanthropic groups, and advocacy groups can build demand for **healthy and nutritious food** through public education campaigns that promote the benefits of local and healthy eating to all citizens.
4.5 Implementation Action Areas

The following tables are a guide to specific actions that need to be taken to implement GO TO 2040. The plan focuses on three implementation areas for promoting healthy and nutritious food:

- Facilitate Healthy and Nutritious Local Food Production
- Increase Access to Fresh, Affordable, and Healthy Foods
- Increase Data, Research, Training, and Information Sharing

Implementation Action Area #1: Facilitate Healthy and Nutritious Local Food Production

**Action** - Support urban agriculture as a source of local food

**Implementers** - Federal (U.S. EPA), state (IEPA), municipalities, nonprofits

**Specifics** - Urban agriculture can be a productive use of vacant or underutilized urban land. Local governments should simplify and incentivize the conversion of vacant and underutilized lots and rooftops into agricultural uses. Research groups should support this by developing an inventory of underutilized publicly owned land that could be appropriate for urban agriculture. Brownfield remediation funding can and should be used to support community gardens and farmers’ markets.

**Action** - Encourage revisions of federal policy regulations to promote local food

**Implementers** - Federal (USDA)

**Specifics** - Food regulations at the federal level should be reassessed to accommodate small-farm local food production and food processing operations. Most federal incentives are geared toward large industrial farming practices, and regulations can inhibit small farm production. Recent federal policy changes to federal regulations that recognize the importance of local food should continue and be strengthened.

**Action** - Support local food production through other institutional support

**Implementers** - State agencies and institutions

**Specifics** - In line with the 2009 Local Food, Farms and Jobs Act, a procurement process for state institutions that favors local foods (such as schools, hospitals, and other government facilities) could bolster the local foods economy by creating a stable demand for local food. Sharing of best practice information between participating institutions is also recommended.
Implementation Action Area #2: Increase Access to Fresh, Affordable and Healthy Foods

**Action** - Increase community access to fresh food through demonstration programs

**Implementers** - Federal (USDA), state (DCEO), counties, municipalities

**Specifics** - Support and expand various demonstration programs for providing better food access in food deserts, such as farmers’ markets, farm carts and stands, fresh food delivery trucks, food cooperatives, and other alternative retail options and direct sales from community vegetable gardens. On-site school farms could also be used to increase access and develop a local food curriculum. Funding should be identified to implement these programs. These programs also can be supported by examining health and licensing regulations to ensure that they do not create barriers to local access to fresh food.

**Action** - Implement fresh food financing initiatives

**Implementers** - Federal, state, nonprofits, philanthropic, private investors

**Specifics** - Illinois should replicate the Pennsylvania Fresh Food Financing Initiative, which used state funding to spur private investment in supermarket projects in underserved areas. The recently created Illinois Fresh Food Fund could provide a similar opportunity for Illinois; however, sufficient funding is required. The federal government should also continue and strengthen its efforts to fund similar programs.

**Action** - Link hunger assistance programs to local foods

**Implementers** - Federal (USDA), state (IDOA), food pantries, individual farmers’ markets

**Specifics** - A partnership between hunger assistance and local food production can benefit both parties. Food pantries can work with local food producers to increase their quantities of fresh food. Additionally farmers’ markets and other alternative local food outlets should accept SNAP benefits and outreach to Supplemental Nutrition Assistance Program (SNAP) recipients to utilize these locations to purchase food. To support this effort, the Illinois General Assembly passed the Farmers’ Market Technology Improvement Program Act (pending Governor’s approval), which establishes a fund to provide financial assistance for equipment (such as electronic benefit transfer [EBT] card readers) and transaction fees to facilitate the use of SNAP benefits at farmers’ markets and other alternative retail locations. Resources such as grants and loans should be provided to support the fund and the other efforts listed...
Implementation Action Area #3: Increase Data, Research, Training, and Information Sharing

Action - Build regional nonprofit capacity for local foods systems

Implementers - Nonprofits, philanthropic

Specifics - Identify and support a regional food entity (nonprofit). The entity should be represented by a variety of members (local farm organizations, economic, environmental, transportation, etc.) to analyze and support food policy issues from a comprehensive perspective and coordinate federal grant and loan programs. This entity should coordinate with the activities of the Illinois Food, Farms, and Jobs Council. It should also host summits and informative meetings for local officials and policymakers, including health departments, community organizations, and environmental groups.

Action - Improve data and research on local food production and needs

Implementers - CMAP, nonprofits, universities

Specifics - The region needs improved data on the production and distribution of local food and specialty crops. Also, infrastructure needs for the transportation, storage, and distribution of food (such as distribution hubs or refrigerated storage facilities, for example) should be identified and analyzed.

Action - Provide training and information sharing

Implementers - Universities, other education and training providers, philanthropic

Specifics - Local food training and technical assistance programs for farmers and laborers should be provided to assist in the transition to local food production. These should be linked with workforce development programs. Sustainable and conservation oriented farming techniques should be particular focuses. Also, information sharing between practitioners on a variety of local food topics, including food waste reduction, processing, and reuse, should be encouraged. Develop comprehensive information resources for farmers, distributors, and retailers to connect producers and distributors.

Action - Provide technical assistance to incorporate local food systems in comprehensive plans and ordinances

Implementers - CMAP, municipalities, nonprofits

Specifics - Assist government officials and planners to incorporate local foods into comprehensive plans and ordinances. Technical assistance should accommodate the full spectrum of local food production from community gardens to commercial farm
operations, and could include activities such as removing barriers to local food distribution or designating certain zones for permitted small-scale food production.

4.6 Costs and Financing

Supporting the development of healthy and nutritious food systems is not free, and some of the recommendations contained on the previous pages would involve costs to the public sector which, though small, are not negligible. However, this needs to be placed in context. The U.S. already spends a significant amount of money on agriculture production through the Farm Bill, legislation passed every five years to guide national agricultural policy. The most recent Farm Bill (the Food, Conservation and Energy Act of 2008) has a cost of $307 billion dollars between 2008 and 2012.45 While the majority of this funding, $209 billion, is directed toward nutrition programs like foods stamps (SNAP), nearly $35 billion dollars over the next few years will be spent on direct payment subsidies, or about $5.2 billion annually.

Federal policy is shifting toward supporting local food, as seen in modest monetary gains found in the 2008 Farm Bill for both production and access of local food. Supportive programs such as the Farmers’ Market Promotion Program or the USDA “Food Desert” Study have either been expanded or created to elevate local food as a viable agricultural use. But this transition will require further investment. Commodity and local food farming require different machinery, tools, maintenance, training, labor, packaging, marketing, and transport. Our region’s food infrastructure is currently set up to produce and export commodity crops such as corn, soybeans and alfalfa. While there will be a cost associated with transitioning to additional local food production, much of this would likely be borne by the private sector, without public cost, if the playing field for local food was leveled.

Furthermore, as a result of the 2009 Local Food, Farms and Jobs Act, publicly funded or owned institutions are encouraged to buy local food, and can pay a 10-percent premium for locally grown produce. In the past these institutions were required to choose the lowest reasonable bid. This increase in spending is voluntary, and depends on the budget situations of these institutions, but creating demand for local food among large food producers could support the emergence of local food as a viable economic sector.

The preservation of farmland or conversion of vacant lots to urban agriculture can have positive financial impacts for the public sector. Although the initial land purchase may be costly, agriculture generates local tax revenue and has very low service costs, meaning that it generally has more favorable fiscal impacts than residential development. Municipal-owned vacant lots that are converted to local food production provide another opportunity to add local tax revenue, so initial investments in urban agriculture by local governments can pay off over time.

Improving food access also has associated costs, but initial, small-scale investments by the public sector can leverage larger private sector investments. In the Pennsylvania Food Financing Initiative, private investors matched public funds at a ratio of 5.5:1. Overall, public investments and financing in the short term can create a local food system (including both production and access) that will sustain itself in the long term.
August 3, 2010

Mr. Randall Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Blankenhorn:

The Chicago Region Environmental and Transportation Efficiency program (CREATE) is a first-of-its-kind partnership between the State of Illinois, City of Chicago, Association of American Railroads (which includes Metra and Amtrak), and U.S. Dot (CREATE Partners). A project of regional and national significance, CREATE includes 71 critically needed rail and highway infrastructure improvements in Northeast Illinois. CREATE will improve quality of life, as well as increase efficiency of freight and passenger rail service throughout the nation and the region.

The CREATE Advocacy Committee has reviewed the draft GO TO 2040 Plan. We appreciate the hard work that went into this Plan, and support the “modular” section format of the Plan. The CREATE Advocacy Committee appreciates the goal setting, technical analysis and research, public engagement and development of shared priorities.

The CREATE Advocacy Committee supports Chapter 7 (Create a More Efficient Freight Network). We agree with the five bullet points to improve the efficiency and interconnectedness of the region’s freight systems, which are:

- Develop a national vision and federal program for freight.
- Support CREATE rail system improvements.
- Support regional trucking improvements, including truckways, truck routes, truck parking, and delivery time management.
- Organize and improve public policy relating to freight.
- Integrate freight needs and financing into infrastructure prioritization.

As CREATE is a partnership between the railroads, IDOT and CDOT, each of these individual entities may have their own independent comments on the GO TO 2040 Plan that will be shared under separate cover.
The GO TO 2040 Plan is a job well done, and it is supported by the CREATE Advocacy Committee.

Very truly yours,

CREATE Advocacy Committee Co-Chairs:
Laura Wilkison for Chicago DOT
Todd Popish for Illinois DOT
Mike Payette for Illinois Railroads
CMAP Meeting with:
Edward Hospital

- General support for the plan
- Interested in possible shared/coordinated legislative activity
CMAP Meeting with:
Exelon Generation

- Interested in discussing water issues. It

- One Exelon plant will be switching to getting drinking water for plant employees from surface water to a deep aquifer (the opposite of CMAP’s general water recommendation), because the cost of equipment is apparently far lower.

- When asked by CMAP staff if Exelon were satisfied with their representation on a committee providing feedback to the 2050 water plan, Exelon staff responded in the affirmative.
CMAP Meeting with:
The Home Builders Association of Greater Chicago

- What to do with all the failed development that already has existing infrastructure in place. We need to do something with this.
- We will lose population by 2040, not gain.
- CMAP is lacking voices from Kane County and other more rural areas. In rural areas this plan isn’t going to work.
- We need lower taxes to spur redevelopment.
- Old infrastructure floods, new infrastructure and housing doesn’t. There’s too much bureaucracy.
- Get away from investing in plans that aren’t sustainable.
- LEED adds more money
- There is no global warming
- This plan is too contradictory.
- Why would I want to bring a new business to the State of Illinois if taxes are high.
- Too broad a plan
- CMAP should focus on fewer issues to make a difference. Focus on property taxes and education funding problem.
- A lot of changes need to be made in Springfield, especially ones that address pensions and unions. Look at Iowa.
- The plan doesn’t address our existing fiscal problems.
- Taxing policies are anti-business.
- We need to stop overspending.
- Homebuilding and jobs go hand in hand.
- The cost-benefit trade-offs of reducing CO2 is very minimal.
August 4, 2010

Chicago Metropolitan Agency for Planning  
ATTN: CMAP GO TO 2040 Plan Draft Comments  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

To Whom It May Concern:

The purpose of this communication is to comment on the GO TO 2040 Plan.

While we recognize the time, talent and work that went into the drafting of the GO TO 2040 Plan ("Plan") we are concerned about the Plan’s sole emphasis on smaller, organic farm parcels and the lack of information on conventional agriculture. The eight county region is home to many forms of farming, including both traditional and value-added agriculture. Additionally, to provide enough food and fuel for not only Americans but also our trading partners, all forms of agricultural production are essential. Having said that, farmland conservation of all forms of agricultural production is necessary; however, farm management decisions for those acres being conserved should remain the decision of the farmer.

Agricultural land is open space, which is recognized and appreciated in the Plan. However, we have concerns with the call for the acquisition of an additional 150,000 acres of Open Space. Given that only 800,000 acres of farmland still exist in the region, and that most new Open Space acquisitions will be agricultural land, this creates the potential for loss of 18.75% of the existing farmland base. It also creates “competition” for land between publicly funded entities and land developers, often squeezing out farmers.

Additionally, forest preserve property, the Plan discusses the concept of farming in the forest preserves, a concept supported by the Kane County Farm Bureau. However, our policy does not allow us to support the Plan’s goal of increased forest preserve holdings until the current Kane County Forest Preserve holdings are better managed and maintained. Kane County is home to nearly 20,000 acres of forest preserve including grassland, woods, wetlands, lakes, sloughs and recreational facilities. While many of the main sites are maintained, the District is lagging in the areas of invasive species removal, restoration and general up-keep despite having a sizable workforce and solid financial base.

Regarding state and local tax policy, few would disagree that Illinois’ tax system needs to be overhauled. However, it is dangerous to call for a blanket reform of the property tax system without having details regarding that reform. Additionally, to “broaden” the property tax base, tax exemptions, caps and special use permits may be eliminated. Illinois has a unique property assessment system for agricultural property and eliminating this or special use permits could seriously harm the Kane County agricultural industry.

The Plan repeatedly calls for additional funding and while it’s difficult to determine local, state and federal finances in thirty years it is important to realize that additional funding is likely to come from increased taxes or fees. At this time, residents do not have the tolerance for increased taxes nor do they have the tolerance for new or expanded programs; therefore, it is essential that governmental bodies have their fiscal house in order before calling for new or expanded funding. While the Plan does call for increased governmental transparency, it does not speak to the necessity of fiscal improvements.
Finally, we have grave concerns with the tone of the Local Foods chapter in regard to agriculture in general and commodity production in particular. As written, and if used as a model for the development of plans for counties and municipalities in the Region, it will alienate the very people the plans seeks to transition to more local food production, namely the region’s nearly 4,000 farmers.

In order to assist CMAP in presenting a balanced approach to this issue, we have included a full draft of this chapter with proposed revision for your consideration. We hope that you will view the suggestions contained therein in the spirit in which they are intended, to improve stakeholder buy-in and develop a balanced approach to the use of one of the region’s most valuable assets, its 800,000 acres of mostly prime farmland.

We recognize the time, talent and staff resources that went into the drafting of the GO TO 2040 Plan; however, the draft document presents several concerns including its stance on agriculture, taxation and government program financing. If you have any questions or would like any further details regarding our position on the GO TO 2040 Plan, please contact Steve Arnold (708) 650-8661.

Sincerely,

Robert Gehrke

Robert Gehrke, President
Kane County Farm Bureau
CMAP Meeting with: Kane County Farm Bureau

- Overall it seems like the plan took the most convenient and simplest arguments to create a recommendation on food and land use. The tone is aggressive and “hostile” to farmers and the agricultural communities. It is In the executive summary there is a reference to the something being cheaper, faster – this seems to be in conflict with small farms and local food because it isn’t cheaper and faster.

- Energy: Why are we not using hydroelectric as an option for energy?

- Tax: Trucks don’t buy gas here – they go to Iowa and Indiana – or even just to Bloomington.

- Human Capital/Local Foods: Use the University of IL Extension to educate people on how grow food – support them – fund them. Jails

- Open Space: How are we going to do ag and open space – open space isn’t on the tax roles?? Maintenance of open space is poor – noxious weeds are a problem and other plants. The effort to continue to preserve open space scares farmers. $48B is ag from here and its $42B is raw product.

- 150,000 is unrealistic – tax roles mentioned again and water benefits of ag land.

- Illinois Farm Bureau has been trying to pass state legislation - Farmland Preservation Act but has not meet with any success.

- Local Foods – THIS IS KEY, IT WAS SAID OVER AND EVER: the number of farmers is not relevant to food and farming production.

- pp. 130 – Local tax policy and open space: open space does not pay for itself – farms do – these lands are on the tax roles.

- Small farms are not sustainable. Ag is the largest land use in the area/region. In this economic downturn the pace of development has changed – people don’t want to give up farms or see farms go away. There are 4,000 farmers in Kane County.

- This plan was written by someone with a “chip on their shoulder,” they don’t understand farming and agriculture. It sounds like production farming is unsustainable – and that’s what we do. We produce corn for cattle, other consumptive products that get exported out of here to make food you buy on the grocery shelves. Many of the old canneries have left – when they were around we planted sweet peas and other veggies.
• Tax Policy – Don’t reinvent the wheel use the Civic Federations work. The task force is good because it is only temporary

• Kaneville Planning Commission had an interest in Prairie Parkway, freight and high speed rail – would prefer the rail because then they would have the end of the line in Kaneville.
CMAP Meeting with:
McHenry County Farm Bureau Meeting

10 - Imagine McHenry County Represented
McHenry County Conservation District Represented

- Good meeting the Farm Bureau representatives were mostly concerned with agricultural preservation and that this should play a larger role in the plan. There has been a bill sponsored by Mike Tryon but has been tabled for the past two years.

- Another major concern was that the vocational training opportunities don't align with agriculture jobs and that is something that they would like CMAP to work on.

- They asked about river transit and barges. Could we shift truck traffic to barges in the region?

- Route 47 is important, because it will increase accessibility to McHenry County.
CMAP Meeting with:  
McHenry Realtors Meeting

Conor Brown and Jim Haisler

- Supportive of the following plan recommendations:
  - Future development within existing communities
  - Resource conservation energy and water mainly
  - Global Economic principles, available and trained work force, good transportation, livable communities.
CMAP Meeting with:
Provena St. Joseph Medical Center & Foundation

Beth Garrows, Regional Vice President of Foundation
Amy Stevens, Regional VP of Strategy & Business Development

- Major missing component to the plan is healthcare, would probably be in human capital section as it is a major economic engine (they are largest employer in Joliet area), there are shortages of workers in healthcare, can't get enough fast enough and with aging population, demand will only increase

- Healthcare is highly competitive, lots of emerging technologies

- They are currently working on a number of projects that we could highlight in our “best practices” section
  - Joliet Partners for Healthy Families – working w/ schools, park districts to teach kids and families how to lead healthier lifestyles
  - M.A.P.P. program – (Mobilizing for Action through Planning and Partnerships) looks at health challenges for Will County and how to address them – this could be a resource for CMAP in data collection or partnership opportunity (Julie Edwards is contact person, julie.edwards@provena.org, 815-773-7006)

- One aspect of transportation that is important (and seemingly missing) is connecting schools to parks via transportation options, keeping kids healthier and more active – whether this is with bike / walking paths or buses

- Worked with John Grueling on Will County Cares, he’s a great mover/shaker in the county

- Recently received federal grant of $750,000 to work with deans of local colleges to make them aware of health issues, help to prepare the workforce (this is good example of what we support in the human capital section)
CMAP Meeting with:
Rush Oak Park Hospital

Angela Spino, Director of Marketing

- Generally supportive of the plan.
CMAP Meeting with:
Rush-Copley Medical Center

Gail Bumgarner, developmental director

- She said she would give comments but she was interested in the concept of land use supporting transit and TOD as they recognize that health care facilities survive when they are located near density is high.
CMAP Meeting with:
Southland Healthcare Forum

- Community colleges are not divided by municipal boundaries which are a challenge for tracking data well.

- Combining governments would be a great cost savings to our residents – good to hear CMAP talking about this. We need to get more people to talk about this.

- We must apply grants in a sensible manner. Recently with the flooding that’s gone on many people had to replace their hot water heaters due to rust and other damage. There was a big missed opportunity for residents to purchase more energy efficient, tankless water heaters because the replacement funds required that the exact same type of heater be purchased.

- We need to incent people to become more energy efficient.
CMAP Meeting with:
Teska Associates

- Group was interested in coordinated investment in particular the ways smaller governments can work with the larger communities. Olympia Fields has had challenges trying to work with Matteson and Tinely Park. Local governments are very territorial. How will CMAP help foster that dialogue? How will CMAP get the heads of government policies trickle down to the workers – perfect example is the disorganization and promises of the NSP1 and 2; how can we work with Cook County.

- The plan needs to provide specifics, in five year increments how to address the coordination of services – using the universities, like UIC, Northwestern, Governors State, to do the research that proves it will save money if we do x, y and z.

- The plan lacks an acknowledgement of the multicultural communities and their economic viability. Poverty is mentioned and so is affordable housing, but a better recognition of what communities are really doing to achieve this is needed – court ruling in NY state on a county’s interpretation of achieving affordable housing and the use of race.

- The story of Chicago and globalism should be expanded. If it were not for globalism this region would not exist. All major US efforts have come from things this region was able to accomplish – agricultural, manufacturing, and service business sector. We need to tell this story better to get people to see why we need to embrace the plan recommendations.

David Mekarski, Olympia Fields Village Administrator
Carolyn Gibson, O.F. Trustee
Shirley Nail, O.F. Trustee
Debra Myers-Martin, O.F. Trustee
Susan Ormsby, O.F. Trustee
Ernie Gibson, O.F. Community Activist
David Patzel, Sho-Deen Development
Bud Fleming, SSMA
Carl Wohlt, The Wohlt Group
Don Thompson, Baxter & Woodman
Sandra Zoellner, Village of Park Forest
Ryan Franklin, Village of Matteson
Mike Hoffman, Teska
Todd Vanadolik, Teska
Tony Bizios, Bizios Fresh Market
Allan Zordan, Village of Mokena
L.D. Barron, Barron-Chisolm Associates
Shannon Bond, Park Forest E.D.C.
Bev Sokol, O.F. Resident and Active Community Volunteer
Sam Montella, Park Forest E.D.C.
CMAP Meeting with:
Teska Associates

- Are you looking at year round local food sustainability?
- Prairie Parkway isn’t in the plan
- Montgomery also has a TOD plan but no transit yet – why isn’t this included in the plan.
- Rails to trails programs are nice but what if the trail needs to be reconverted to a rail?
- We need to retrofit our arterials so that they are safer for pedestrians. This should be looked at on the regional scale.
- We need to focus on fixing our roadways that are broken for youth, elderly, and adults with disabilities.
- Strategic investment is important
- The biggest hurdle is education disparity between CMAP and how communities can/can’t figure things out.
- Also need to educate the legislators and private sectors.
- Multi-modal benefits are often overlooked.
- CMAP should sit down with municipalities to explain how this plan is beneficial to them. Many communities aren’t aware of how to make this happen.
- Broadband infrastructure costs are seen as a sleeper issue but it makes a big difference in competitive nature of regions.
- The comprehensive nature of this plan is admirable but competition between service organizations and the inability of RTA/CTA/Pace/Metra to coordinate leads one to think that we might not be able to accomplish these goals.
- What is the plan’s approach to the question of where the funding is going to come from
- Competition and the location of jobs and accessibility of jobs is a huge challenge.
- RTA should use their bonding authority as a financial vehicle to make these recommendations happen
- What about the marketplace realities – CMAP should embrace the private development market to see what policy’s role could be.
• If only the “haves” can afford to do this then we’re not going to be equitable. There are many communities who don’t have the capacity to accomplish these goals.

• CMAP should talk to local land use planners – everyone has to be doing the same thing.

• We need to get people on board with incentives.

• CMAP should put models behind it.

• This plan’s policies are huge as they relate to jobs and economic development, where are people going to work in the future. 100 years ago it was manufacturing...

• The problem is the will of our legislature. Everyone must come together.

• Must also address cultural shifts – changing demographics

• Young people today can’t get jobs.

• Partner with owners of land around TODs. Smaller communities should learn to partner with the private sector. Also consolidation of services through COGs is important.

• RTA’s ability to do PPPs is imperative.
August 4, 2010

Mr. Randall Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

RE: GO TO 2040 Draft Plan

Dear Mr. Blankenhorn:

Union Pacific Railroad represents the Class I Railroads on the Policy Committee and the Transportation Committee. Union Pacific Railroad links 23 states in the western two-thirds of the U.S. Union Pacific serves many of the fastest-growing U.S. population centers, and connects with Canada's rail systems and is the only railroad serving all six major gateways to Mexico.

The other Class I Railroads that UP represents on the Policy and Transportation Committees are BNSF Railway (the other major western rail carrier), CSX Transportation and Norfolk Southern Railway (both who serve the eastern portion of the U.S.), and CN and Canadian Pacific Railroad. The Class I Railroads provide Americans with a fuel-efficient, environmentally friendly and safe mode of freight transportation. The Class I Railroads diversified business mix includes transportation of (i) agricultural products, (ii) automotive, (iii) chemicals, (iv) energy, (v) industrial products and (vi) intermodal.

I have reviewed the draft GO TO 2040 Plan. The Class I Railroads appreciate the goal setting, technical analysis and research, public engagement and development of shared priorities that the Plan reflects.

The Class I Railroads support Chapter 7 (Create a More Efficient Freight Network). We agree with the five bullet points to improve the efficiency and interconnectedness of the region's freight systems, which are:

- Develop a national vision and federal program for freight.
- Support CREATE rail system improvements.
- Support regional trucking improvements, including truckways, truck routes, truck parking, and delivery time management.
- Organize and improve public policy relating to freight.
- Integrate freight needs and financing into infrastructure prioritization.

The Class I Railroads are sensitive to the recommendation of a self-financed Regional Freight Authority. With regard to public-private partnerships with public benefits and public funding, the Class I Railroads believe that the governance principals adopted by the CREATE Partners are sufficient and adequate. While the railroads realize there is a need for transparency and input form the region, that has to be weighed against the additional bureaucracy that a Regional Freight Authority may present. Even with the expedited process provided by U.S. DOT, under the CREATE program, the railroads have found that following the policies of IDOT and U.S. DOT, in addition to railroad engineering policies, substantially increases the time to plan and
construct projects. That leads to increased costs (costs of labor and materials increase in later years) and a longer time before the public and private benefits of a project are realized. Having a Regional Freight Authority, with additional procedures, will be extremely problematic.

The concept of a "self-financed" Regional Freight Authority is subject to the details of financing. If only the railroads and/or their customers are going to be assessed fees/taxes to support the Authority, the Class I Railroads are adamantly opposed to that concept. If that is the extent of the financing, the Class I Railroads do not need to enter into public-private partnerships, but will follow the status quo, as the railroads and their customers are currently funding all railroad infrastructure needs. Since there is a gap in funding needs for the future if rail capacity is to be increased, sources outside the industry have to be identified to fund the public benefits of rail infrastructure. Otherwise, truck traffic that should move to the more environmentally friendly rail mode will not do so. The current "un-level playing field" will be perpetuated under this concept. Attached are two Association of American Railroad issue papers that should be incorporated into this response.

However, since the GO TO 2040 Plan only suggests that these ideas be "explored," there is no reason for the Class I Railroads to object to the exploration. However, everyone should realize this will be very difficult.

The 2040 Plan is a job well done, and it is supported by the Class I Railroads.

Very truly yours,

(MWP|080210-003)

Michael W. Engels

CMAP 610
America Needs More Rail Capacity

ASSOCIATION OF AMERICAN RAILROADS
MAY 2010

Summary
As the economy recovers, America’s demand for safe, cost-effective, and environmentally responsible transportation will grow. **Railroads are the best way to meet this demand.** America has the lowest cost, most productive freight railroads in the world. And since they are four times more fuel efficient than trucks, railroads also **save fuel** and **reduce greenhouse gas emissions**. Policymakers can help ensure America has the rail capacity it needs by instituting **tax incentives** for expanding rail capacity; by entering into more **partnerships** with railroads to solve critical transportation problems, and by keeping **balanced regulations** that protect shippers and consumers while giving railroads the freedom to operate in the competitive marketplace. Expanded freight railroad capacity would also mean more capacity potentially for use by passenger trains.

**Railroads = A Healthier Economy and a Cleaner Environment**
- America’s more than 560 freight railroads operate a 140,000-mile network stretching from coast to coast. Their combination of safety, efficiency, and affordability is **unmatched** by any other freight rail system in the world.
- Railroads serve nearly every industrial, wholesale, retail, agricultural, and mining-based sector of the economy. Whenever Americans grow something, eat something, mine something, make something, turn on a light, or get dressed, railroads were probably involved somewhere along the line.
- Railroads are the **affordable** and **environmentally friendly** way to transport freight and people:
  - On average, railroads are **nearly four times more fuel efficient** than trucks. That means transporting freight by rail instead of truck **reduces greenhouse gas emissions by 75 percent**.
  - A train can carry the freight of **280 or more trucks**. If just 10 percent of the long-distance freight that moves by truck moved by rail instead, fuel savings would exceed **one billion gallons** per year. The resulting greenhouse gas emissions savings would be equivalent to taking **2 million cars off the road** or planting **280 million trees**.
  - **Freight rail provides the infrastructure on which most passenger rail operations take place. More passenger rail means more travel options and convenience, environmental benefits, and increased livability.**
  - Average U.S. freight rail rates were **55 percent lower** in 2009 than in 1981.
Expanding Rail Capacity

- Unlike trucks, barges, and airlines, America’s freight railroads operate almost exclusively on infrastructure that they build, maintain, and pay for themselves. From 1980 to 2009, railroads reinvested more than $460 billion of their own funds on locomotives, freight cars, tracks, bridges, tunnels and other infrastructure. That’s more than 40 cents out of every revenue dollar, invested right back into a rail network that keeps our economy moving.

- In recent years, America’s freight railroads have been reinvesting more back into their systems than ever before — an indication of their commitment to meeting America’s current and future transportation needs.

- A few years ago, the U.S. DOT forecast that freight transportation demand would rise 92 percent by 2035 from 2002 levels. The recent recession means projected traffic growth will take longer to materialize, but it’s nevertheless clear that demand for freight transportation will surge in the years ahead as America’s economy recovers and the population grows. But to meet future demand, rail capacity must be expanded.

- Railroads will continue to reinvest massive amounts back into their systems, but they are unlikely to be able to pay for the full amount of rail capacity that America will need in the years ahead. Policymakers can help ensure that America has optimal rail capacity by taking the following steps:

1. **Tax Incentives for Expanding Capacity.** Tax incentives to build new tracks, bridges, tunnels, and other rail infrastructure make good economic sense. Every $1 invested would result in more than $3 in total economic output. And each $1 billion of new rail investment induced by tax incentives would create 20,000 jobs. All businesses that make investments to expand rail capacity, not just railroads themselves, would be eligible.

2. **Public-Private Partnerships.** Public-private partnerships — arrangements under which private freight railroads and government entities both contribute resources to a project — offer a mutually beneficial way to solve critical transportation problems. Partnerships allow governments to expand the use of rail, including passenger rail, paying only for the public benefits of a project. Host freight railroads pay for the benefits they receive. It’s a win-win for all involved.

3. **Keep the Staggers Act Intact.** In 1980, Congress passed the Staggers Rail Act. Staggers created a balanced regulatory system that still exists today: shippers are protected against unreasonable railroad pricing and unreasonable railroad conduct, while railroads can largely decide for themselves how to manage their operations. Thanks to this balanced regulation, America has the most productive and affordable freight railroads in the world. Policymakers should reject calls to return to a time when bureaucrats run America’s railroads.
Working Together: Public-Private Partnerships

ASSOCIATION OF AMERICAN RAILROADS

MAY 2010

Summary
Public-private partnerships — arrangements under which private freight railroads and government entities both contribute resources to a project — offer a mutually beneficial way to solve critical transportation problems. When more people and freight move by rail, the public benefits tremendously through lower shipping costs, reduced highway gridlock, enhanced mobility, lower fuel consumption, lower greenhouse gas emissions, and improved safety. Partnerships allow governments to expand the use of rail, including passenger rail, paying only for the public benefits of a project. Meanwhile, host freight railroads pay for the benefits they receive. It’s a win-win for all involved.

We’re All In It Together

• Today more than ever America needs safe, affordable, and environmentally sound transportation options. Public-private partnerships combine public and private resources for specific projects to help make this happen — and take advantage of the tremendous public benefits associated with freight railroading.

• Partnerships are important because some transportation problems can’t be solved if each party acts alone. The answer is cooperation. Many potential rail projects would provide a combination of public benefits (such as reduced highway congestion by taking trucks off highways or increased capacity for passenger trains) and benefits for freight railroads (such as enabling faster and more reliable operations).

• In some partnerships, public entities and private railroads both contribute to a project’s initial investment, with the railroad alone responsible for funding future maintenance to keep the project productive and in good repair.

• Since railroads contribute funding commensurate with the benefits they receive, public-private partnerships are not “subsidies” to railroads.

Partnerships With Freight Railroads: The Public Wins
Public-private partnerships with freight railroads yield major benefits to the general public:

• Growing the Economy. According to a U.S. Department of Commerce model of the U.S. economy, America’s freight railroads generate nearly $265 billion in total economic activity each year including direct, indirect, and induced effects. Every railroad job related to day-to-day operations sustains another 4.5 jobs elsewhere in the economy.

• Fuel efficiency. On average, railroads are four times more fuel efficient than trucks. In 2009, U.S. railroads moved a ton of freight an average of 480 miles per gallon of fuel.
If 10 percent of the long-distance freight that currently moves by truck moved by rail instead, fuel savings would exceed one billion gallons per year.

- **Greenhouse gases.** Greenhouse gas emissions are directly related to fuel use, so moving freight by rail instead of truck reduces greenhouse gas emissions by 75 percent.

- **Highway congestion.** Because a train can take the freight of 280 or more trucks off our highways, railroads reduce highway gridlock, the costs of maintaining existing highways, and the pressure to build costly new highways.

- **Pollution.** Moving freight by rail rather than truck significantly reduces emissions. The Environmental Protection Agency recently released new regulations that will mean even greater reductions in locomotive emissions.

- **Safety.** Per unit of freight, rail incurs about 12 percent of the fatalities and 6 percent of the injuries as trucks. The employee injury rate for railroads is half that of trucks.

- **Affordability.** On average, it cost shippers 55 percent less to ship freight by rail in 2009 than in 1981 — saving consumers billions of dollars each year and providing a major competitive advantage for American firms in the global marketplace.

- **Expanded Passenger Rail.** Freight rail provides the infrastructure on which most passenger rail operations take place. More passenger rail means more travel options and convenience, enhanced economic development, environmental benefits, and increased livability.

### Examples of Rail Public-Private Partnerships at Work

- One of the best known rail public-private partnerships is the **Alameda Corridor**, a 20-mile rail expressway connecting the Ports of Los Angeles and Long Beach to rail yards near downtown Los Angeles. Completed in 2002, the Corridor has made the ports more productive, reduced noise and congestion in the community, made streets in the region safer, reduced pollution, and allowed faster, more efficient movement of freight by rail.

- The **Chicago Region Environmental and Transportation Efficiency Program (CREATE)** is a public-private partnership involving the State of Illinois, the City of Chicago, and several major freight and passenger railroads. A package of more than 70 distinct projects, CREATE will improve passenger rail service, reduce mother delays, increase safety, improve air quality, and create jobs, ultimately providing the Chicago region with public benefits valued at more than $3.8 billion. Elements of CREATE will enhance high-speed intercity passenger rail throughout the Midwest.

- Other significant public-private partnerships with railroads include the **National Gateway Project**, which will enhance transportation options for shippers in the Midwest and along the Atlantic Coast by enabling trains to carry double-stacked containers, increasing freight capacity, and making corridors more marketable to major East Coast ports. In addition, the **Crescent Corridor** will strengthen freight distribution in the Southeast, Gulf Coast, and Mid-Atlantic by connecting a 2,500-mile network of existing rail lines with regional intermodal freight distribution centers.

- Most of the $8 billion in recently announced high-speed rail development projects will involve partnerships with freight railroads.
August 6, 2010

Gerald Bennett, Chair  
Chicago Metropolitan Agency for Planning (CMAP)  
Willis Tower, Suite 800  
233 South Wacker Drive  
Chicago, IL 60606.

Dear Mr. Bennett,

It is with great satisfaction that I read the draft of “Go to 2040,” advancing detailed, coordinated strategies to address the projected population growth of northeastern Illinois. It is particularly gratifying that Chicago Metropolitan Agency for Planning chose to address the issues of health and nutrition.

As “Go to 2040” notes, chronic diseases now account for more than 70% of all health care expenditures and often result from addressable factors such as lack of exercise, diet, obesity, high blood pressure, smoking, and diabetes. These facts cry out for better prevention and health promotion strategies, which can only be effectively developed and deployed with better and more granular data and close engagement between both community residents and health leaders. In the realm of health care, “Go to 2040” urges the development of primary and outpatient care over hospitals services to reduce the use of the emergency room for the uninsured and underinsured.

Since 2005, the University of Chicago has been engaged in addressing these particular needs on the South Side of the City of Chicago. The Urban Health Initiative (UHI), one of the highest priorities of the University of Chicago Medical Center, is engaged in:

- Developing an economically sustainable health care ecosystem that ensures access to the right care in the right place at the right time
- Engaging people in their communities to develop mutual health goals and share best practices
- Using population research to evaluate interventions, health promotion, and new uses of technology
- Inspiring and training community health leaders through medical education and service

In short, the University of Chicago is already advancing on many of the recommendations in “Go to 2040.” We are enthusiastic to become a partner in your efforts and we have much expertise to lend to this process.

Attached to this letter are four short descriptions of the mechanisms which we have already developed for meeting the four goals listed above. These plans map remarkably closely to the recommendations advanced in the CMAP appendix for Health.
1. **Go to 2040 urges:** Design a prevention/health promotion strategy built on the determinants of health, coordinated physical infrastructure, education, transportation, and land use, with an emphasis on health workforce planning.

   Our ongoing asset-mapping project, accomplished in six initial communities via teams made up of University researchers and community residents, have been so valuable in identifying essential needs and resources in the community that a seventh community has offered to fund a significant portion of the project to extend the survey to their community. We hope to develop funding to extend such surveys to 34 total South Side communities.

   We have organized numerous programs that will promote more physicians choosing to provide primary care or other much-needed specialties in our communities, and we have been working with the Michael Reese Foundation to establish pipeline programs for health care paraprofessionals as well.

2. **Go to 2040 urges:** Engage community residents and health leaders in planning.

   We have aggressively built a wide variety of relationships with the community, particularly with two efforts, the South Side Health and Vitality Studies, which frequently hosts community meetings with a wide variety of stakeholders while engaging community participation in active working groups. We also continually connect with the South Side through our Center for Community Health and Vitality, which the University anticipates will move into temporary space out in the community in the last quarter of 2010. The Center will host a large variety of programs in healthy eating and cooking, exercise, community organization, etc., with the help of both University staff and student volunteers. Additionally, we convene Urban Health Initiative Summits with community and University leaders every 6-months to both remain accountable and advance collaborations to improve health outcomes in our South Side community.

3. **Go to 2040 urges:** Link planning for prevention/health promotion strategies to other sectors.

   The University has already linked many of these other sectors via SouthSideHealth.org, a centralized Internet portal for health, nutrition, social service, transportation, and other services. SouthSideHealth.org not only informs community members searching for services, but supports government and private agencies in their planning for the deployment of resources. This past year, for instance, an application to organize the Woodlawn Children’s Promise Community was advanced substantially thanks to data from SouthSideHealth.org. We also expect this data to be especially useful in attempts to increase the retail grocery outlets on the South Side, an important resource in adopting health behavior.

4. **Go to 2040 urges:** Take advantage of emerging electronic medical records platforms.

   We are attacking this issue on a variety of fronts, from developing an electronic “portal” to allow the Medical Center’s emergency room to share information with patients’ primary care providers, to helping federally-qualified health care centers within the South Side Healthcare Collaborative apply for federal grants to secure electronic medical records systems.
The University also recently received an NIH grant to begin development of the Chicago Health and Aging Service Exchange, an internet portal that will allow South Side residents to secure health and human services and make appointments online.

The Computation Institute, bridging the University of Chicago and Argonne National Laboratory, has also proposed the development of a HealthGrid—the “all-data” approach urged by CMAP. However, development costs are, at present, outside the realm of practicality for either institution right now without substantial new financial resources.

5. **Go to 2040 urges:** Establish a regional health status and health systems data center through a centralized entry point.

The UHI intends to advance the model already developed in SouthSideHealth.org, a valuable web resource for our community, to include data from the longitudinal South Side Health and Vitality Study as it is developed.

UHI researchers are currently engaged in planning discussions with Chicago’s Commissioner of the Department of Public Health, New York City’s Commissioner of the Department of Health, and researchers at Hunter College in New York to coordinate the first-ever two-city biosocial study of health. The results will be available in a “collaboratory” that will not only centralize granular data for portions of the city of Chicago, but for portions of New York City as well.

6. **Go to 2040 urges:** Create health planning capacity at the county level.

While this is obviously beyond the UHI’s current mandate, the data we generate for the South Side can be immensely useful to this effort, especially considering that health statistics on the South Side seem to demonstrate health disparities are significant there.

7. **Go to 2040 urges:** Provide an analytical framework for planning and evaluation.

This is exactly the mandate of the South Side Health and Vitality Studies. The longitudinal studies are intended to track the impact on health in the community of every prevention and intervention strategy with a granularity that meets the strong standards for academic publication.

8. **Go to 2040 urges:** Enable comprehensive workforce planning.

See #1 above.

9. **Go to 2040 urges:** Monitor and address health disparities.

See #7 above.

10. **Go to 2040 urges:** Provide data for planning, policy-making and research.

See #1, 3, 5, 7 above.

11. **Go to 2040 urges:** Improve data quality and analytical capacity.
See #1, 3, 5, 7 above.

12. **Go to 2040 urges: Strengthen the public health infrastructure to address disparities.**

In advancing all these initiatives, the University of Chicago has sought to both organize and develop health, nutrition, social service, transportation, and government resources to address the disparities in some of the most challenged communities in CMAP’s seven-county area. Besides the programs detailed elsewhere in this submission, these include employment programs, volunteer opportunities, exercise programs, community gardens and farmers’ markets, and educational pipeline programs for students from elementary to graduate school in a wide array of curricular areas.

As a research university ranked seventh in the world, situated within one of the nation’s most historic and yet most vulnerable urban communities, the University of Chicago is uniquely positioned to advance the many goals we share with “Go to 2040.” We have already invested a great deal of time, energy, and resources in these efforts, and we want to be your partners in making Chicago a model of the most livable, productive, and vibrant of American cities. We believe our collaboration offers expertise and organization that will advance this effort.

We look forward to discussing the next steps as we become an active CMAP partner.

Sincerely,

Eric E. Whitaker, M.D., M.P.H
Executive Vice President for Strategic Affiliations and
Associate Dean for Community-Based Research

C:

Quin R. Golden, M.B.A
Associate Vice President for Strategic Affiliations and
Urban Health Initiative

Leif S. Elsmo, M.B.A
Executive Director,
Community & External Affairs

Attachments:

SSHC, SSHVS, CHHV and Pritzker Detail
CMAP Meeting with:
Will County Farm Bureau

- When people think of farming, they think of farmer’s markets and that’s not the reality in Will County, super majority of farms are corn and soybean – not for human consumption (didn’t seem too excited by local food goal)
- Protecting farmland is important, glad it is called out in plan
- Hasn’t read the plan, but if John Grueling is involved and supportive, he supports it
- Would like to collaborate in the future, use our data, etc. because their resources are limited, would like to take a look at strategy papers like Ag Pres.
August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Charles L. Howleit  
708-370-1110
Adam Friedland  
3100 W. Addison  
Chicago, IL 60618-4538

August 4, 2010

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Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

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Sincerely,

Adam Friedland
Adrienne Lessard  
2713 N. Dayton  
Chicago, IL 60614-1409

August 5, 2010

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Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

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Any plan that addresses the livability of communities across Chicago must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Adrienne Lessard
Aislinn Gagliardi  
3031 W. Leland, 2W  
Chicago, IL 60625

August 6, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Aislinn Gagliardi
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

alice alviani
847-775-1988
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

Amy Carlton
From: arasmussen@capeweb.org
Subject: Include the Arts in Chicago's Plan for the Future

Amy Rasmussen
203 N Wabash Suite 1720
Chicago, IL 60601-2421

August 3, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As a leader of a non-profit arts education organization, I urge you to include the arts as one of the top recommendations of the GOTO 2040 plan.

The arts enable us to view the world as the complex and multi-faceted place that it is. The arts inspire us to develop common understandings of each other cultures, perspectives, and worldviews. These statements are not just wishful sentiments -- the role of the arts in building community are exhibited each day in our schools and neighborhoods, museums and shopping malls. Ask any school principal or any parent what is important about their child's school, and they will more often than not talk about arts programming and the impact they are having on their child. Ask any business leader what they value in a workforce, they will state a desire for creative, innovative, collaborative, and ethical employees -- just the skills that are built through participation in the arts.

The first draft of the GOTO 2040 plan is a document that will provide for the Chicago region's structural needs -- but it doesn't inspire people to really engage in and contribute to their community. Daniel Burnham's plan for Chicago was recognized for its visionary and creative approach to designing a city. I urge the GOTO 2040 plan to be just as visionay and creative. The plan needs to inspire and excite people -- and the arts do just that.

Sincerely,

Amy Rasmussen
7732033537

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=150920
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Andrew Edwards
312-218-2219
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Angela Tillges
651-270-9227
Ann Filmer
3325 Clarence Ave
Berwyn, IL 60402-3753

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As the Founder and Artistic Director of 16th Street Theater in Berwyn, I understand the impact the arts have on a community. The pride and participation I have witnessed since starting Berwyn's theater 3 years ago has been incredible.

After a performance of Rohina Malik's play UNVEILED, a young man was in tears afterwards. He spoke to Rohina afterwards to say he felt awful about how he had acted in the past against Muslims. He said he used to think Muslim women wore the veil to celebrate 9/11, but after seeing her play, he saw that was the furthest thing from the truth.

Hearing her story made him see the humanity in this Muslim woman. This is just one small but significant example.

People from all walks of life: economic status, heritage, religious practice, walk through our doors every weekend to sit side-by-side in our theater to be moved by a story. To share. To listen. To think. To engage.

The arts are inclusive. The arts inspire creativity which we need now more than ever. It has been proven that children exposed to the arts are more engaged and fare better in school and in life. We have seen what happens when people become disengaged from their communities and it is not pretty.

The arts are the lifeblood and the soul of a community. Any plan without the arts is a serious mistake.

I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your consideration.

Sincerely,

Ann Filmer
Ann Oleinik  
3100 N. Lake Shore Dr. #804  
Chicago, IL 60657-4950  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Ann Oleinik
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Annie Rezac
Antoinette Wright  
7251 S. Champlain  
Chicago, IL 60619-1219  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

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I have devoted more than twenty years of my professional career as an Arts Administrator in Chicago. I personally participated in the cultivation of Boeing’s selection of Chicago as the site of its headquarters and the arts and cultural environment was two of our greatest selling points.  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Antoinette D. Wright  
312-317-3811
Arlene Rakoncay
7615 N. Kildare
Skokie, IL 60076-3710

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Arlene Rakoncay
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Arnold & Beverly Hollander
Quentin Schumacher  
5218 N Winthrop, 3N  
Chicago, IL 60640

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Quentin Schumacher II: President CGMC BOD of Dir.  
312-401-9436
Haydee Alvarez  
5360 N. Lowell # 302  
Chicago, IL 60630-1796

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

Haydee Alvarez
Ann Oleinik
3100 N. Lake Shore Dr. #804
Chicago, IL 60657-4950

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

Ann Oleinik
Sharon Tulos  
4138 N. Olcott  
Norridge, IL 60706-1111

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

Sharon Tulos
Mary E O'Kiersey  
938 Ontario St., #1  
Oak Park, IL 60302-1950

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

Mary E O'Kiersey
Dileep Gangolli  
1427 Greenleaf St.  
Evanston, IL 60202-1154

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Dileep Gangolli  
847 902 0733
Jodi Kurtze
2033 N. Damen
Chicago, IL 60647-9009

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

Jodi Kurtze
John Kulczycki
1560 N Sandburg Terrace, Apt 3902
Chicago, IL 60610-7736

August 6, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

John Kulczycki
Camille Wilson White
123 Madison St.
Oak Park, IL 60302-4205

August 6, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

Camille Wilson White
Adam Friedland
3100 W. Addison
Chicago, IL 60618-4538

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Sincerely,

Adam Friedland
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

john miller
312 415 2480
Deborah Doering  
621 S. Plymouth Ct. #902  
Chicago, IL 60605-1857

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

Deborah Doering  
312-834-0388
Kristi Sloniger  
213 S. Grove Ave.  
Oak Park, IL 60302-3109

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

Kristi Sloniger  
708 383 9160
Diane Baia  
680 Silk Oak Lane  
Crystal Lake, IL 60014-4585

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As a playwright and the Artistic Director of Theatre of the Air, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan. When family and friends visit from out of town or even out of the country, days may be spent on the Magnificent Mile or Navy Pier, but nights are spent at the theatre.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Thank you for your efforts and for considering my comments.

Sincerely,

Diane Baia  
815-356-8007

Please use this link to SEE ME and view more information about me http://www.capwiz.com/artsusa/il/picturepages.tt?id=151140
William Ewers  
1012 N. Dearborn Street  
Chicago, IL 60610-2804

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

William Ewers  
312-642-4590
Gina Perno  
2241 N. Clifton Ave.  
Chicago, IL 60614-3508

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

Gina Perno
Franchesca dos Remedios  
1260 N. Dearborn Street #1211  
Chicago, IL 60610-2244  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

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Thank you for your efforts and for considering my comments.  

Sincerely,  

Franchesca D. dos Remedios
jerome Hausman  
1501 Hinman Ave.  
evanston, IL 60201-4689

August 4, 2010
Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

jerome Hausman  
328 4172
Arnold/ Beverly Hollander  
9800 N Huber Ln  
Niles, IL 60714-1015

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

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Sincerely,

Arnold & Beverly Hollander
Liane Casten  
1030 Asbury Ave.  
Evanston, IL 60202-1165  

August 4, 2010  

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233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Liane Casten
Nikki Anderson  
3408 W. Parker Ave. #3  
Chicago, IL 60647-1225

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Nikki Anderson  
773-343-2981
Burt Dikelsky  
One university Parkway  
University Park, IL 60484-3165  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.”  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Burt Dikelsky  
708-235-2238
Cynthia Langston  
11338 South Fairfield Avenue  
Chicago, IL 60655-1905  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Cynthia Langston
Noreen Cornfield  
Dept. of Sociology, 990 West Fullerton Ave.  
Chicago, IL 60614

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Noreen Cornfield  
773-325-4947
James Sobacki
34990 N. Knollwood
Ingleside, IL 60041-9235

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

James Sobacki
Jose Ochoa  
40 E 9th Street, #401  
Chicago, IL 60605-2140  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

I am extremely surprised the arts as not one of the top recommendations of the GO TO 2040 plan.  

The arts has been a vital part of Chicago's history and growth. Not to not include it in the plan would be a huge mistake. Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Jose Ochoa
Elizabeth Bullock  
4500 N. Magnolia Ave., Apt. #3  
Chicago, IL 60640-5513

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Elizabeth Bullock  
7732934409
Tom Greensfelder  
3421 N. Claremont  
Chicago, IL 60618-5003

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning 
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Tom Greensfelder  
773-325-0700
PAMELA SHERROD ANDERSON  
6007 N. SHERIDAN RD. SUITE 30J  
CHICAGO, IL 60660-3011

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

PAMELA SHERROD ANDERSON  
773 293 2289
Rae Charnelle Wright  
4100 S. Drexel Blvd. Unit 3A  
Chicago, IL 60653-2599

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rae Charnelle Wright  
7734845205
Ian Belknap  
5144 N. Monticello Ave.  
Chicago, IL 60625-5524

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning 
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Ian Belknap
Sinead Kimbrell  
18529 Ashland Ave  
Homewood, IL 60430-3807  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Sinead Kimbrell
MarieAnn Vos  
575 Cress Creek Lane  
Crystal Lake, IL 60014-7002

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Marie Ann Vos
Antoinette Wright  
7251 S. Champlain  
Chicago, IL 60619-1219

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

I have devoted more than twenty years of my professional career as an Arts Administrator in Chicago. I personally participated in the cultivation of Boeing's selection of Chicago as the site of its headquarters and the arts and cultural environment was two of our greatest selling points.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Antoinette D. Wright  
312-317-3811
Mary Ann Ludwig  
4170 Marine Dr. #12C  
Chicago, IL 60613-2306

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Mary Ann Ludwig
Ra Joy  
441 E. 42nd Street  
Chicago, IL 60653-2732  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Ra Joy
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Thomas Roby IV
Susan Johnson DiGiovanni
2504 brookwood drive
Flossmoor, IL 60422-1828

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region and as a founding member of the Flossmoor Public Art Commission, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities. I can personally attest to the positive impact that our sculpture walk has had in forming a deeper sense of community, as an educational tool giving our children up-close and personal contact with the arts, and in outreach to the surrounding communities emphasizing our connectedness.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Susan Johnson DiGiovanni
Pamela Crutchfield  
23 North Green Street, #504  
Chicago, IL, IL 60607-2782

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Pamela Crutchfield  
312-397-3130
Pamela Ambrose  
Loyola University Chicago 820 N. Michigan Chicago, IL 60611

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

I am the director of cultural affairs for Loyola University Chicago and also the director of the Loyola University Museum of Art. Our museum visitor surveys clearly show us that our out of state visitors also visit 2 or more museums in the immediate Chicago area as well as shop in museum stores and engage their children in youth programming. There are many tourist dollar spent in Chicago and we are a destination point for culture and what has been a viable work place for employees of cultural institutions and smaller arts organizations.

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Pamela E. Ambrose  
312 915 7602
Jim Passin  
1900 W. Berwyn Ave.  
Chicago, IL 60640-1008  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jim Passin  

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151060
Nancy Langtree  
1900 W. Berwyn Ave.  
Chicago, IL 60640-1008

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Nancy Langtree
Lesley Gena  
201 S. Naperville Rd.  
Wheaton, IL 60187-5417  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.”  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Lesley Gena
jill specks  
2626 N. Lakeview Ave. #2312  
chicago, IL 60614-1814  

August 4, 2010 

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As a business professional and practicing/showing artist who lives in the Chicago  
area, I urge you to include the arts as one of the top recommendations of the Go To  
2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts  
sector has the power to influence and sharpen the region's competitive edge and  
international reputation as well as drive sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart,  
forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and  
Urban Development, recently stated, "The arts are a natural component to  
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that is able to enhance the unique characteristics of communities and increase  
our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region  
must include the arts. I urge you to include the arts in the final Go To 2040  
plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

jill specks
Robin Tryloff  
1225 Parkway Drive  
Downers Grove, IL 60515-3536  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

Having lived in the Chicago metropolitan area for more than 20 years, I can attest to the fact that the arts are a major component of our quality of life and economic vitality. For these reasons, I strongly urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

Thanks to leaders such as Mayor Daley, his wife Maggie, corporations, foundations, and most especially, Chicago and tourist audiences, Chicago is home to a rich and diverse cultural ecosystem. The arts sector is a cause for pride; it sharpens the region's competitive edge and international reputation, and drives sustainability in our communities.  

According to Shaun Donovan, the U.S. Secretary of Housing and Urban Development, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy; so any plan that addresses the Chicago's livability should include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for considering my comments.  

Sincerely,  

Robin Tryloff
Leslie Goldberg
1059 Skylark Drive
Palatine, IL 60067-7058

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Leslie Goldberg
Joan Gray  
7127 S. Ellis  
Chicago, IL 60619-1319  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Joan Gray
Diana Zwinak  
3767 Bailey Rd  
Yorkville, IL 60560-4713  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Diana Zwinak  
630-677-8735
Ryan Butts  
2007 W Fargo Ave, Unit 2  
Chicago, IL 60645-2205

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan. The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Ryan Butts
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Timothy Weber
847-373-1407
Jaclyn Biskup
2104 N Saint Louis, 2
Chicago, IL 60647

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jaclyn Biskup
David Zoltan  
6142 N Kenmore Ave, Apt 3  
Chicago, IL 60660-2724  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

David Zoltan  
773.331.3180
Geraldine Joy  
2020 Lake Street  
Evanston, IL 60201-3926

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Geraldine C Joy
Tara Fadenrecht  
Chicago, IL 60616-4750

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Tara Fadenrecht
Brent T. Barnes  
1304 W Lunt Ave, #35  
Chicago, IL 60626-3066  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Brent T. Barnes
Don Hunter  
860 N DeWitt Place #2007  
Chicago, IL 60611-5779

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Don Hunter  
3124751740
Elizabeth Auman  
4907 N. Glenwood Ave. #3B  
Chicago, IL 60640-3532

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Elizabeth K. Auman
Thomas Jesse  
901 N. Edgelawn Drive  
Aurora, IL 60506-1819  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Thomas Jesse
Rebecca Mix  
7318 N. Honore St.  
chicago, IL 60626-1554

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rebecca Mix
Julia Dusek-Devens  
10117 S. Prospect  
Chicago, IL 60643-2152  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, “The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.”  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Julia Dusek-Devens
Rene Schuler  
1435 N. Green Bay Rd.  
Lake Forest, IL 60045-1109

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rene Schuler  
312-952-3005
Kimberly Hale
5200 N. Sheridan Rd.
Chicago, IL 60640-2532

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan. With funding for the arts constantly threatened, it is imperative that the arts are fully represented in GO TO 2040. As one who works at an arts education institution, I know firsthand the importance that the arts have on our students, as well as the audiences who attend our programs.

The Chicago region is home to a rich and diverse cultural artistic heritage, impacting citizens of all ages, races and socio-economic backgrounds. From internationally recognized organizations to local community arts groups--all of them exist because they fill a vital need that is important to the audiences that attend them and the creative spirit in which they are presented. You are probably aware of the recent survey conducted by the Chicago Tribune/WGN which found that the arts and culture are what people -- regardless of race and income level, whether they lived in the city or suburbs, or were young adults or senior citizens -- appreciate most about Chicago (http://www.chicagotribune.com/news/local/ct-met-chicago-life-poll-20100802,0,4255238.story).

Any plan that addresses the livability of communities across the Chicago region should include the arts, and I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and and I appreciate your considering my comments. If there is anything I can do, please do not hesitate to contact me directly.

Sincerely,

Kimberly A. Hale
312.399.9801
Lisa Calvert  
517 Thomas Ave.  
Forest Park, IL 60130-3286

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lisa Calvert

Please use this link to SEE ME and view more information about me [http://www.capwiz.com/artsusa/il/picturepages.tt?id=151120](http://www.capwiz.com/artsusa/il/picturepages.tt?id=151120)
Cathy Bogigian  
4819 Creek Drive  
Western Springs, IL 60558-1265

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who taught art for thirty-three years in Cook county, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Cathy Bogigian
Winifred Haun
228 S. East Ave.
Oak Park, IL 60302-3212

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Winifred Haun
708-524-1262
Emily Rapport  
5006 N. Wolcott Avenue  
Chicago, IL 60640-2611  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As an artist who lives and works in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Emily Rapport  
(773) 954-7419  

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151102
larry snider  
410 S. Michigan Ave., Suite 712  
chicago, IL 60605-1387  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

lawrence k snider
Lori Dana
2601 W. Superior Street
Chicago, IL 60612-1110

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lori Dana
Peter Kuntz  
5206 N. Lakewood  
Chicago, IL 60640-2221

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Peter Kuntz  
773-561-2807
William Fireside
869 Sumac
Highland Park, IL 60035-3840

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

William Fireside
847 831 3439
Betty Flamm
650 W Hill Road
Palatine, IL 60067-2012

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Betty Flamm, Treasurer, Palatine/Inverness Arts Council
James Zoccoli  
6424 N Seeley #2  
Chicago, IL 60645-5604

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone born, raised & living in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich & diverse cultural ecosystem. The arts sector is a cause for pride & sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy.

Any plan that addresses the livability of communities across the Chicago region must include the arts.

I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts & for considering my comments.

Sincerely,

James Zoccoli
Christine Milostan  
p o box 535  
bloomingdale, IL 60108-0535

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the DuPage County/Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Our area is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it is also a sector that uses art for healing, self expression and personal growth in young and old. As an international artist and author, I have worked with and developed creativity programs for a plethora of organizations.

Young children need to exercise their imaginations. These programs are the foundation for this vital part of their lives. A gift that will endure their whole life.

I served as artist in residence for high risk students at a Chicago high school. Gang violence deeply impacted the students. My art programs were a means of self expression and healing for the students and faculty.

Senior citizens have so much to share as the keepers of the culture. They are the role models for future generations. According to the late Dr. Gene Coher, creativity is enhanced as we age. Regardless of income, status, gender, age creative expression is a timeless fuel that fans the flames of our dreams and desires.

The arts programs enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan. We need to feed and nurture that creative essence within every individual.

Thank you for your efforts and for considering my comments. Feel free to contact me if I can be of service.

Sincerely,

Christine Milostan  
630-653-5092

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151181
Pat Rinkenberger  
2945 Birch Road  
Homewood, IL 60430-2810

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, a recently retired music education who has seen the wonders arts experience provide, and a patron of the Chicago arts, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

This region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities. Jobs in multiple sectors are increased in a strong artistic atmosphere.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Pat Rinkenberger  
708 957-7106
Maureen Rivkin
141 St. Armand Lane
Wheeling, IL 60090-3966

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Maureen Rivkin
Salome Chasnoff  
4001 N. Ravenswood  
Chicago, IL 60613-1154

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan. It makes economic sense!

Sincerely,

Salome Chasnoff  
773-857-7300
Emily Stein  
1847 W. School St.  
Chicago, IL 60657-2061

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities. Currently, economic factors affecting the arts are endangering both it and the cultural life of the region.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Emily Stein
Victor Sorell  
10420 S. Wood Street  
Chicago, IL 60643-2812  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Victor Sorell  
312.622.6352
Letitia noel  
55 W Goethe St #1246  
chicago, IL 60610-7401  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Letitia noel
M.E. Eccles  
4144 N. Sacramento Ave.  
Chicago, IL 60618-2620

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

We MUST include the arts!

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

M.E. Eccles
Vanessa Shinmoto  
904 N California Ave Apt 3F  
CHICAGO, IL 60622-7668

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

I am a Chicago artist urging you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Chicago has a rich and diverse arts sector in many communities that attracts business and drives sustainability. The arts sector sharpens Chicago’s competitive edge and international reputation.

The arts plays a key role in creating and enhancing communities. For example, the Chicago Arts District in Pilsen organized gallery walks that attracted business and transformed a run-down neighborhood into a livable and walkable and thriving area. Similar efforts are underway in Logan Square and other Chicago neighborhoods.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Vanessa Shinmoto
Dorothy McDaniel
3034 W. Birchwood
Chicago, IL 60645-1104

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a source of pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Dorothy McDaniel
773-508-0335
Lynn Caldwell
927 Britta Lane
Batavia, IL 60510-1157

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, “The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.”

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lynn Caldwell
Marlea edinger  
300 w hill street  
chicago, IL 60610-2549

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Marlea edinger, Ph.D  
312-337-5492
Wendi Hill  
5100 N. Marine Dr. #10G  
Chicago, IL 60640-6355

August 6, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who has lived in the Chicago region for 15 years, who is an artist, and who has also volunteered for arts organizations for several years, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural legacy that has influenced communities near and abroad, over the course of history. Having lived in New York City for 9 years of my adult life, I have observed first hand how Chicago's arts community competes vibrantly, with that of New York -- which is often seen as the "arts capital" of our country. The most prevalent advantage that I've observed, that Chicago's arts community has over NYC, is the public's access to the arts. Maintaining this access is crucial to building a strong, healthy, vibrant community. With friends and associates who are arts professionals, particularly those working with youth/education programs, I also have personally observed how access to arts education has shaped the character and lives of many of our region's children and young adults. By filling the void that unstable family environments and unstable communities have left for them, these young people learn social skills and build a confidence that helps shape them into "future citizens" of positive influence, creating in them a potential that thus far, we can only imagine. Even those from privileged and stable environments have had their minds and souls opened, and are encouraged to engage and extend their reach out to serve a larger part of their communities through their participation in the arts.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Wendi Hill
Eric Scott  
8829 S. Prairie Ave.  
Chicago, IL 60619-6733

August 6, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Eric Scott
Daniel Duell  
c/o Ballet Chicago, 17 N. State St., 19th fl.  
Chicago, IL 60602

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As an artistic director whose organization has served many thousands of people in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Daniel Duell  
312-251-8838
Laura Weathered  
2215 W North Ave  
Chicago, IL 60647-5429

August 6, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities. The Master Plan for the Wicker Park Bucktown neighborhood indicates arts and culture as a high priority and valued asset by residents and local business.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Laura Weathered  
773 278 7677
Joyce Walschlager  
173 W. Harbor Dr.  
Lake Zurich, IL 60047-7132

August 6, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Joyce Walschlager  
847-254-4493
Joy Thorbjornsen-Coates  
5915 N Talman  
Chicago, IL 60659-4008  

August 6, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Joy Thorbjornsen-Coates
Katherine Litwin  
1301 W. Argyle Apt 201  
Chicago, IL 60640-3597

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, “The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.”

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Katherine Litwin
Lauri Sugerman  
5419 N. Magnolia  
Chicago, IL 60640-1314

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

I live in Chicago and I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lauri Sugerman
Charles Howleit  
1609 S. 8th Avenue  
Maywood, IL 60153-2037

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Charles L. Howleit  
708-370-1110
Kimberly Luthin  
24 Nebraska  
Geneva, IL 60134-2357

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kimberly Luthin
Teresa Bundy  
2730 Lehman Drive  
West Chicago, IL 60185-6173

August 6, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Teresa Bundy
Lisa Maurizi  
9242 S Leavitt  
Chicago, IL 60643-6359  

August 6, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Lisa M. Maurizi
Donna Mandel  
1154 S. Humphrey Ave.  
Oak Park, IL 60304-2236

August 7, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Donna Mandel  
708 383-2756
Hazel Domangue  
8229 S. King Dr. #2W  
Chicago, IL 60619-4933

August 7, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Hazel A. Domangue  
773-310-0063
Hazel Domangue  
8229 S. King Dr. #2W  
Chicago, IL 60619-4933

August 7, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Hazel A. Domangue  
773-310-0063
From: arasmussen@capeweb.org
Subject: Include the Arts in Chicago's Plan for the Future

Amy Rasmussen
203 N Wabash Suite 1720
Chicago, IL 60601-2421

August 3, 2010

Randy Blankenhor
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhor:

As a leader of a non-profit arts education organization, I urge you to include
the arts as one of the top recommendations of the GO TO 2040 plan.

The arts enable us to view the world as the complex and multi-faceted place that
it is. The arts inspire us to develop common understandings of each other
cultures, perspectives, and worldviews. These statements are not just wishful
sentiments -- the role of the arts in building community are exhibited each day
in our schools and neighborhoods, museums and shopping malls. Ask any school
principal or any parent what is important about their child's school, and they
will more often than not talk about arts programming and the impact they are
having on their child. Ask any business leader what they value in a workforce,
they will state a desire for creative, innovative, collaborative, and ethical
employees -- just the skills that are built through participation in the arts.

The first draft of the GOTO 2040 plan is a document that will provide for the
Chicago region's structural needs -- but it doesn't inspire people to really
engage in and contribute to their community. Daniel Burnham's plan for Chicago
was recognized for its visionary and creative approach to designing a city. I
urge the GOTO 2040 plan to be just as visionary and creative. The plan needs to
inspire and excite people -- and the arts do just that.

Sincerely,

Amy Rasmussen
7732033537

Please use this link to see me and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=150920
Manwah Lee  
2459 W. Augusta Blvd. 
Chicago, IL 60622-6176 

August 3, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn: 

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities. 

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, “The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Manwah Lee
Erin Moren  
919 North Damen Ave. 2RR Chicago IL, 60622 Chicago, IL 60622

August 3, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Erin Moren
Patricia Sigurdson  
4561 Lawn Avenue  
Western Springs, IL 60558-1556  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Patricia Sigurdson  
708) 246-4212
Joan Mazzonelli  
7443 North Hoyne Avenue  
Chicago, IL 60645-2282  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 808  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Joan Mazzonelli
Sheli Hadari  
1942 S. Prairie Ave. #2  
Chicago, IL 60616-1321

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Sheli Hadari  
7734267775
Douglas Post  
4208 N. Central Park Avenue  
Chicago, IL 60618-2020

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Douglas Post
Paul Fagen
1609 W. Ainslie Street
Chicago, IL 60640-3464

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As an actor who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation." Strawdog Theatre Company, where I am an ensemble member, is one of five theaters in the north Lakeview/Uptown neighborhood. We bring cache to a community that otherwise would be without a cultural outlet.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Paul Fagen
Janey Sarther  
3908 Adesso Lane  
Joliet, IL 60435-8714

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Janey Sarther
Andrew Edwards
1553 W. Olive, #1W
Chicago, IL 60660-4148

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Andrew Edwards
312-218-2219
Diane Timko
18420 Gottschalk Ave.
Homewood, IL 60430-3342

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Diane Timko
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Nancy Russo
Erin Aleman

From: jvorrasi@williamferrischorale.org
Sent: Wednesday, August 04, 2010 10:30 AM
To: Info
Subject: Include the Arts in Chicago's Plan for the Future

John Vorrasi
746 W Bittersweet
Chicago, IL 60613-2310

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

John Vorrasi
Christian Gray  
939 W. Ainslie St.  
Chicago, IL 60640-3811  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Christian Gray
Sarah Jost  
4730 West 81st St  
Chicago, IL 60652-2002

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Sarah Jost
Philip Nadasdy  
716 N Throop St. 3F  
Chicago, IL 60642-5737  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Philip
J. Scappettone  
5232 N. Glenwood Ave Apt 3  
Chicago, IL 60640-2225

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

J. Scappettone
Kurt Johns  
1324 W Sherwin Ave  
Chicago, IL 60626-2006  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kurt Johns
Julia Perkins
6757 S. Jeffery, Suite A,
Chicago, IL 60649-1051

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

Dear CMAP BOARD,

As someone who lives in the Chicago region, and has been a staunch support of the arts, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

It is imperative that arts and culture is included in the plan!!! Thank you for your efforts and for considering my comments.

Sincerely,

Julia Perkins
Mary Friedlieb  
1112 W. Pratt Blvd. #3W  
Chicago, IL 60626-5978

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. Having moved to Chicago, I can personally attest to the draw and importance of Chicagoland's unique and precious arts and culture. It's something that continues to draw me "home" as well as something my friends and relatives who visit constantly and consistently comment upon. It's the warp and weft of the fabric that makes our region the fantastic place it is to live, work, learn and play. Without it, our fabric is severely weakened.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Mary Friedlieb
Shirlene Ward  
1114 Madison St.  
Evanston, IL 60202-2125

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

The arts in the Chicago metro area are the biggest reason I have for living where I do. The variety and quality can't be equaled anywhere. It is a huge draw for residents and visitors alike. Please do not let this important civic resource languish! It is so vital to the lives of finances of this region.

Thank you for your efforts and consideration!

Most Sincerely,

Shirlene Ward
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Angela Tillges
651-270-9227
Eric Stephenson  
2737 N. Francisco Ave  
Chicago, IL 60647-1705

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Eric Stephenson
Rose Kostan-Schwartz
449 Chesterfield Lane
Vernon Hills, IL 60061-2936

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 880
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rose Kostan-Schwartz
Christine Dunford
529 N Michigan
Evanston, IL 60202-3043

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Christine Dunford
Adrienne Lessard  
2713 N. Dayton  
Chicago, IL 60614-1409

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Chicago is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across Chicago must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Adrienne Lessard
Lynette Murphy  
1420 Ridge Avenue  
Evanston, IL 60201-4134

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lynette Murphy
Laura Milas  
55th and Grant Streets  
Hinsdale, IL 60521  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As a resident of DuPage county, I urge you to include the arts in the GO TO 2040 plan.  

DuPage and the Chicago region is home to a rich and diverse cultural institutions. The arts sector is not only a cause for pride and improved standard of living, but the arts also contributes to the region’s success.  

As an art educator, my students and their families see the rich resources in the Arts as a valuable aspect of living in the Chicago metropolitan area. As art educators, we use local resources in our lesson planning and curriculum.  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Laura Milas  
6305708270  

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151440
Julie Griffin  
1008 S. Maple Ave.  
Oak Park, IL 60304-1805

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Julie Griffin
Darcy Nendza  
6233 Victoria Drive  
Oak Forest, IL 60452-2748

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Darcy Nendza  
847 7087322
John Adduci  
1544 N. Sedgwick  
Chicago, IL 60610-1223

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

John Adduci
Jeanne Stickling  
701 Locust Rd  
Wilmette, IL 60091-2217  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Jeanne Stickling
Deborah Granite  
9740 Crawford Avenue  
Skokie, IL 60076-1106

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

One of the things that is keeping me in Chicago, since I lost my recently lost my job, is the abundance of theater and performing arts. It is important for morale, brings in dollars, and distinguishes us as a unique city.

I also believe that the arts are important for our young people, and a means of different ethnic groups and socio-economic groups congregating, exchanging ideas, and working together.

Thank you for your efforts and for considering my comments.

Sincerely,

Deborah Granite
Jane Wood  
729 S. Lombard Avenue  
Oak Park, IL 60304-1607

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jane Wood  
708-383-6369
Gary Zabinski
203 N. Genesee St.
Wau, IL 60085-4221

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Gary Zabinski
847-406-3146
Tracey Lowenthal  
4536 N. Sacramento Avenue  
Chicago, IL 60625-3830  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Tracey Lowenthal
Lindsey Smith  
2637 N Kimball Ave  
Chicago, IL 60647-1213

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lindsey Smith
Steven Rogin  
1549 Forest Avenue  
Highland Park, IL 60035-3436

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, Highland Park specifically and am working on rehabbing an old Theatre in DT Evanston, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Steven Rogin
Judith Roth  
1801 West Larchmont Ave. #410  
Chicago, IL 60613-2476

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Judith Roth
Lydia Swift
615 W Wellington Avenue
Chicago, IL 60657-5305

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lydia Swift
Patricia Fox  
6853 S. Michigan  
Chicago, IL 60637-3907

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Patricia Fox
Lucy Sullivan  
3605 N. Claremont Ave.  
Chicago, IL 60618-4817  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

We recently moved back to Chicago after a ten year absence and we are thrilled to be "home." Over the past few months, we have re-visited all of our favorite cultural venues and discovered some wonderful new ones. We're delighted to see the revival of the downtown area that has been sparked by the cultural amenities of Millennium Park, the new Modern Wing of the AIC, the Chicago Cultural Center, and the Chicago Architecture Foundation. We urban dwellers put up with a variety of inconveniences to live in the city, but we are well rewarded by the exhilaration of hearing the Grant Park Symphony at the Pritzker Pavilion, attending a Dame Myra Hess concert, or seeing a play at the Theater on the Lake.  

The arts make life in the city worth living. Chicago's breadth of cultural offerings is what makes this city a place people want to be. Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Lucy Sullivan  
773-904-8644
Paul Lockwood  
2001 Olmstead Drive  
Woodstock, IL 60098-4114

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in the Chicago region - specifically, McHenry County and the Loop, respectively - I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region clearly must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Paul Lockwood
William Winters
2773 Woodmere Drive
Darien, IL 60561-1792

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Mr. William F. Winters
Kyle Hamman  
1827 W. Summerdale  
Chicago, IL 60640-1011  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Kyle Hamman  
773.960.4956
Annie Rezac
111 W Campbell Ave
Arlington Heights, IL 60005-1404

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Annie Rezac
Cari Dinglasan  
1426 Bristol Ave.  
Westchester, IL 60154-3704

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Cari Lynn Dinglasan  
7083432664
Heather Winters  
2773 Woodmere Drive  
Darien, IL 60561-1792  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

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Thank you for your efforts and for considering my comments.  

Sincerely,  

Heather Winters
NANCY DOMASH  
3128 N KENMORE  
CHICAGO, IL 60657-3305

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

NANCY DOMASH  
17739356094
Robert Johnson  
1153 S Humphrey  
Oak Park, IL 60304-2237

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Robert Johnson
Robert Groth  
6222 S Meade Ave  
Chicago, IL 60638-4334

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 880  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Robert Groth
Tom Arvetis
1012 N Noble Street
Chicago, IL 60642-4011

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Tom Arvetis
Nicole Beck  
805 S. Oakley Blvd.  
Chicago, IL 60612-4227

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

I am also a professional sculptor in Chicago, on the Board of Directors of Chicago Sculpture International and an independent contractor (Lead Artist) for Urban Gateways- who has been extent for over 50 years in Chicago now providing top notch Arts Programming to Chicago’s schools.

THE ARTS ARE VITAL TO OUR ECONOMY AS WELL AS OUR CULTURE!!!!!!

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

www.nicolebeck.com

Nicole Beck
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Louise Dimiceli-Mitran
Ren Li  
829 w 34th Pl  
chicago, IL 60608-6715  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

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Thank you for your efforts and for considering my comments.  

Sincerely,  

Ren  
7738477848
Leslie Shook  
900 N. Kingsbury, Unit 1156  
Chicago, IL 60610-7453

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Leslie Shook  
312.410.9065
James Pringle
9958 Malta St.
Chicago, IL 60643-2117

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

As a member of the Theatre profession it strikes me as unconscionable and less than intelligent that the Arts are given such short shrift by Americans in power. The Acting profession certainly is one of the most important professions in the United States of America. Though doctors and lawyers are certainly very vital, no one hires either every day of their lives. But, each and every human being in the U.S. owns a television to watch us. Actors tell us which cars to buy, which toothpaste, mouthwash, feminine hygiene products to use. In fact, the entire world gets its perception of this nation through America's films. To not give such media power our full attention is blind and counter-productive. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

James Pringle
773 779-5534
Richard Armandi  
6750 Riverside Dr.  
Berwyn, IL 60402-2228

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Richard Armandi
Melissa Urbonas  
2419 W. McLean Ave. #1  
Chicago, IL 60647-4113  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

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Thank you for your efforts and for considering my comments.  

Sincerely,  

Melissa Urbonas
George Sferra  
2649 N. Kedzie Ave.  
Chicago, IL 60647-1651

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

George Sferra
Eva Niewiadomski  
1433 W. Rascher #2W  
Chicago, IL 60640-1205  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

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Thank you for your efforts and for considering my comments.  

Sincerely,  

Eva Niewiadomski
Jodi Lazar  
3200 N. Lake Shore Drive #1809  
Chicago, IL 60657-3933

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

Jodi Lazar
Susan Roberts  
oN521 Willow Road  
Wheaton, IL 60187-2917

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

Susan Roberts
Sandra Morgan  
1327 Washington St.  
Evanston, IL 60202-1623  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

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Thank you for your efforts and for considering my comments.  

Sincerely,  

Sandra Morgan
Sadira Tash  
819 Marion Avenue  
Highland Park, IL 60035-5125  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

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Thank you for your efforts and for considering my comments.

Sincerely,

Sadira Tash
Carol Ann Kapheim  
34754 N. Oak Knoll Circle  
Gurnee, IL 60031-2577  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

I have worked with young adults in the arts for over 35 years and I know that the arts in any community makes a difference in quality of life, sense of involvement and enrichment for everyone. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

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Thank you for your efforts and for considering my comments.  

Sincerely,  

Carol Ann Kaphiem  
847-855-3141
cheryl holz
2880 bar harbour ct
aurora, IL 60504-6862

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

cheryl holz
630.565.2489
Gill Iltis  
5413 North Lakewood Avenue  
Chicago, IL 60640-1302  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

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Thank you for your efforts and for considering my comments.  

Sincerely,  

Gill Iltis
Caroline Waelder  
936 Estes  
Gurnee, IL 60031-2220  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

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Thank you for your efforts and for considering my comments.  

Sincerely,  

Caroline Waelder
Rebecca Crystal
1420 Wincanton Dr.
Deerfield, IL 60015-2340

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Rebecca Crystal
Kevin Heckman  
800 W. Partridge Ln.  
Mount Prospect, IL 60056-5114

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Kevin Heckman
Marilyn Peretti  
515 N Main St, 1B-S  
Glen Ellyn, IL 60137-5100  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

I am a member of the Nature Artists Guild at The Morton Arboretum, and the DuPage Art League; as well as a writer/publisher in some poetry groups. I produce art which others enjoy, and I readily patronize the Art Institute, Elmhurst Art Museum, and others. How rich this is!  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Marilyn Peretti  

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151301
Mary Kay McCaw  
2633 N. Magnolia Ave.  
Chicago, IL 60614-6850

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Mary Kay McCaw
Jennifer Peepas  
4501 N Magnolia Ave Unit 25  
Chicago, IL 60640-5512  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn: 

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan. 

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities. 

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, “The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.” 

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan. 

Thank you for your efforts and for considering my comments. 

Sincerely, 

Jennifer Peepas
Lisa McDonald  
1111 New Trier Court  
Wilmette, IL 60091-1032

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

The reason that I have stayed in Chicago after living in 5 cities for 20 years is due to its rich artistic community and offerings. I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Thank you for your efforts and for considering my comments.

Sincerely,

Lisa McDonald  
8478530237
Peter and Susan Gray  
Jackson Blvd.  
Chicago, IL 60661

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, “The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.”

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Peter and Susan Gray
Winifred Godfrey  
2647 N. Orchard St.  
Chicago, IL 60614-1548  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As a resident of the Chicago area, I urge you to include the Arts in the GO TO 2040 Plan.  

The area is has so much rich diversity and talent. The Arts contribute to the happiness of the residents and the desirability of the area in terms of the rest of the country. As seen in Chicago, the emphasis on the Arts has increased the reputation and attractiveness of the City.  

All of the arts have great attendance. The Public Art projects like the "Cows on Parade" brought phenomenal amounts of tourism to the city. It would be a tragic oversight to not emphasize the importance of the Arts in any future plan for the area.  

Thank you so much for your time and consideration. I know you will do the right thing for all of the communities.  

Sincerely,  

Winifred Godfrey  
773-929-6516
Will Cooper  
711 S Dearborn St  
Chicago, IL 60605-1813  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:

Make generous and expanded funding of the arts a prominent feature of the GO TO 2040 plan.

What makes Chicago attractive to business is its cultural richness and depth. People come to live here not just to work but to enjoy the diverse array of theatre, museums, concerts, clubs, galleries, readings, lectures, and festivals. Giving money to the arts helps keep Chicago a vibrant center where people want to dwell and work. Funding the arts is good business for Chicago.

Sincerely,

Will Cooper  
312-502-0160
Rob Milburn  
2751 W. Giddings St. 3W  
Chicago, IL 60625-3754  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

In general, the arts have a low negative impact on the environment and a high positive impact for our children’s development and our quality of life.  

Improved economic activity near cultural centers, theaters, museums etc has been demonstrated time and again.  

Thank you  

Sincerely,  

Rob Milburn
Chris Silva
2043 N. Winchester
Chicago, IL 60614-3912

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Chris Silva
773-562-2270
Rachel Javellana  
2337 N. Sawyer Ave.  
Chicago, IL 60647-0809

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

My name is Rachel Javellana, and I have been working as a teaching artist for the past seven years in the Chicago region. I have witnessed firsthand the impact of such programming, and I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural life. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rachel Javellana
Justine Nagan  
5403 S. Maryland  
Chicago, IL 60615-4911

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities. Inspiration, community and jobs- all provided by the arts!

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. As a Chicago resident, artist and arts administrator, I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your time and consideration.

Sincerely,

Justine Nagan

Please use this link to SEE ME and view more information about me http://www.capwiz.com/artsusa/il/picturepages.tt?id=151081
C.J. Dillon
1727 S INDIANA AVE 108
CHICAGO, IL 60616-1347

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in Chicago and works in the Arts industry, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region MUST include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

C.J. Dillon
Jeffrey Sweet  
250 W 90th St. , #15G  
New York, NY 10024-1143

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jeffrey Sweet
Jonathan Kinkley  
1926 W SUPERIOR ST # 1  
Chicago, IL 60622-5531

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

Please include the arts as one of the top recommendations of the GO TO 2040 plan. The arts are a leading factor in improving a region's quality of life. According to a poll conducted by the Tribune/WGN this week, the arts and culture are what people -- regardless of race and income level, whether they lived in the city or suburbs, or were young adults or senior citizens -- appreciate most about Chicago.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jonathan Kinkley
Michael John Kelly  
1258 W Bryn Mawr Avenue Apt 25  
Chicago, IL 60660-4233

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As a visual and performing artist who lives in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Michael John Kelly  
773-334-0789

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151080

CMAP 819
Ann Filmer  
3325 Clarence Ave  
Berwyn, IL 60402-3753

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As the Founder and Artistic Director of 16th Street Theater in Berwyn, I understand the impact the arts have on a community. The pride and participation I have witnessed since starting Berwyn’s theater 3 years ago has been incredible.

After a performance of Rohina Malik’s play UNVEILED, a young man was in tears afterwards. He spoke to Rohina afterwards to say he felt awful about how he had acted in the past against Muslims. He said he used to think Muslim women wore the veil to celebrate 9/11, but after seeing her play, he saw that was the furthest thing from the truth.

Hearing her story made him see the humanity in this Muslim woman. This is just one small but significant example.

People from all walks of life: economic status, heritage, religious practice, walk through our doors every weekend to sit side-by-side in our theater to be moved by a story. To share. To listen. To think. To engage.

The arts are inclusive. The arts inspire creativity which we need now more than ever. It has been proven that children exposed to the arts are more engaged and fare better in school and in life. We have seen what happens when people become disengaged from their communities and it is not pretty.

The arts are the lifeblood and the soul of a community. Any plan without the arts is a serious mistake.

I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your consideration.

Sincerely,

Ann Filmer
Kevin Murphy  
9912 S. Avenue H  
Chicago, IL 60617-5397

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As a life-long Chicagoan, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as driving sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kevin Murphy  
773-375-2231

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.ttl?id=151180
Gwenn-Ael LYNNE
1933 W. 21st Place
Chicago, IL 60608-4201

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan. History and Anthropology has shown that there is no viable human society without the arts. Today's global capitals all operate art fairs, biennals, art collections, etc. European and Asian cultures have always championed the arts, why should Chicago miss on this opportunity? This city used to be a safe haven for artists, but with all the budget cuts in education, in the Illinois Arts Council, and other agencies, it lags behind the rest of the country and the rest of the world. You cannot have decent urban life, or be part of the international cultural circuit without having artists. If they don't get any support from their community they will leave and go to other places that support them (New York, Berlin, London, e:c:) and Chicago will be a sad place where the only form of culture and entertainment will be the shopping malls.

Thank you for your efforts and for considering my comments.

Sincerely,

Gwenn-Ael LYNNE
Shyvette Williams  
8234 S. Ingleside  
Chicago, IL 60619-5402

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Shyvette Williams
rozlyn adams  
2044 n. burling st. #3  
chicago, il 60614-4412

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

rozlyn adams
Millicent & Ann Gordon
2019 East 72nd Place
Chicago, IL 60649-3003

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

The arts are essential to our youth, teens, adults and senior citizens. We All have a future, without the arts it would be lessened.

Millicent and Ann Gordon

Thank you for your efforts and for considering my comments.

Sincerely,

Millicent & Ann Gordon
773 391-7684
David Boettcher  
11408 Abbey Rd  
Mokena, IL 60448-2436

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

David Boettcher  
815-262-2121
Claire Krantz  
711 S. Dearborn #401  
Chicago, IL 60605-3818  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Claire Krantz
Susan Danzig
5840 N. Sheridan Road
Chicago, IL 60660-4930

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As a Writer, Actor and Teaching Artist, who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

I'm also the Mother of someone who benefited greatly from Arts in the Schools and is now, herself, a Teaching Artist.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Susan Danzig
mark olen
8535 menard avenue
morton grove, IL 60053-3319

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

mark & robin olen
Rick Graham  
6533 N Spokane  
Chicago, IL 60646-2919

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Artists working in their studios led to a turnaround in the East Pilsen area, just as the National Museum of Mexican Art anchors the revitalization of the area west of Ashland. The Superior-Huron area is a bustling commercial zone that was carved out by art galleries in the '80s. All over the city, theaters and music venues, as well as artists and their galleries, bring people, services and development into their neighborhoods.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rick Graham
William Kazak
17236 Lorenz Avenue
Lansing, IL 60438-1221

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

William Kazak
708.913.7893
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Brek Hufnus
708-453-8119
Pat Rose  
485 Oakdale  
Glencoe, IL 60022-2180

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Pat Rose
monica hork
28 meadowview
northfield, IL 60093-3546

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

monica hork
Mariah Keko  
221 N. Grove Ave. #2N  
Oak Park, IL 60302-2032  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Mariah C. Keko
Cynthia Bowman
5404 S Michigan
Chicago, IL 60615-4625

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, and am an avid art collector, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Cynthia Bowman
7735488213
From: Peter Nowicki [pnowix@hotmail.com]

Wed 8/4/2010 6:42 PM

Subject: Blue line and 290

As an Oak Park resident I am asking that you please look into expanding the CTA Blue Line as opposed to the expansion of 290, or at the very least, coincide the expansion of 290 with the Blue line expansion. Our cities need better public transportation, not faster highways.
Thank you

Peter Nowicki
Amy Carlton  
1728 W. Estes  
Chicago, IL 60626-2453

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Amy Carlton
Juarez Hawkins  
9501 S. King Dr., BHS 600  
Chicago, IL 60628  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As a Chicago artist, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

Stop to consider how the presence of arts and artists have revitalized the Wicker Park/Bucktown and Pilsen communities, and the resulting increase in social outlets and property values. Think about how programs like Gallery 37 and Little Black Pearl have expanded over the years, creating opportunities for students and teaching artists alike. I know; I've taught with both programs.  

Chicago is a world-class city, partly due to its thriving arts and culture. How could you NOT consider the arts?  

Regards,  

Juarez Hawkins
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 880
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

alice alviani
847-775-1988
Arlene Rakoncay  
7615 N. Kildare  
Skokie, IL 60076-3710

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Arlene Rakoncay
Norman Cutler  
130 N. Garland Ct. Apt. 2511  
Chicago, IL 60602-4786

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

.As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments

Sincerely,

Norman Cutler  
312-781-0126
Maria Gray  
gray.maria@att.net  
Chicago, IL 60630

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Maria Gray
Darnella Vaughn  
435 W. Evergreen, Unit 5  
Chicago, IL 60610-1775  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Darnella Vaughn  
312.265.0013
Brenda Woods  
7700 S. East End Ave. #2  
Chicago, IL 60649-4504

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Brenda Starr Woods  
773-902-7391

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151221
Robert C. Anderson  
5422 N. Wayne  
Chicago, IL 60640-1305  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

As a former Chicago Public Schools teacher and administrator, I know how important it is to be stimulated through creative expression, which builds intellectual capacity, artist and cultural appreciation, basic humanity, and engaged learning. Now as a retiree, pursuing photography, painting and sculpture and writing, my life is richer that ever! PLEASE INCLUDE THE ARTS IN YOUR LONG RANGE PLANNING!!  

Thank you for your efforts and for considering my comments.  

Sincerely,  

ROBERT C. ANDERSON  
773-979-4499
Bethany Jorgensen  
4802 N. Broadway, Ste. 203-D  
Chicago, IL 60640-3667

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region MUST include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Bethany Jorgensen
Joseph Sonnfeldt  
715 N. Fairview  
Mt. Prospect, IL 60056-2037  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Joseph Sonnfeldt
Michelle Kelley  
1580 West Hubbard  
Chicago, IL 60622

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Michelle Kelley
Ruth Stevig  
417 N Main Street  
Wauconda, IL 60084-1705  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Ruth Stevig  
(847) 526-8798
Elyn Koentopp-Vanek  
1455 W. Hutchinson  
Chicago, IL 60613-1311  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, ”The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.”  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Elyn Koentopp-Vanek
Kathy Matthews  
P.O. Box 6508  
Elgin, IL 60121-6508  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Kathy Matthews  
847-841-7700
Dean Peerman  
1407 W. Elmdale Ave.  
Chicago, IL 60660-2405  

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Dean Peerman
Scott Letscher
5113 N Wolcott Ave
Chicago, IL 60640-2512

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who works in the arts and lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Scott Letscher
Mr. Ben Houston  
5041 N. Damen Ave., #3  
Chicago, IL 606251343  

August 4, 2010  

Mr. Randy Blankenhor  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Re: Include the Arts in Chicago's Plan for the Future  

Dear Mr. Blankenhor:  

As someone who lives in the Chicago region, I urge you to include the arts, especially music, as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse arts and music culture. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging arts and music as a resource for creating sustainable communities is smart policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component... to creating more livable, walkable, environmentally sustainable communities. [The arts] can play a key role... to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts, focussing on music, in the final GO TO 2040 plan.  

Thank you for your efforts and consideration.  

Sincerely yours,  

Ben Houston  

CMAP 855
Bethany Jorgensen  
4802 N. Broadway, Ste. 203-D  
Chicago, IL 60640-3667  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives and works in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region MUST include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Bethany Jorgensen
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Bethany Peterson
Betty Flamm  
650 W Hill Road  
Palatine, IL 60067-2012

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Betty Flamm, Treasurer, Palatine/Inverness Arts Council
Brek Hufnus  
4132 N Ottawa  
Norridge, IL 60706-7221  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Brek Hufnus  
708-453-8119
Brenda Woods
7700 S. East End Ave. #2
Chicago, IL 60649-4504

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Brenda Starr Woods
773-902-7391

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151221
Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Brent T. Barnes
Burt Dikelsky  
One university Parkway  
University Park, IL 60484-3165  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Burt Dikelsky  
708-235-2238
Camille Wilson White  
123 Madison St.  
Oak Park, IL 60302-4205

August 6, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, “The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.”

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Camille Wilson White
Cari Dinglasan  
1426 Bristol Ave.  
Westchester, IL 60154-3704  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Cari Lynn Dinglasan  
7083432664
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

I have worked with young adults in the arts for over 35 years and I know that the arts in any community makes a difference in quality of life, sense of involvement and enrichment for everyone. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Carol Ann Kaphiem
847-855-3141
Caroline Waelder  
936 Estes  
Gurnee, IL 60031-2220

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Caroline Waelder
Cathy Bogigian  
4819 Creek Drive  
Western Springs, IL 60558-1265

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who taught art for thirty-three years in Cook county, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Cathy Bogigian
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Charles L. Howleit
708-370-1110
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

cheryl holz
630.565.2489
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Chris Silva
773-562-2270
Christian Gray
939 W. Ainslie St.
Chicago, IL 60640-3811

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Christian Gray
Christine Dunford
529 N Michigan
Evanston, IL 60202-3043

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Christine Dunford
Christine Milostan  
p o box 535  
bloomingdale, IL 60108-0535

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the DuPage County/Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Our area is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it is also a sector that uses art for healing, self expression and personal growth in young and old. As an international artist and author, I have worked with and developed creativity programs for a plethora of organizations.

Young children need to exercise their imaginations. These programs are the foundation for this vital part of their lives. A gift that will endure their whole life.

I served as artist in residence for high risk students at a Chicago high school. Gang violence deeply impacted the students. My art programs were a means of self expression and healing for the students and faculty.

Senior citizens have so much to share as the keepers of the culture. They are the role models for future generations. According to the late Dr. Gene Cohen, creativity is enhanced as we age. Regardless of income, status, gender, age creative expression is a timeless fuel that fans the flames of our dreams and desires.

The arts programs enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan. We need to feed and nurture that creative essence within every individual.

Thank you for your efforts and for considering my comments. Feel free to contact me if I can be of service.

Sincerely,

Christine Milostan  
630-653-5092

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151181
Cindy Sklare  
100 Garrison Ave  
Wilmette, IL 60091-3443  

August 6, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Cindy Sklare
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in Chicago and works in the Arts industry, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region MUST include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

C.J. Dillon
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Claire Krantz
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Conrad Lawrence
Cynthia Bowman  
5404 S Michigan  
Chicago, IL 60615-4625

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, and am an avid art collector, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Cynthia Bowman  
7735488213
Cynthia Langston  
11338 South Fairfield Avenue  
Chicago, IL 60655-1905

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Cynthia Langston
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As an artistic director whose organization has served many thousands of people in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Daniel Duell
312-251-8838
Darcy Nendza  
6233 Victoria Drive  
Oak Forest, IL 60452-2748

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Darcy Nendza  
847 7087322
Darnella Vaughn  
435 W. Evergreen, Unit 5  
Chicago, IL 60610-1775  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Darnella Vaughn  
312.265.0013
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

David Boettcher
815-262-2121
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

David Zoltan
773.331.3180
Dean Peerman  
1407 W. Elmdale Ave.  
Chicago, IL 60660-2405 

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Dean Peerman
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Deborah Doering
312-834-0388
Deborah Granite
9740 Crawford Avenue
Skokie, IL 60076-1106

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

One of the things that is keeping me in Chicago, since I lost my recently lost job, is the abundance of theater and performing arts. It is important for morale, brings in dollars, and distinguishes us as a unique city.

I also believe that the arts are important for our young people, and a means of different ethnic groups and socio-economic groups congregating, exchanging ideas, and working together.

Thank you for your efforts and for considering my comments.

Sincerely,

Deborah Granite
Diana Zwinak  
3767 Bailey Rd  
Yorkville, IL 60560-4713  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Diana Zwinak  
630-677-8735
Diane Baia  
680 Silk Oak Lane  
Crystal Lake, IL 60014-4585

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As a playwright and the Artistic Director of Theatre of the Air, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan. When family and friends visit from out of town or even out of the country, days may be spent on the Magnificent Mile or Navy Pier, but nights are spent at the theatre.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Diane Baia  
815-356-8007

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151140
Diane Timko  
18420 Gottschalk Ave.  
Homewood, IL 60430-3342  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Diane Timko
Dileep Gangolli  
1427 Greenleaf St.  
Evanston, IL 60202-1154

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Dileep Gangolli  
847 902 0733
September 9, 2009

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Don Hunter
3124751740
Donna Mandel  
1154 S. Humphrey Ave.  
Oak Park, IL 60304-2236  

August 7, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan. 

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Donna Mandel  
708 383-2756
Dorothy McDaniel  
3034 W. Birchwood  
Chicago, IL 60645-1104

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Dorothy McDaniel  
773-508-0335
Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Douglas Post
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Elizabeth Bullock
7732934409
Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Elizabeth K. Auman
Elyn Koentopp-Vanek  
1455 W. Hutchinson  
Chicago, IL 60613-1311

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Elyn Koentopp-Vanek
August 3, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Emily Lamoreaux
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As an artist who lives and works in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Emily Rapport
(773) 954-7419

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151102
Emily Stein
1847 W. School St.
Chicago, IL 60657-2061

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities. Currently, economic factors affecting the arts are endangering both it and the cultural life of the region.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Emily Stein
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Eric Stephenson
August 3, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Erin Moren
Eric Scott  
8829 S. Prairie Ave.  
Chicago, IL 60619-6733

August 6, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Eric Scott
Eva Niewiadomska
1433 W. Rascher #2W
Chicago, IL 60640-1205

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Eva Niewiadomska
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Thank you for your efforts and for considering my comments.

Sincerely,

Franchesca D. dos Remedios
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Gary Zabinski
847-406-3146
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

George Sferra
Geraldine Joy  
2020 Lake Street  
Evanston, IL 60201-3926  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Geraldine C Joy
Gill Iltis  
5413 North Lakewood Avenue  
Chicago, IL 60640-1302

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Gill Iltis
Gina Perno  
2241 N. Clifton Ave.  
Chicago, IL 60614-3508  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Gina Perno
Gwenn-Ael LYN
1933 W. 21st Place
Chicago, IL 60608-4201

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan. History and Anthropology has shown that there is no viable human society without the arts. Today's global capitals all operate art fairs, biennals, art collections, etc. European and Asian cultures have always championed the arts, why should Chicago miss on this opportunity? This city used to be a safe haven for artists, but with all the budget cuts in education, in the Illinois Arts Council, and other agencies, it lags behind the rest of the country and the rest of the world. You cannot have decent urban life, or be part of the international cultural circuit without having artists. If they don't get any support from their community they will leave and go to other places that support them (New York, Berlin, London, etc.) and Chicago will be a sad place where the only form of culture and entertainment will be the shopping malls.

Thank you for your efforts and for considering my comments.

Sincerely,

Gwenn-Ael LYN

CMAP 912
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Haydee Alvarez
August 7, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Hazel A. Domangue
773-310-0063
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Heather Winters
Ian Belknap  
5144 N. Monticello Ave.  
Chicago, IL 60625-5524  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

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Thank you for your efforts and for considering my comments.

Sincerely,

Ian Belknap
August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

J. Scappettone
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jaclyn Biskup
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

As a member of the Theatre profession it strikes me as unconscionable and less than intelligent that the Arts are given such short shrift by Americans in power. The Acting profession certainly is one of the most important professions in the United States of America. Though doctors and lawyers are certainly very vital, no one hires either every day of their lives. But, each and every human being in the U.S. owns a television to watch us. Actors tell us which cars to buy, which toothpaste, mouthwash, feminine hygiene products to use. In fact, the entire world gets its perception of this nation through America's films. To not give such media power our full attention is blind and counter-productive. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

James Pringle
773 779-5534
August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

James Sobacki
James Zoccoli  
6424 N Seeley #2  
Chicago, IL 60645-5604

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone born, raised & living in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich & diverse cultural ecosystem. The arts sector is a cause for pride & sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy.

Any plan that addresses the livability of communities across the Chicago region must include the arts.

I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts & for considering my comments.

Sincerely,

James Zoccoli
Jane Wood  
729 S. Lombard Avenue  
Oak Park, IL 60304-1607

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jane Wood  
708-383-6369
Janey Sarther  
3908 Adesso Lane  
Joliet, IL 60435-8714

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Janey Sarther
Jeanne Stickling  
701 Locust Rd  
Wilmette, IL 60091-2217  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Jeanne Stickling
Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jeffrey Sweet
Jennifer Peepas  
4501 N Magnolia Ave Unit 2S  
Chicago, IL 60640-5512  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Thank you for your efforts and for considering my comments.  

Sincerely,  

Jennifer Peepas
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

jerome Hausman
328 4172
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As a business professional and practicing/showing artist who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector has the power to influence and sharpen the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

jill specks
Jim Passin  
1900 W. Berwyn Ave.  
Chicago, IL 60640-1008  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Thank you for your efforts and for considering my comments.  

Sincerely,  

Jim Passin  

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151060
August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Joan Gray
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Thank you for your efforts and for considering my comments.

Sincerely,

Joan Mazzonelli
Data from form "Contact CMAP" was received on 8/5/2010 11:10:45 AM.

Contact CMAP

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</tr>
<tr>
<td>Full Name</td>
<td>Joann Podkul</td>
</tr>
<tr>
<td>Address</td>
<td>9913 S. Avenue H</td>
</tr>
<tr>
<td>City</td>
<td>Chicago</td>
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<td>773 375-2231</td>
</tr>
<tr>
<td>Home Phone</td>
<td></td>
</tr>
<tr>
<td>Email Address</td>
<td><a href="mailto:joannmpm1@earthlink.net">joannmpm1@earthlink.net</a></td>
</tr>
</tbody>
</table>

Comments: For the revitalization of our communities, please include an emphasis on the arts - visual and performing. Our roads and walkways could be greatly enhanced by public murals, sculptures and mobile works of art. In addition, local talent could be productively put to use. Thanks for this opportunity "to shape the future."

Email "CMAP Contact Form Submission" originally sent to info@cmap.illinois.gov from joannmpm1@earthlink.net on 8/5/2010 11:10:45 AM.
August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jodi Kurtze
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jodi Lazar
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

John Adduci
August 6, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

John Kulczycki
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

john miller
312 415 2480
Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

John Vorrasi
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

Please include the arts as one of the top recommendations of the GO TO 2040 plan. The arts are leading factor in improving a region's quality of life. According to a poll conducted by the Tribune/WGN this week, the arts and culture are what people -- regardless of race and income level, whether they lived in the city or suburbs, or were young adults or senior citizens -- appreciate most about Chicago.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jonathan Kinkley
Jose Ochoa  
40 E 9th Street, #401  
Chicago, IL 60605-2140

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

I am extremely surprised the arts as not one of the top recommendations of the GO TO 2040 plan.

The arts has been a vital part of Chicago's history and growth. Not to not include it in the plan would be a huge mistake. Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jose Ochoa
Joseph Sonnefeldt  
715 N. Fairview  
Mt. Prospect, IL 60056-2037

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Joseph Sonnefeldt
Joy Thorbjornsen-Coates  
5915 N Talman  
Chicago, IL 60659-4008  

August 6, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Joy Thorbjornsen-Coates
August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As a Chicago artist, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Stop to consider how the presence of arts and artists have revitalized the Wicker Park/Bucktown and Pilsen communities, and the resulting increase in social outlets and property values. Think about how programs like Gallery 37 and Little Black Pearl have expanded over the years, creating opportunities for students and teaching artists alike. I know; I've taught with both programs.

Chicago is a world-class city, partly due to its thriving arts and culture. How could you NOT consider the arts?

Regards,

Juarez Hawkins
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Judith Roth
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Julia Dusek-Devens
August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Julia Mayer
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

Dear CMAP BOARD,

As someone who lives in the Chicago region, and has been a staunch support of the arts, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

It is imperative that arts and culture is included in the plan!!! Thank you for your efforts and for considering my comments.

Sincerely,

Julia Perkins
Julie Griffin
1008 S. Maple Ave.
Oak Park, IL 60304-1805

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Julie Griffin
Justine Nagan  
5403 S. Maryland  
Chicago, IL 60615-4911  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives and works in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities. Inspiration, community and jobs- all provided by the arts!  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. As a Chicago resident, artist and arts administrator, I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your time and consideration.  

Sincerely,  

Justine Nagan  

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151081
August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Katherine Litwin
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kathy Matthews
847-841-7700
Kevin Heckman  
800 W. Partridge Ln.  
Mount Prospect, IL 60056-5114

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kevin Heckman
Kevin Murphy  
9912 S. Avenue H  
Chicago, IL 60617-5597  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As a life-long Chicagoan, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as driving sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Kevin Murphy  
773-375-2231  

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151180
Kimberly Hale  
5200 N. Sheridan Rd.  
Chicago, IL 60640-2532

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan. With funding for the arts constantly threatened, it is imperative that the arts are fully represented in GO TO 2040. As one who works at an arts education institution, I know firsthand the importance that the arts have on our students, as well as the audiences who attend our programs.

The Chicago region is home to a rich and diverse cultural artistic heritage, impacting citizens of all ages, races and socio-economic backgrounds. From internationally recognized organizations to local community arts groups--all of them exist because they fill a vital need that is important to the audiences that attend them and the creative spirit in which they are presented. You are probably aware of the recent survey conducted by the Chicago Tribune/WGN which found that the arts and culture are what people -- regardless of race and income level, whether they lived in the city or suburbs, or were young adults or senior citizens -- appreciate most about Chicago (http://www.chicagotribune.com/news/local/ct-met-chicago-life-poll-20100802,0,4255238.story).

Any plan that addresses the livability of communities across the Chicago region should include the arts, and I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and and I appreciate your considering my comments. If there is anything I can do, please do not hesitate to contact me directly.

Sincerely,

Kimberly A. Hale  
312.399.9801
August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kimberly Luthin
Kristi Sloniger  
213 S. Grove Ave.  
Oak Park, IL 60302-3109

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kristi Sloniger  
708 383 9160
Kurt Johns  
1324 W Sherwin Ave  
Chicago, IL 60626-2006

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kurt Johns
Kyle Hamman  
1827 W. Summerdale  
Chicago, IL 60640-1011  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, “The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.”  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Kyle Hamman  
773.960.4956
Laura Milas  
55th and Grant Streets  
Hinsdale, IL 60521  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As a resident of DuPage county, I urge you to include the arts in the GO TO 2040 plan.  

DuPage and the Chicago region is home to a rich and diverse cultural institutions. The arts sector is not only a cause for pride and improved standard of living, but the arts also contributes to the region's success.  

As an art educator, my students and their families see the rich resources in the Arts as a valuable aspect of living in the Chicago metropolitan area. As art educators, we use local resources in our lesson planning and curriculum.  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Laura Milas  
6305708270  

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151440
Laura Weathered  
2215 W North Ave  
Chicago, IL 60647-5429

August 6, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities. The Master Plan for the Wicker Park Bucktown neighborhood indicates arts and culture as a high priority and valued asset by residents and local business.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Laura Weathered  
773 278 7677
August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

I live in Chicago and I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lauri Sugerman
Larry Snider  
410 S. Michigan Ave., Suite 712  
Chicago, IL 60605-1387

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, “The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.”

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Larry Snider
Lesley Gena  
201 S. Naperville Rd.  
Wheaton, IL 60187-5417

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Lesley Gena
Leslie Goldberg  
1059 Skylark Drive  
Palatine, IL 60067-7058  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Leslie Goldberg
Leslie Shook  
900 N. Kingsbury, Unit 1156  
Chicago, IL 60610-7453

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

Leslie Shook  
312.410.9065
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

Letitia noel
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Liane Casten
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Lindsey Smith
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lisa Calvert

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151120
Lisa Maurizi  
9242 S Leavitt  
Chicago, IL 60643-6359

August 6, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lisa M. Maurizi
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

The reason that I have stayed in Chicago after living in 5 cities for 20 years is due to its rich artistic community and offerings. I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Thank you for your efforts and for considering my comments.

Sincerely,

Lisa McDonald
8478530237
Lori Dana  
2601 W. Superior Street  
Chicago, IL 60612-1110

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lori Dana
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Louise Dimiceli-Mitran
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

We recently moved back to Chicago after a ten year absence and we are thrilled to be "home." Over the past few months, we have re-visited all of our favorite cultural venues and discovered some wonderful new ones. We're delighted to see the revival of the downtown area that has been sparked by the cultural amenities of Millennium Park, the new Modern Wing of the AIC, the Chicago Cultural Center, and the Chicago Architecture Foundation. We urban dwellers put up with a variety of inconveniences to live in the city, but we are well rewarded by the exhilaration of hearing the Grant Park Symphony at the Pritzker Pavilion, attending a Dame Myra Hess concert, or seeing a play at the Theater on the Lake.

The arts make life in the city worth living. Chicago's breadth of cultural offerings is what makes this city a place people want to be. Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lucy Sullivan
773-904-8644
Lydia Swift  
615 W Wellington Avenue  
Chicago, IL 60657-5305

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

Lydia Swift
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

Lynette Murphy
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Lynn Caldwell
Manwah Lee  
2459 W. Augusta Blvd.  
Chicago, IL 60622-6176

August 3, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Manwah Lee
Marcy Gustafson  
1522 W. Ardmore  
Chicago, IL 60660-4219

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

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Sincerely,

Marcy Gustafson
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

Maria Gray
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

Mariah C. Keko
MarieAnn Vos  
575 Cress Creek Lane  
Crystal Lake, IL 60014-7002

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Marie Ann Vos
Marilyn Peretti  
515 N Main St, 1B-S  
Glen Ellyn, IL 60137-5100  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

I am a member of the Nature Artists Guild at The Morton Arboretum, and the DuPage Art League; as well as a writer/publisher in some poetry groups. I produce art which others enjoy, and I readily patronize the Art Institute, Elmhurst Art Museum, and others. How rich this is!  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Thank you for your efforts and for considering my comments.  

Sincerely,  

Marilyn Peretti  

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151301
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

mark & robin olen
Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

Marlea edinger, Ph.D
312-337-5492
Mary Ann Ludwig  
4170 Marine Dr. #12C  
Chicago, IL 60613-2306

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

Mary Ann Ludwig
Mary E O'Kiersey  
938 Ontario St., #1  
Oak Park, IL 60302-1950

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

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Thank you for your efforts and for considering my comments.

Sincerely,

Mary E O'Kiersey
Mary Friedlieb  
1112 W. Pratt Blvd. #3W  
Chicago, IL 60626-5978

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. Having moved to Chicago, I can personally attest to the draw and importance of Chicagoland’s unique and precious arts and culture. It's something that continues to draw me "home" as well as something my friends and relatives who visit constantly and consistently comment upon. It's the warp and weft of the fabric that makes our region the fantastic place it is to live, work, learn and play.

Without it, our fabric is severely weakened.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Mary Friedlieb
Mary Kay McCaw  
2633 N. Magnolia Ave.  
Chicago, IL 60614-6850

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Mary Kay McCaw
August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Maureen Rivkin
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

We MUST include the arts!

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

M.E. Eccles
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Melissa Urbonas
Michael John Kelly  
1258 W Bryn Mawr Avenue Apt 2S  
Chicago, IL 60660-4233  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As a visual and performing artist who lives in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Michael John Kelly  
773-334-0789  

Please use this link to SEE ME and view more information about me  
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151080
Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Michelle Kelley
Millicent & Ann Gordon
2019 East 72nd Place
Chicago, IL 60649-3003

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan. The arts are essential to our youth, teens, adults and senior citizens. We All have a future, without the arts it would be lessened.

Millicent and Ann Gordon

Thank you for your efforts and for considering my comments.

Sincerely,

Millicent & Ann Gordon
773 391-7684
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

monica hork
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

NANCY DOMASH
17739356094
Nancy Langtree  
1900 W. Berwyn Ave.  
Chicago, IL 60640-1008

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Nancy Langtree
Nancy Russo  
839 W Cornelia Ave Apt 3S  
Chicago, IL 60657-1729

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Nancy Russo
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

I am also a professional sculptor in Chicago, on the Board of Directors of Chicago Sculpture International and an independent contractor (Lead Artist) for Urban Gateways- who has been extent for over 50 years in Chicago now providing top notch Arts Programming to Chicago's schools.

THE ARTS ARE VITAL TO OUR ECONOMY AS WELL AS OUR CULTURE!!!!!!

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

www.nicolebeck.com

Nicole Beck
Nikki Anderson  
3408 W. Parker Ave. #3  
Chicago, IL 60647-1225

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Nikki Anderson  
773-343-2981
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Noreen Cornfield
773-325-4947
Norman Cutler  
130 N. Garland Ct. Apt. 2511  
Chicago, IL 60602-4786

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

.As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments

Sincerely,

Norman Cutler  
312-781-0126
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

I am disappointed to see the arts relegated to second tier status. The report cites how important arts and cultural initiatives are to our region, then excludes them from the high-priority sections. The arts are vital to livable communities, regional mobility, human capital and efficient government. There is ample evidence to support an integrated approach to the arts, civic engagement, economic empowerment, and sustainable communities. Please, make the arts part of the high-priority recommendations of this plan!

Comment: Angela 08/04/2010 @ 1:46 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

While the full GO TO 2040 document acknowledges the value of Arts and Culture, the Executive Summary and PPT pdf pointedly, do not – in any way. That is indicative of our social and political structures as they exist, not as, the full document suggests, we want them to be. If we believe that a creative culture has significant value to human development, community and economic development, and is a vital aspect of creating places in which people want to live and age and speak to strangers – Art and Culture needs to be incorporated into the final language of every document, including the executive summaries and public presentations. GOTO2040 incorporates language, both extensive and subtle, to unfold a commitment to transportation and land use, etc.—and buries the human expression of art and culture.

The quality of our lives as human beings is also held by our ability to feel “at home” in public because there is evidence and symbols of our evolving and blending understanding of society, culture, race, and human identify. As we make and remake our cities and suburbs, we need to see more than land use zoning and traffic patterns. We need to understand that our planning process unconsciously reveals the social concerns we believe are important.

In Scotland, 45 years ago, artists were included at the planning table because they could see opportunities that other professionals could not. As a result, and over decades, infrastructure projects incorporated public art projects at minimal cost while creating unique spaces.

Artist involvement in planning can make our public spaces unique, engender pride, create a sense of place, improve stewardship, and encourage us all to be more human. It is not too late to elevate the recognition that both planners and artists are both dreamer and creators. It is not too late to affirm that we all live in the world we make.

Jon Pounds
Executive Director
Chicago Public Art Group

Comment: Jon
Pamela Crutchfield  
23 North Green Street, #504  
Chicago, IL, IL 60607-2782

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Pamela Crutchfield  
312-397-3130
Pamela Ambrose  
Loyola University Chicago 820 N. Michigan Chicago, IL 60611

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

I am the director of cultural affairs for Loyola University Chicago and also the director of the Loyola University Museum of Art. Our museum visitor surveys clearly show us that our out of state visitors also visit 2 or more museums in the immediate Chicago area as well as shop in museum stores and engage their children in youth programming. There are many tourist dollar spent in Chicago and we are a destination point for culture and what has been a viable work place for employees of cultural institutions and smaller arts organizations.

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Pamela E. Ambrose  
312 915 7602
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

PAMELA SHERROD ANDERSON
773 293 2289
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, a recently retired music education who has seen the wonders arts experience provide, and a patron of the Chicago arts, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

This region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities. Jobs in multiple sectors are increased in a strong artistic atmosphere.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Pat Rinkenberger
708 957-7106
Pat Rose
485 Oakdale
Glencoe, IL 60022-2180

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Pat Rose
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Patricia Fox
Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Patricia Sigurdson
708) 246-4212
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As an actor who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Strawdog Theatre Company, where I am an ensemble member, is one of five theaters in the north Lakeview/Uptown neighborhood. We bring cache to a community that otherwise would be without a cultural outlet.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Paul Fagen
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in the Chicago region - specifically, McHenry County and the Loop, respectively - I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region clearly must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Paul Lockwood
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Peter Kuntz
773-561-2807
Peter and Susan Gray  
Jackson Blvd.  
Chicago, IL 60661  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, “The arts are a natural component to furthering this administration’s commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation.”  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Peter and Susan Gray
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Philip
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Quenten Schumacher II: President CGMC BOD of Dir.
312-401-9436
Ra Joy  
441 E. 42nd Street  
Chicago, IL 60653-2732  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Ra Joy
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

My name is Rachel Javellana, and I have been working as a teaching artist for the past seven years in the Chicago region. I have witnessed firsthand the impact of such programming, and I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural life. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rachel Javellana
Rae Charnelle Wright  
4100 S. Drexel Blvd. Unit 3A  
Chicago, IL 60653-2599

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rae Charnelle Wright  
7734845205
Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rebecca Crystal
Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rebecca Mix
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rebecca Zorach
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Bekah Kinsella
Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Ren
7738477848
Rene Schuler  
1435 N. Green Bay Rd.  
Lake Forest, IL 60045-1109  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Rene Schuler  
312-952-3005
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Richard Armandi
Rick Graham  
6533 N Spokane  
Chicago, IL 60646-2919  

August 5, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

Artists working in their studios led to a turnaround in the East Pilsen area, just as the National Museum of Mexican Art anchors the revitalization of the area west of Ashland. The Superior-Huron area is a bustling commercial zone that was carved out by Art galleries in the '80s.  

All over the city, theaters and music venues, as well as artists and their galleries, bring people, services and development into their neighborhoods.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Rick Graham
August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

In general, the arts have a low negative impact on the environment and a high positive impact for our children's development and our quality of life.

Improved economic activity near cultural centers, theaters, museums etc has been demonstrated time and again.

Thank you

Sincerely,

Rob Milburn
Robert C. Anderson
5422 N. Wayne
Chicago, IL 60640-1305

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

As a former Chicago Public Schools teacher and administrator, I know how important it is to be stimulated through creative expression, which builds intellectual capacity, artist and cultural appreciation, basic humanity, and engaged learning. Now as a retiree, pursuing photography, painting and sculpture and writing, my life is richer that ever! PLEASE INCLUDE THE ARTS IN YOUR LONG RANGE PLANNING!!

Thank you for your efforts and for considering my comments.

Sincerely,

ROBERT C. ANDERSON
773-979-4499
August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Robert Groth
Robert Johnson  
1153 S Humphrey  
Oak Park, IL 60304-2237

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Robert Johnson
Robin Tryloff  
1225 Parkway Drive  
Downers Grove, IL 60515-3536

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

Having lived in the Chicago metropolitan area for more than 20 years, I can attest to the fact that the arts are a major component of our quality of life and economic vitality. For these reasons, I strongly urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Thanks to leaders such as Mayor Daley, his wife Maggie, corporations, foundations, and most especially, Chicago and tourist audiences, Chicago is home to a rich and diverse cultural ecosystem. The arts sector is a cause for pride; it sharpens the region's competitive edge and international reputation, and drives sustainability in our communities.

According to Shaun Donovan, the U.S. Secretary of Housing and Urban Development, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy; so any plan that addresses the Chicago's livability should include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for considering my comments.

Sincerely,

Robin Tryloff
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rose Kostan-Schwartz
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

rozlyn adams
Ruth Stevig
417 N Main Street
Wauconda, IL 60084-1705

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Ruth Stevig
(847) 526-8798
Ryan Butts  
2007 W Fargo Ave, Unit 2  
Chicago, IL 60645-2205

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Ryan Butts
Sadira Tash  
819 Marion Avenue  
Highland Park, IL 60035-5125

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Sadira Tash
Salome Chasnoff  
4001 N. Ravenswood  
Chicago, IL 60613-1154

August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan. It makes economic sense!

Sincerely,

Salome Chasnoff  
773 857 7300
Sandra Morgan
1327 Washington St.
Evanston, IL 60202-1623

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Sandra Morgan
Sarah Jost  
4730 West 81st St  
Chicago, IL 60652-2002  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Sarah Jost
Scott Letscher  
5113 N Wolcott Ave  
Chicago, IL 60640-2612  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who works in the arts and lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Scott Letscher
Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Sharon Tulos
Sheli Hadari  
1942 S. Prairie Ave. #2  
Chicago, IL 60616-1321  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Sheli Hadari  
7734267775
Shirlene Ward
1114 Madison St.
Evanston, IL 60202-2125

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

The arts in the Chicago metro area are the biggest reason I have for living where I do. The variety and quality can't be equaled anywhere. It is a huge draw for residents and visitors alike. Please do not let this important civic resource languish! It is so vital to the lives of finances of this region.

Thank you for your efforts and consideration!

Most Sincerely,

Shirlene Ward
Shyvette Williams  
8234 S. Ingleside  
Chicago, IL 60619-5402

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Shyvette Williams
Sinead Kimbrell  
18529 Ashland Ave  
Homewood, IL 60430-3807  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."  

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Sinead Kimbrell
August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, Highland Park specifically and am working on rehabbing an old Theatre in DT Evanston, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Steven Rogin
Susan Danzig  
5840 N. Sheridan Road  
Chicago, IL 60660-4930

August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As a Writer, Actor and Teaching Artist, who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

I'm also the Mother of someone who benefited greatly from Arts in the Schools and is now, herself, a Teaching Artist.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Susan Danzig
Dear Randy Blankenhorn:

As someone who lives in the Chicago region and as a founding member of the Flossmoor Public Art Commission, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities. I can personally attest to the positive impact that our sculpture walk has had in forming a deeper sense of community, as an educational tool giving our children up-close and personal contact with the arts, and in outreach to the surrounding communities emphasizing our connectedness.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Susan Johnson DiGiovanni
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Susan Roberts
Susan Waldschmidt  
546 Ridgemoor Dr.  
Willowbrook, IL 60527-5361  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Susan Waldschmidt
Tara Fadenrecht  
Chicago, IL 60616-4750  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.  

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Tara Fadenrecht
Teresa Bundy
2730 Lehman Drive
West Chicago, IL 60185-6173

August 6, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Teresa Bundy
August 4, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Thomas Jesse
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Thomas Roby IV
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Timothy Weber
847-373-1407
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Tom Arvetis
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Tom Greensfelder
773-325-0700
Tracey Lowenthal
4536 N. Sacramento Avenue
Chicago, IL 60625-3830

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region’s competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Tracey Lowenthal
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

I am a Chicago artist urging you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Chicago has a rich and diverse arts sector in many communities that attracts business and drives sustainability. The arts sector sharpens Chicago's competitive edge and international reputation.

The arts plays a key role in creating and enhancing communities. For example, the Chicago Arts District in Pilsen organized gallery walks that attracted business and transformed a run-down neighborhood into a livable and walkable and thriving area. Similar efforts are underway in Logan Square and other Chicago neighborhoods.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Vanessa Shinmoto
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Victor Sorell
312.622.6352
Wendi Hill  
5100 N. Marine Dr. #10G  
Chicago, IL 60640-6355

August 6, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who has lived in the Chicago region for 15 years, who is an artist, and who has also volunteered for arts organizations for several years, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural legacy that has influenced communities near and abroad, over the course of history. Having lived in New York City for 9 years of my adult life, I have observed first hand how Chicago’s arts community competes vibrantly, with that of New York -- which is often seen as the “arts capital” of our country. The most prevalent advantage that I've observed, that Chicago's arts community has over NYC, is the public's access to the arts. Maintaining this access is crucial to building a strong, healthy, vibrant community. With friends and associates who are arts professionals, particularly those working with youth/education programs, I also have personally observed how access to arts education has shaped the character and lives of many of our region's children and young adults. By filling the void that unstable family environments and unstable communities have left for them, these young people learn social skills and build a confidence that helps shape them into “future citizens” of positive influence, creating in them a potential that thus far, we can only imagine. Even those from privileged and stable environments have had their minds and souls opened, and are encouraged to engage and extend their reach out to serve a larger part of their communities through their participation in the arts.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Wendi Hill
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

Make generous and expanded funding of the arts a prominent feature of the GO TO 2040 plan.

What makes Chicago attractive to business is its cultural richness and depth. People come to live here not just to work but to enjoy the diverse array of theatre, museums, concerts, clubs, galleries, readings, lectures, and festivals. Giving money to the arts helps keep Chicago a vibrant center where people want to dwell and work. Funding the arts is good business for Chicago.

Sincerely,

Will Cooper
312-502-0160
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

William Ewers
312-642-4590
William Fireside  
869 Sumac  
Highland Park, IL 60035-3840

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

William Fireside  
847 831 3439
August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

William Kazak
708.913.7893
August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Mr. William F. Winters
August 5, 2010

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Randy Blankenhorn:

As a resident of the Chicago area, I urge you to include the Arts in the GO TO 2040 Plan.

The area is has so much rich diversity and talent. The Arts contribute to the happiness of the residents and the desirability of the area in terms of the rest of the country. As seen in Chicago, the emphasis on the Arts has increased the reputation and attractiveness of the City.

All of the arts have great attendance. The Public Art projects like the "Cows on Parade" brought phenomenal amounts of tourism to the city. It would be a tragic oversight to not emphasize the importance of the Arts in any future plan for the area.

Thank you so much for your time and consideration. I know you will do the right thing for all of the communities.

Sincerely,

Winifred Godfrey  
773-929-6516
Winifred Haun  
228 S. East Ave.  
Oak Park, IL 60302-3212  

August 4, 2010  

Randy Blankenhorn  
Executive Director, Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  

Dear Randy Blankenhorn:  

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.  

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.  

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.  

Thank you for your efforts and for considering my comments.  

Sincerely,  

Winifred Haun  
708-524-1262
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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I am writing to add my support to the Long-range Regional Plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red line from its current terminal at 95th street to the city limits at 130th street. Final approval of this plan will greatly improve access to mass transit services for under-served communities on Chicago’s far south side!! Increased access to transit is critical for residents of these communities. Extending the Red Line will also help improve economic development, stabilize housing, and positively impact the environment.

Thank you

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Anne Horst Hanby Phone: 773-290-5849
Organization/Affiliation: UCAN
Mailing Address (Street, City, Zip): City of Chicago resident

Email:
Data from form "Contact CMAP" was received on 7/26/2010 11:48:43 AM.

Contact CMAP

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<td>CICS Lloyd Bond Staff</td>
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<td>Address</td>
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<td>60827</td>
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<tr>
<td>Business Phone</td>
<td>773-468-1300</td>
</tr>
<tr>
<td>Home Phone</td>
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</tr>
<tr>
<td>Email Address</td>
<td><a href="mailto:cicsbond@gmail.com">cicsbond@gmail.com</a></td>
</tr>
</tbody>
</table>

**Comments**
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Email "CMAP Contact Form Submission" originally sent to info@cmap.illinois.gov from cicsbond@gmail.com on 7/26/2010 11:48:43 AM.
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Ms. Haroldena McMillan Phone: 

Organization/Affiliation: Rosemoor Community Association 

Mailing Address (Street, City, Zip): 10109 S. King Dr.

Chicago, IL 60628

Email: 

CMAP 1074
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Juanita Gentry Phone: 773-821-4020
Organization/Affiliation:
Mailing Address (Street, City, Zip): 12345 S Perry, Chicago IL 60625
Email: juanita@gmail.com

CMAP 1075
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Kim Slaughter
Phone: 713-201-4226
Organization/Affiliation: South Side Help Center
Mailing Address (Street, City, Zip): 10420 South Halsted, Chicago IL 60628
Email: Kslaughter@Southsidehelp.org
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

The board, staff, and members of Developing Communities Project wish to go on record as supporters of the GO to 2040 CMAP Plan and applaud the recommendation of the CTA Red Line Extension. We do hope, on the other hand, that the critical role of community groups in advocating for and promoting major capital projects, particularly in underserved and low-to-moderate income communities, be highlighted.

Given the eight (8) years of sustained organizing for the extension of the CTA Red Line by Developing Communities Project (DCP) and its Redline Oversight Committee (ROC) as well as DCP’s demonstrated impact on public transportation policy in Illinois, we believe that DCP should be mentioned as one of the 2040 Plan’s “Best Practices” of a “Nongovernmental Organization.” DCP should also be mentioned in the section specifically devoted to the Red Line Extension as one of CMAP’s “fiscally constrained” capital projects, since it was through DCP’s sustained organizing and policy impact that the Red Line Extension project became the New Starts’ “Locally Preferred Alternative” (LPA) and thus eligible to be selected by CMAP as one of a few “fiscally constrained” capital projects.

The Memorandum on “Major Transportation Capital Project Evaluation Measures” located in the appendices does not include transportation equity as a measure. DCP proposes that its 2009 RTA-funded report and transit equity index be included as an appendix in this section by simply embedding the web link to the report, “Transit Equity Matters: An Equity Index and Regional Analysis of the Red Line and Two Other Proposed CTA Transit Extensions.” The web link is

www.uic.edu/cuppa/voorheesctr/Publications/Transit%20Equity%20Matters%2012.09.pdf

Comment: Gwendolyn M Rice 08/05/2010 @ 10:54 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

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Comment: Kesha Davis 07/26/2010 @ 11:46 AM
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Barbara J. Mayer  Phone: 773-373-3905
Organization/Affiliation: N/A
Mailing Address (Street, City, Zip): 3824 S. Calumet Ave
                                    Chicago IL 60653
Email: bjmarion@shcglobal.net
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Joan B. Jones Phone: 773-723-6139
Organization/Affiliation: Alfreda Wells Duster Civic Club
Mailing Address (Street, City, Zip): 7310 S. Indiana Ave. Chicago, Illinois 60619
Email: jces71999@yahoo.com
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Nathaniel N. Bryant
Phone: 773-855-8723

Organization/Affiliation:

Mailing Address (Street, City, Zip): 3547 S. King Dr. Chicago, IL 60653

Email: MacNate 3547@yahoo.com
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___________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Kimberly Bryant Phone: 773-855-8723

Organization/Affiliation: 8547 S King Drive

Mailing Address (Street, City, Zip): Unit 2, Chicago IL 60653

Email: maenatra8547@yahoo.com
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: YVONNE J. MACKEL Phone: 1-773-674-4815
Organization/Affiliation: ALFRED DUSTER CLUB
Mailing Address (Street, City, Zip): 8946 S. UNION AVE. CHICAGO, ILL. 6062

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: [Signature]
Phone:

Organization/Affiliation:

Mailing Address (Street, City, Zip): 332 Shory Lane Chicago Heights, IL 60411

Email:
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AIR POLLUTION. Joan C. Bertrand

(Community members need work and access to shopping with reasonable prices)

Please PRINT your contact information if you would like to receive CMAP updates:

Name: 

Organization/Affiliation: Alfreda Wells DuSable Civic Club

Mailing Address (Street, City, Zip): 7345 S. Oglesby Chgo. IL 60649

Email: 

Phone: 

CMAP 1085
GO TO 2040 DRAFT
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______________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Patricia Franklin                       Phone: 312.607.2947
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Please PRINT your contact information if you would like to receive CMAP updates:

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AIR POLLUTION. This is a great need for the far south

side

Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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MASS TRANSIT SERVICE FOR UNDER SERVED COMMUNITIES ON CHICAGO'S FAR SOUTH SIDE, BUT

WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

AIR POLLUTION. I REMEMBER HOW DIFFICULT IT WAS FOR ME TO COMMUTE FROM MY HOME ON THE 105TH BLOCK OF ROOSEVELT TO MY SCHOOL DOWNTOWN BECAUSE OF THE LACK OF PUBLIC TRANSPORTATION AT THAT TIME SO I TRULY SUPPORT THIS PLAN.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Marcus Williams Phone: 773-616-1358
Organization/Affiliation: 
Mailing Address (Street, City, Zip): 

Email: marcus.42083@yahooc.com

CMAP 1100
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: ALTHEA SHINALL Phone: 773 881 3765

Organization/Affiliation: __________________________________________

Mailing Address (Street, City, Zip): 1600 S. AACNENCES AVE - CHICAGO, IL 60605

Email: mcmgmg @ ameritech.net
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Please PRINT your contact information if you would like to receive CMAP updates:

Name:    James A. Harris    Phone:    773 234 6385

Organization/ Affiliation:     

Mailing Address (Street, City, Zip): 11822 S. Vincennes Chicago, IL 60643

Email:     

CMAP 1102
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: June Collins
Phone: 773-445-7951

Organization/Affiliation: 

Mailing Address (Street, City, Zip): 10252 So Beverly

Email:
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AIR POLLUTION.

Please bring this regional CTA Line.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: William Walker Phone: 773-445-891
Organization/Affiliation:  
Mailing Address (Street, City, Zip): Chicago, IL 60643.
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AIR POLLUTION. ☑️

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Payton Granderson Phone: [773] 793-2592

Organization/Affiliation:  

Mailing Address (Street, City, Zip): 10958 Beverly Ave, Chicago, IL 60643

Email: 

CMAP 1105
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Peter Taylor
Phone: 773.568.8842
Organization/Affiliation: Friends of the Major Taylor Transit
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Email: ptaylor27@comcast.net
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: John D. Ball
Phone: 312-217-4836

Organization/Affiliation: After School Matters

Mailing Address (Street, City, Zip): 100 E. Randolph 41st Floor
Chicago, IL 60601

Email: jdb@cityofchicago.org
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Melinda Hodges
Phone: 773 480-3970
Organization/Affiliation: South Side Help Center
Mailing Address (Street, City, Zip): 4800 W. 111st Chicago, IL 60628
Email: m.hodges@southsidelc.org
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: [Signature]  Phone: 713-928-6875
Organization/Affiliation: Impact Family Center
Mailing Address (Street, City, Zip): 10445 S. Hermosa Ave., Chicago, IL 60643-3459
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CMAP 1109
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Marcus Flenaugh Phone: 773-781-4241
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Email: MFLENAUGH@SOUTHSIDEHELP.ORG
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Dina Levi Phone: 773 752 6946
Organization/Affiliation: Riveredge Hospital
Mailing Address (Street, City, Zip): 8311 W. Roosevelt Rd. 60130
Email: adina-levi@psysolutions.com
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Please PRINT your contact information if you would like to receive CMAP updates:

Name:  LORI LYBSON  Phone:  
Organization/Affiliation:  
Mailing Address (Street, City, Zip):  10748 S. PAVENL C107G 1L 60628  

Email:  lybson@hotmail.com  

CMAP 1112
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Betty Lewis Phone: 773-779-5596

Organization/Affiliation: 

Mailing Address (Street, City, Zip): 11622 S. Wabansia Ave. Chicago, IL 60643 

Email: 

CMAP 1113
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: DARCEL BEAKERS Phone: 
Organization/Affiliation: 11434 S. ARLINGTON Mailing Address (Street, City, Zip): 
Email: Msceldorf@yahoo.com
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name:  Ronald J. Chaney Sr.  Phone: 312-668-5769
Organization/Affiliation:  34 Ward
Mailing Address (Street, City, Zip):  1177 South Loomis St. Chicago, IL 60607
Email:  Chaney Sr. Ronald @ yahoo.com

CMAP 1115
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: George W. Pearsal Sr. Phone: 773 271 8583

Organization/Affiliation:

Mailing Address (Street, City, Zip): 1427 W 119 St Chicago IL 60643

Email: GPeaRsAlSr4291o@SBCGlobal.net

CMAP 1116
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Pat Slaughter Phone: 773 785-2200
Organization/Affiliation: Successful Living Community Services
Mailing Address (Street, City, Zip): 35 W. 119th St
Chicago, IL 60628
Email: Pslaug@sbeglobal.net
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: ETTA M. HARRISON Phone: (773) 239-6385
Organization/Affiliation:
Mailing Address (Street, City, Zip): 11622 S. Vincennes Ave Chicago, IL 60643
Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Tobias Emms Phone: 312 217 4814

Organization/Affiliation: After School Matters

Mailing Address (Street, City, Zip): 66 E. Randolph, Chicago, IL 60601

Email: tobias.emms@cityofchicago.org

CMAP 1119
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: __________________________ Phone: __________________________
Organization/Affiliation: __________________________
Mailing Address (Street, City, Zip): __________________________

Yes, please update CMAP.

Email: __________________________

CMAP 1120
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Beatrice Winfrey
Phone: (773) 963-4846

Organization/Affiliation: Developing Communities Project

Mailing Address (Street, City, Zip): 129 W. 103rd Pl Chgo IL 60628

Email: bwinfrey@depchicago.org
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Shaikea Lee
Phone: 773-754-58

Organization/Affiliation: Developing Communities Project

Mailing Address (Street, City, Zip): 601 W. 104 Chicago, IL 606

Email: reeseeloveyou@gmail.com
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I am writing to add my support to the long-range regional plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red Line from its current terminal at 95th Street to the City Limits at 130th Street. Final approval of this plan will not only greatly improve critically needed access to mass transit service for under served communities on Chicago’s Far South Side, but will shore up essential economic development, help to stabilize housing and reduce air pollution.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Frank D. Gordon
Phone: 773-928-2500
Organization/Affiliation: Developing Communities Project
Mailing Address (Street, City, Zip): 1300 S. Halsted, Chicago 60607
Email: fgordon@depcchicago.org
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Bertha Baker Phone: 773 244-0635

Organization/Affiliation: Lilydale Progressive MBC

Mailing Address (Street, City, Zip): 252 E. 104th St Chicago 60620

Email: 

CMAP 1124
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: **Bessie L. Hill**
Phone: **773-651-4925**

Organization/Affiliation: **Lilysafe Progress M.B. Church**

Mailing Address (Street, City, Zip): **8339 S. Throop St. Chicago, Ill 60620**
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: CORA L. RICHARDSON
Phone: 

Organization/Affiliation: LITTLYDALE PROGRESSIVE M.B. CHURCH

Mailing Address (Street, City, Zip): 10635 SO. PRAIRIE AVE

CHICAGO, IL 60628

Email: 

CMAP 1126
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Gloria Johnson-Foster  Phone: (773) 879-1725
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Mailing Address (Street, City, Zip): 8339 S. Green, Chicago, IL 60630
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CMAP 1127
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: MARY W. BRINKS Phone: 773-771-4740

Organization/Affiliation: LILYDALE PROGRESSIVE M.B. CHURCH

Mailing Address (Street, City, Zip): P.O. BOX 437160 CHICAGO, IL 60643

Email: MARYJ3003@SBCGLOBAL.NET
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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ILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

R POLLUTION.


Use PRINT your contact information if you would like to receive CMAP updates:

name: Perolian Sams

Affiliation: Hyde Park Progressive Missionary Baptist

Address (Street, City, Zip): 10731 S. Michigan Ave., Chgo, IL 60628

Phone:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Mary A Brown
Phone: 773-995-0610

Organization/Affiliation: Chaplin

Mailing Address (Street, City, Zip): 5083 S. Wabash Ave, Chicago 60609

Email: 

CMAP 1130
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Please PRINT your contact information if you would like to receive CMAP updates:

Name:  
Organization/Affiliation:
Mailing Address (Street, City, Zip):

Chicago, IL 60628-1647

Phone:

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Barbara Jackson
Phone: 708-794-2043

Organization/Affiliation: 

Mailing Address (Street, City, Zip): 415 S. Gettysburg Blvd Apt 20E

Email:
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USE PRINT your contact information if you would like to receive CMAP updates:

Name: Louise Thomas
Phone: 

Address/Affiliation:

Street, City, Zip: 9153 S. Loomis CHI IL 60620
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AIR POLLUTION.

Hope this happens. It would be wonderful.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: ELIZABETH SMITH COOPER Phone: 1-773-994-4887
Organizations/Affiliations: LILYDALE AMMUCHURA
Mailing Address (Street, City, Zip): 8801 SWALLACE CHICAGO 60620

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Mary Banks

Organization/Affiliation: Lyledale Church

Mailing Address (Street, City, Zip): 8917 So- Carpenter St.

Phone: 773-233-0310

Email: mbanks8917@wowway.com

CMAP 1135
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: William M. Sykes                         Phone: 708.396.7599
Organization/Affiliation: Church
Mailing Address (Street, City, Zip): 12445 S. Morgan, 60628
Email: Jessica1856@hotmail.com
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Deborah Crayton
Organization/Affiliation: Lulydale Progressive M.B. Church
Mailing Address (Street, City, Zip): 10551 S. King Dr, Chicago, IL 60628

Phone: ____________________________
Email: ____________________________
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Deborah Lyles Phone: 773) 664-2645
Organization/Affiliation: (Lillydale Progressive M.B. Church)
Mailing Address (Street, City, Zip): 610 E. 103rd Pl., Chicago, IL 60628
Email: deborah.lyles@hotmail.com
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Sheree Alz
Phone: 773-565-8763
Affiliation: Lilydale Progressive Missionary Baptist Church
Mailing Address: 10022 S Princeton Avenue, Chicago, IL 60628
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Please PRINT your contact information if you would like to receive CMAP updates:
Name: William M. Gentry
Phone: (773) 504-5864
Organization/Affiliation:
Mailing Address (Street, City, Zip): 400 Park Ave, Calumet, 60409
Email: BillG1959A@Aim.com
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__________________________________________________________

__________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: LEROY MINGO, JR. Phone: 773-264-0565
Organization/Affiliation: CMAP
Mailing Address (Street, City, Zip): 12244 S. PERRY AVE, CHICAGO, IL 60628
Email: ________________________________
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Jarvis, Houston                  Phone: 773-685-3039

Organization/Affiliation:               

Mailing Address (Street, City, Zip): PO Box 1931, Chicago, IL 60690

Email: coolj65@ hotmail.com
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: [Signature of Petitioner] Phone: 773-550-2084
Organization/Affiliation: PCP—Joy Fellowship Against Crime
Mailing Address (Street, City, Zip): 12240 South Englewood Avenue Chicago, IL 60638

Email: [Email Address]
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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I AM WRITING TO ADD MY SUPPORT TO THE LONG-RANGE REGIONAL PLAN PREPARED BY THE

CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP) THAT INCLUDES THE EXTENSION OF THE

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WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Destiny B. Houston-Jones
Phone: 773-633-5043

Organization/Affiliation: Joy Fellowship Baptist Church

Mailing Address (Street, City, Zip): 12240 South Larry Avenue

Chicago, IL 60628-6877

Email: n2destiny93@hotmail.com
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__________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Demetrious M. Houston Phone: 773-820-2452

Organization/Affiliation: Joy Fellow BJC Health Archives

Mailing Address (Street, City, Zip): 2240 S. Indiana Avenue

Chicago, IL 60616

Email: demetrious.houston@yahoo.com
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______________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Diane M. Houston
Phone: 773-520-3071

Organization/Affiliation:

Mailing Address (Street, City, Zip): 19640 South 67th Avenue, Chicago, IL 60422

Email: diane@hotmail.com
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: LC Houston
Phone: 

Organization/Affiliation: 

Mailing Address (Street, City, Zip): 1340 South 54th Avenue Chicago, IL 60620

Email: lc.houston2@ymail.com

CMAP 1147
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:
Name: Tracie Smith
Phone: 773-620-1823
Organization/Affiliation: Student
Mailing Address (Street, City, Zip): 16557 S. King Dr., Chicago, IL 60628
Email: traciasmith@gmail.com
GO TO 2040 DRAFT
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I am writing to add my support to the Long-range Regional Plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red line from its current terminal at 95th street to the city limits at 130th street. Final approval of this plan will greatly improve access to mass transit services for under-served communities on Chicago's far south side!! Increased access to transit is critical for residents of these communities. Extending the Red Line will also help improve economic development, stabilize housing, and positively impact the environment.

Thank you

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Anne Horst Hanby

Phone: 773-290-5849

Organization/Affiliation: UCAN

Mailing Address (Street, City, Zip): City of Chicago resident

Email: 

CMAP 1149
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Taylor Bjorn
Phone: (773) 393-1492

Organization/Affiliation: Alfreda Wells Duster Civic Club

Mailing Address (Street, City, Zip): 7208 S Clyde Ave Chicago, IL 60649

Email: hupicelby@yahoo.com
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PRINT your contact information if you would like to receive CMAP updates:

Name: Andrea Benson
Phone:
Affiliation: "Lilydale, Progressive Missionary Baptist Church"
Address (Street, City, Zip): 10734 S. Calumet Ave #2F Chicago, IL 60628

CMAP 1151
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Edith Sellers
Phone: 708-782-8052
Organization/Affiliation: Lilydale Progressive MBC Church
Mailing Address (Street, City, Zip): 1920 Wilson ave, apt #1 Calumet City, IL 60409
Email: 

CMAP 1152
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: William C. Patton Phone: (773) 568-8290
Organization/Affiliation: Lillydale Prog M BC.
Mailing Address (Street, City, Zip): 9446 S. Prairie, Chicago, IL 60619

Email:

CMAP 1153
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Sean R. Harris
Phone: 773-445-6605
Organization/Affiliation: DCN Network, LLC
Mailing Address (Street, City, Zip): 10220 S. Parnell, Chicago, IL 60628
Email: benaires07@yahoo.com
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__________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:
Name: Ethel Hall
Phone: _______________________

Organization/Affiliation: _______________________

Mailing Address (Street, City, Zip): 6750 S. Princeton, Chicago

Email: _______________________

CMAP 1155
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: PANKHEAD

Phone:

Organization/Affiliation:

Mailing Address (Street, City, Zip): CHICAGO, ILLINOIS, 60628

Email: N/A

CMAP 1156
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Bennie Rackett Phone: 773-821-0944

Organization/Affiliation: Sunday School Class

Mailing Address (Street, City, Zip): 1650 S. Rhodes Chicago 60623

Email: 
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AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Seka Gray
Phone: 773-743-2264

Organization/Affiliation: Lilypad M.B. Church

Mailing Address (Street, City, Zip): 10752 S State St. Chicago, IL 60628

Email: seka_gray@e00kman.edu

CMAP 1158
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Ms. Annie Reeves
Phone: 312 328 9434
Affiliation: Alliyah M. B. Church
Address (Street, City, Zip): 2851 S. King Dr, Chicago, IL 60616

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Dora W. Fulth Phone: 773-468-8466
Organization/Affiliation: Lilydale Progressive M. B. Church
Mailing Address (Street, City, Zip): GO TO 103rd Place - Chicago, IL

Email:
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PRINT your contact information if you would like to receive CMAP updates:
ne: _________ Phone: ________
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ating Address (Street, City, Zip): ________
ail: __________________________

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Please PRINT your contact information if you would like to receive CMAP updates:
Name: Augusta Mays Phone: 773 785 8741
Organization/Affiliation: LULAC Progressive MWC
Mailing Address (Street, City, Zip): 9714 S. Forrest Chicago 60628

Email: 
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: **Barbara Smith**
Organization/Affiliation: **Lilydale Progressive MBC**
Mailing Address (Street, City, Zip): **10844 So. Calumet, Chgo 60638**
Email: **pinkladie55@yahoo.com**
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__________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Mary Ann Walker  Phone: 773-224-7309
Organization/Affiliation: Lilydale Progressive M.B. Church
Mailing Address (Street, City, Zip): 9058 S. I. Carroll ave.
Chicago 60628
Email: welman07@aol.com
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Robertine Calhoun
Phone: 773-564-5807

Organization/Affiliation:

Mailing Address (Street, City, Zip): 19E,120th Pl CHGO IL 60628

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Patricia Curry  Phone: 773-264-8422

Organization/Affiliation:

Mailing Address (Street, City, Zip): 10555 S. Prairie

Chicago, IL 60628

Email:
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I am writing to add my support to the long-range regional plan prepared by the

Illinois Metropolitan Agency for Planning (CMAP) that includes the extension of the

Red Line from its current terminal at 95th Street to the city limits at 130th Street.

Approval of this plan will not only greatly improve critically needed access to

Suburban Transit Service for under-served communities on Chicago's Far South Side, but

will shore up essential economic development, help to stabilize housing and reduce

air pollution.

Use PRINT your contact information if you would like to receive CMAP updates:

Name: Jacqueline Kappes  Phone: 712-520-6162
Organization/Affiliation: Lilliput Child Care, Inc. (Lilacwate Project
Helping My Children)
Mailing Address (Street, City, Zip): 8308 S. Laramie, Chicago, IL 60620

email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Robert T. Walls
Phone: 773-445-8106

Organization/Affiliation: Lilypdale Progressive

Mailing Address (Street, City, Zip): 1014 S. Parnell
Chicago, IL

Email: 

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: RICHARDSON ANNE-FA
Phone: (773) 840-9261

Organization/Affiliation: LYNDALE PROGRESSIVE M.B CHURCH

Mailing Address (Street, City, Zip): 8101 LANGLEY AVE. APT. 1B, CHICAGO IL 60619

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

name: MARC WOLF Phone: 773-568-3776
Affiliation: NORRIS CHURCH
Address (Street, City, Zip): 10205 S. Indiana

CMA1 170
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: [Handwritten: Cynthia Williams] Phone: [Handwritten]
Organization/Affiliation: [Handwritten: Hyde Park Progressive M.B. Church]
Mailing Address (Street, City, Zip): [Handwritten: 11423 S. Princeton AVE, Chicago IL 60628]
Email: [Handwritten: cynttarmar@q.com]
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Martha Rogers
Organization/Affiliation: Clybourn Progressive
Mailing Address (Street, City, Zip): 3739 Lafayette Chicago, IL 60620
Phone: 713-813-4438
Email:
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I AM WRITING TO ADD MY SUPPORT TO THE LONG-RANGE REGIONAL PLAN PREPARED BY THE

CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP) THAT INCLUDES THE EXTENSION OF THE CTA RED LINE FROM ITS CURRENT TERMINAL AT 95TH STREET TO THE CITY LIMITS AT 130TH STREET.

FINAL APPROVAL OF THIS PLAN WILL NOT ONLY GREATLY IMPROVE CRITICALLY NEEDED ACCESS TO MASS TRANSIT SERVICE FOR UNDER SERVED COMMUNITIES ON CHICAGO’S FAR SOUTH SIDE, BUT WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Barbara J. Gray
Phone: 713-966-8983

Organization/Affiliation: Lilydale Program M.B. Church

Mailing Address (Street, City, Zip): 10752 S0 State Street, Chgo, Il, 60628

Email:
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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I am writing to add my support to the long-range regional plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the red line from its current terminal at 95th Street to the city limits at 130th Street.

Approval of this plan will not only greatly improve critically needed access to CTA Transit Service for under served communities on Chicago’s Far South Side, but will shore up essential economic development, help to stabilize housing and reduce air pollution.

Use PRINT your contact information if you would like to receive CMAP updates:

Name: Edna Gaines
Phone: 773-834-9651
Affiliation: Hyde Park Progressive
Address (Street, City, Zip): 901 W. 95th St Chicago IL 60643
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: PAMELA FORD-Whitsett Phone: 773 817-0077
Organization/Affiliation: Legiondale Progressive K B Church
Mailing Address (Street, City, Zip): 1071 S. LaSalle St.
Chicago, IL 60605
Email: pfordwhitsett@sfaglobal.net
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Charlene A. Neuman
Phone: (773) 445-8807

Organization/Affiliation: Lilliedale M.B. Church

Mailing Address (Street, City, Zip): 10324 S. Union Chicago 60628

Email:
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_________________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Patricia Gray Smith Phone:

Organization/Affiliation: Developing Communities Project, Inc.

Mailing Address (Street, City, Zip): 11300 S. Halsted St., Chicago 60628

Email: smithgroup2@yahoo.com and pasmith@activpchicago.org

CMAP 1177
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Please PRINT your contact information if you would like to receive CMAP updates:

name: FANNIE PATTON Phone: 773 568 8290

Address/affiliation: 514 N. E. CHURCH

Residence Address (street, city, zip): 1940 W. S. PRARIE

email:
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Use PRINT your contact information if you would like to receive CMAP updates:

Name: Gwendolyn Martin Phone: 773 995-3419
Affiliation: LILLIYARD PROGRESSIVE CHICAGO, IL
Address (Street, City, Zip): 10627 S. State 60628
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Elizabeth Murphy  Phone: 
Organization/Affiliation: Lisledale M.B. Church
Mailing Address (Street, City, Zip): 1706 S. State St., Chicago, IL 60623

Email: Timothy33@ sbcglobal.net
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____________________________

See PRINT your contact information if you would like to receive CMAP updates:

Name: Mary A. Byrne Phone: __________

Organization/Affiliation: Liygdyo Progressive, M.B. Church

Mailing Address (Street, City, Zip): 10134 S. State St. Chicago, Illinois 60628

ail:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Francine A. Johnson Phone: 713 737-7137
Organization/Affiliation: LILYDALE PROGRESSIVE
Mailing Address (Street, City, Zip): 7629 S. Mayfair Rd. Chicago, IL 60652
Email: fjohn267@comcast.net
GO TO 2040 DRAFT
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We PRINT your contact information if you would like to receive CMAP updates:

Name: )alle A. Thee Phone: 773 468-1798

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Mailing Address (Street, City, Zip): 10501 S. LaGrange, Chicago 60628

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CMAP 1183
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: MARK JOHNSON Phone: 773-493-1872
Organization/Affiliation: Chicago Progress
Mailing Address (Street, City, Zip): 701 S CRANDON CHICAG 60618

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Steven Johnson [progressive] Phone: 713 406 2248

Organization/Affiliation: LILY CEMENT CLINIC

Mailing Address (Street, City, Zip): 7014 South Central, Chicago, IL 60649

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: June A. Blake
Organization/Affiliation: Lilydale Progressive
Mailing Address (Street, City, Zip):

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: R**OSE**V**ELT** THOMAS

Organization/Affiliation: 

Mailing Address (Street, City, Zip): 

Email: }

Phone: 773-660-1858

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Please PRINT your contact information if you would like to receive CMAP updates:
Name: Susie L. Thomas
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Organization/Affiliation: 
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CMAP 1188
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Debra Bradley Phone: 773-873-5459

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CMAP 1189
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Please PRINT your contact information if you would like to receive CMAP updates:

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Mailing Address (Street, City, Zip): 1204 W. 112TH PL. CHICAGO, IL, 60643

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Please PRINT your contact information if you would like to receive CMAP updates:

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Organization/Affiliation: 107 East 162nd Pl, South Holland, IL 60473

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Please PRINT your contact information if you would like to receive CMAP updates:
Name: Damiya Perkins
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Organization/Affiliation:
Mailing Address (Street, City, Zip): 8846 S. Kenneth
Chicago, IL 60619
Email:

CMAP 1192
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Robert Anderson

Phone: 3/2-859-1678

Organization/Affiliation: Rosemoor Community Association

Mailing Address (Street, City, Zip): 60642 S. King Drive (60628)

Email: SPARTAN-1@EARTHLINK.NET
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Tamara Coleman Phone: 773-483-8548
Organization/Affiliation:
Mailing Address (Street, City, Zip): 5416 S. Damen Chicago IL 60629

Email: tamaracoleman9@ymail.com
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WILL STABILIZE ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

AIR POLLUTION. I think this will be a great idea for this

area.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: 

Tronae Powell

Phone: 

618-606-1091

Organization/Affiliation: SHPS Put Illinois to Work

Mailing Address (Street, City, Zip): 8853 S. Wallace

Chicago IL 60620

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Venecia Dorsey Phone: 273 451-1676

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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1197
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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1198
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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Bryan Chapman

Organizations/Affiliation:

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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1201
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WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

AIR POLLUTION.


Please PRINT your contact information if you would like to receive CMAP updates:

Name: Karlita Jefferson

Organization/Affiliation:

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Chicago, IL 60628

Email:
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________________________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: TAMERA SMITH  Phone: (773) 386-8265

Organization/Affiliation: ___________________________________________________________________________

Mailing Address (Street, City, Zip): 7347 S. HERMITAGE

Email: ___________________________________________________________________________
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: [Ms. Williams] Phone: 773-628-1767
Organization/Affiliation: Fullman
Mailing Address (Street, City, Zip): 706 E 105th St 60628

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CMAP 1204
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: JENEICE MCCLAY Phone: 713.963.4744
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CMAP 1205
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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Phone: (312) 208-2224

Organization/Affiliation: 

Mailing Address (Street, City, Zip): 7 E. Carriage Way
Hazel Crest, IL 60429

Email: LaShunh@hotmail.com
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Please PRINT your contact information if you would like to receive CMAP updates:
Name: Cecile Shannon Phone: 773-479-7457
Organization/Affiliation: Joy Fellowship Baptist Church
Mailing Address (Street, City, Zip): 151 Main St, Apt. 330
                                    Park Forest, IL 60466
Email: CecileShannon@att.net
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Mayor M. Rodgers
Phone: 312-560-3775
Organization/Affiliation: Joy Fellowship MB Church
Mailing Address (Street, City, Zip): 7901 S. Eberly APT 1-3
Email: MickeyRodgersMenace@yahoo.com
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: 
Organization/Affiliation: 
Mailing Address (Street, City, Zip): 
Email: 

Phone: 708-709-3657

CMAP 1210
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Please PRINT your contact information if you would like to receive CMAP updates:

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________________________________________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Phillip Hampton Phone: 773-429-1202
Organization/Affiliation: Homeowner
Mailing Address (Street, City, Zip): 11452 S. Bell Chicago, IL 60643

Email: ____________________________________________
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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1215
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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Organization/Affiliation: My Fellowship Baptist Church
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Phone: 708-743-8811
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Please PRINT your contact information if you would like to receive CMAP updates:
Name:  
Phone:  
Organization/Affiliation:  
Mailing Address (Street, City, Zip):  
Email:  

CMAP 1222
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Please PRINT your contact information if you would like to receive CMAP updates:

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Mailing Address (Street, City, Zip): 10879 S. Morgan St, Chicago IL 60649

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CMAP 1223
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____________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

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Phone: 773-552-5751

Organization/Affiliation:

Mailing Address (Street, City, Zip): 731 E 91ST PL

CHGO 1L 60619

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CMAP 1224
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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1227
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Please PRINT your contact information if you would like to receive CMAP updates:
Name: William H. Asman Phone: 773-550-0803
Organization/Affiliation: (Lyda0 Cal of Chael H)
Mailing Address (Street, City, Zip): 10006 S. Michigan
Email:
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AIR POLLUTION.


Please PRINT your contact information if you would like to receive CMAP updates:

Name: Tenisha Brown                      Phone: 713)468-3600
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CMAP 1231
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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Organization/Affiliation: Teach Them How

Mailing Address (Street, City, Zip): 10501 S. Parnell

Email: ____________________________________________________________

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1243
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: RHELMIT MCGOWAN
Organization/Affiliation: RCMC
Mailing Address (Street, City, Zip): 226 W 1105, CHICAGO, IL 60628

Email: 

CMAP 1246
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Christine McGowan  Phone: (773) 979-0765

Organization/Affiliation: RCMC

Mailing Address (Street, City, Zip): 2216 W 110th St  Chicago, IL 60628

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: [Signature] Phone: 773-703-7379

Organization/Affiliation: ___________________________________________

Mailing Address (Street, City, Zip): 11037 S, E0BROOKS AV ZIP 60628

Email:________________________________________
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________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Darrin Brown  Phone: ........................................

Organization/Affiliation: RCMC

Mailing Address (Street, City, Zip): 9818 S. Dobson, Chicago, IL 60628

Email: .................................................................
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Felicia Coy
Phone: 312 307-7659

Organization/Affiliation: LCMC

Mailing Address (Street, City, Zip): 10451 S. King Dr
Chicago, IL 60628

Email: ___________________________
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Please PRINT your contact information if you would like to receive CMAP updates:

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Phone:

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CMAP 1252
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Marcie Smith  Phone: (773) 779-5012
Organization/Affiliation: KCMC
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Gwen Jackson

Phone: 773-336-5200

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Please PRINT your contact information if you would like to receive CMAP updates:
Name: Cheryl Smith Phone: 773-712-6427
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CHICAGO, ILLINOIS 60617
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: [Red Lored Salley] Phone: 773-606-774
Organizations/Affiliation: [Kme] Mailing Address (Street, City, Zip): 343, W, 108th Place, 60628
Email: 

CMAP 1256
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Donald Bank

Phone: 773-562-3450

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Joanne Givens Phone: 713-796-4954

Organization/Affiliation: ____________________________________________________________

Mailing Address (Street, City, Zip): 10239 S. Perry Ave. Chicago, IL 60628

Email: __________________________

CMAP 1258
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Name: [Name]
Phone: [Phone]
Organization/Affiliation: [Organization/Affiliation]
Mailing Address (Street, City, Zip): [Mailing Address]
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WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Beverly Jones

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Chicago, IL 60649

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1261
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Name: **Raphael STANSBURY**
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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1266
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Please PRINT your contact information if you would like to receive CMAP updates:

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Organization/Affiliation: ROSE AND CHRISTON

Mailing Address (Street, City, Zip): 600 E. 95th Chicago IL 60619

Email: ________________________________
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Kimberly Lowrey Phone: 773-595-0911
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Email: 
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Please PRINT your contact information if you would like to receive CMAP updates:

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Name:  
Phone:  

Organization/Affiliation:  

Mailing Address (Street, City, Zip):  

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CMAP 1270
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_________________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

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CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP) THAT INCLUDES THE EXTENSION OF THE

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MASS TRANSIT SERVICE FOR UNDER SERVED COMMUNITIES ON CHICAGO’S FAR SOUTH SIDE, BUT

WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

AIR POLLUTION.


Please PRINT your contact information if you would like to receive CMAP updates:

Name: Louis E. Flaker Phone: 773-264-5665
Organization/Affiliation: CMAP
Mailing Address (Street, City, Zip): 10858 S. Michigan, Chicago, IL 60628

Email:
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Desiree McIntosh Phone (773) 285-9321

Organization/Affiliation: CMAP

Mailing Address (Street, City, Zip): 9452 S. Eggleston Chicago, IL 60628

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Frances McGee
Phone: 773-408-4717
Organization/Affiliation: None
Mailing Address (Street, City, Zip): 10558 S. Michigan Chicago, IL 60628
Email: francesm@comcast.net

CMAP 1277
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Donna M. Green
Phone: 773-793-5171
Organization/Affiliation: Roseland Christian Ministries
Mailing Address (Street, City, Zip): 10656 S. Michigan, Chgo. 60628

Email:

CMAP 1278
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Freddie Buckley Phone: 713-995-6009
Organization/Affiliation: A+B MC
Mailing Address (Street, City, Zip): 10115 S. Lafayette Chicago, IL 60628

Email: _________________________________________________
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Bernice Powell Phone: 773-746-0671

Organization/Affiliation: Chicago

Mailing Address (Street, City, Zip): 10858 S. Michigan 60628

Email:

CMAP 1280
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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I am writing to add my support to the long-range regional plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red Line from its current terminal at 95th Street to the city-limits at 130th street. Final approval of this plan will not only greatly improve critically needed access to mass transit service for under served communities on Chicago's far south side, but will shore up essential economic development, help to stabilize housing and reduce air pollution.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: [Signature]
Organization/Affiliation: [Signature]
Mailing Address (Street, City, Zip): 16858 S Michigan

Phone: 773-800-7799

Email:
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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FINAL APPROVAL OF THIS PLAN WILL NOT ONLY GREATLY IMPROVE CRITICALLY NEEDED ACCESS TO MASS TRANSIT SERVICE FOR UNDER SERVED COMMUNITIES ON CHICAGO’S FAR SOUTH SIDE, BUT WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Darlene Ireland
Phone: 713-738-7520
Organization/Affiliation: Memc
Mailing Address (Street, City, Zip): 108 S 5 Michigan 60670
Email: Ireland 1117@yahoo.com

CMAP 1282
GO TO 2040 DRAFT
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AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: [Handwritten: Shawn Robenom] Phone:

Organization/Affiliation: [Handwritten: Home] Mailing Address (Street, City, Zip): 10858 S. Michigan [Handwritten: 60628]

Email: 
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Sylva Brown
Organization/Affiliation: RCMC
Mailing Address (Street, City, Zip): 22 E 105th Place 60628

Phone: 1-773-554-2025

Email: }
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: [Signature] Phone: 713-928-0639

Organization/Affiliation: CMAP Mailing Address (Street, City, Zip):

100 S. Calumet Ave Chicago, IL 60607

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Frank O Coleman Phone: 1-312-882-8787
Organization/Affiliation: Reamc
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Email: 

CMAP 1286
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Ruth Stewart Phone: 1-773-629-6903
Organization/Affiliation: R.C.M.C.
Mailing Address (Street, City, Zip): 410 E. 109th Chicago, Ill 60628
Email: ________________________________

CMAP 1287
GO TO 2040 DRAFT
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________________________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Nicole Guirbord Phone: 773-870-4940
Organization/Affiliation: RCPMC
Mailing Address (Street, City, Zip): 545 W. 104th St Chicago IL 60628

Email: ____________________________________________________________

CMAP 1288
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Robert J. Bennett  Phone: 773 264-7307
Organization/Affiliation: CHICAGO POLICE
Mailing Address (Street, City, Zip): 10871 S. INDIA

Email: CAB752@yahoo.com
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Karen E. Muller Phone: 1-773-633-6469
Organization/Affiliation: Pullman Christian Reformed Church
Mailing Address (Street, City, Zip): 1014 S, Morgan, Chicago, Illinois 60628

Email: 
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__________________________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: _____________________________________________________________________ Phone: 773-675-0942
Organization/Affiliation: ____________________________________________________
Mailing Address (Street, City, Zip): __________________________________________
________________________________________________________________________
Email: ____________________________________________________________________
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Sylvester Chapman  Phone: (713) 737-0926
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CMAP 1292
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Larry Chalmers Jr. Phone: 773 429-8406
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Chicago, Illinois 60628
Email: None

CMAP 1293
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Nakisha McFee
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Organization/Affiliation: CMAP

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Email: octanefury@yahoo.com
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Thomas
Phone: 713-668-3175

Organization/Affiliation: Baseland Christian Ministries Center

Mailing Address (Street, City, Zip): 305 W. 124th St.
Chicago, IL 60628

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:
Name: [Handwritten Name]
Phone: 773-821-0682
Organization/Affiliation: [Handwritten Affiliation]
Mailing Address (Street, City, Zip): 10914 S. State, Chicago, IL 60628
Email: [Handwritten Email]
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: [Signature] Phone: 773-930-5211
Organization/Affiliation: [Signature] Mailing Address (Street, City, Zip): 11321 S. Wentworth
Mailing Address (Street, City, Zip): Chicago, IL 60628
Email: 

CMAP 1297
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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1298
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Curtis Hood
Phone: 312-111-2222
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Mailing Address (Street, City, Zip): 
Chicago, IL 60629

Email:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1302
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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1303
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AIR POLLUTION.


Please PRINT your contact information if you would like to receive CMAP updates:

Name: Thomas Tate Phone: 

Organization/Affiliation: CMAP 

Mailing Address (Street, City, Zip): 9850 S. Drexel 

Email: 

CMAP 1304
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Michael Gray
Organization/Affiliation: R. M. C.
Mailing Address (Street, City, Zip): 10913 westworth Chicago 711
Email: 60628

Phone: 773-468-2472
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Kevin Johnkie

Phone: None

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Email: None
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: JEFFERY BROWN
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Bernard Maggiefield
Phone: 773-264-5333

Organization/Affiliation: ‘Revelnot Christian Ministry

Mailing Address (Street, City, Zip): 11341 Wentworth

Email: ____________________________

CMAP 1308
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: PAUL EAVES Phone: 1-773-268-8331

Organization/Affiliation: R.C.M.C.

Mailing Address (Street, City, Zip): 10625 South Chicago

Email: ____________________________

CMAP 1309
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Please PRINT your contact information if you would like to receive CMAP updates:
Name: Ronald C. Wright
Organization/Affiliation: R.M.C
Mailing Address: (Street, City, Zip): 7555 N ALBION CHICAGO, 60626
Email:
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Please PRINT your contact information if you would like to receive CMAP updates:
Name: LASHONE HARRISON Phone: 1002-683-8999
Organization/Affiliation: ROSE AND CHRISTIAN
Mailing Address (Street, City, Zip): CHICAGO ILL 60628

Email: SAME
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Please PRINT your contact information if you would like to receive CMAP updates:

Name:

Phone:

Organization/Affiliation:

Mailing Address (Street, City, Zip):

Email:

CMAP 1312
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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1313
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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Albert Hall Phone: 773-706-2967

Organization/Affiliation: P.M.C

Mailing Address (Street, City, Zip): 10722 S. State St Chicago, IL 60628

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:
Name: Anthony Mick
Organization/Affiliation: R.C. M.P.
Mailing Address (Street, City, Zip): 10521 S. 104TH AVE

Email: ________________________________
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:
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CMAP 1318
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WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: ARNOLD BASSETT
Phone: 773-588-4271

Organization/Affiliation: R.C.M.C

Mailing Address (Street, City, Zip): 10857 Michigan
Chicago IL 60628

Email:
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Name:  
Organization/Affiliation:  
Mailing Address (Street, City, Zip):  
Email:  

Phone:  

CMAP 1320
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: 
Organization/Affiliation: 
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Phone: 

Email:

CMAP 1321
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Robert DeAlba
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Email: ____________________________

CMAP 1322
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: **TAYLOR WILLIAM**
Phone: **17108-2X3-3853**

Organization/Affiliation: **ROSE LAND CHRISTIAN**

Mailing Address (Street, City, Zip): **34 W 108 PLACE**

Email: **SAME**

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: JOLANTA COMAK  Phone: 1908-743-3853
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Mailing Address (Street, City, Zip): 39W108 Placent A

Email: SAMES
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Please PRINT your contact information if you would like to receive CMAP updates:
Name: Paul Andre Stingley Phone: 1(312)833-5595
Organization/Affiliation: BCMC
Mailing Address (Street, City, Zip): 7825 S. Cornell Chicago, Illinois 60649

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: John E. Johnson  Phone: 773-995-7013
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Justin DekowperLangth Phone: (773) 379-5166
Organization/Affiliation: Roseland Christian
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Email: ______________________________
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Jennifer Harrison Phone: 708-743-385
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Please PRINT your contact information if you would like to receive CMAP updates:

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Organization/Affiliation: CMAP
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Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

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Organization/Affiliation: Roseland Ministries
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CMAP 1331
GO TO 2040 DRAFT
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CMAP 1332
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Demetrius Lomax
Phone: 1908-743-3853

Organization/Affiliation: Bose Nonprofit Christian

Mailing Address (Street, City, Zip): 34 W 108 Place, H

Email: SAME
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP) THAT INCLUDES THE EXTENSION OF THE

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AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:
Name: La-Shawn Clark Phone: 1-773-565-0435
Organization/Affiliation: Rose Lead Christian
Mailing Address (Street, City, Zip): 10220 S. Calumet
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Carlton Youngblood
Phone: 773 568-7710

Organization/Affiliation: RMC

Mailing Address (Street, City, Zip): 435 W 110th Street
Chicago, IL 60628

Email: ____________________________
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Organization/Affiliation: 
Mailing Address (Street, City, Zip): 

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: IDA JARVIES
Organization/Affiliation: R.A. Male
Mailing Address (Street, City, Zip): 11008 Vernon, Chicago, IL 60628
Email: N/A
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Michael Jones
Phone: 222-220-1061
Organization/Affiliation: RCMC
Mailing Address (Street, City, Zip): Chicago 60625

Email: 
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Debra Cooper

Organization/Affiliation: RJoMc

Mailing Address (Street, City, Zip): 62413

Phone: 713-867-9621

Email: 

CMAP 1339
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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__________________________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:
Name: Adra Givens Phone: 
Organization/Affiliation: BAE 
Mailing Address (Street, City, Zip): 16747 S Tara Chicago, IL

Email: 

CMAP 1340
GO TO 2040 DRAFT
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: EVA Coleman Phone: 7-219-801-5824
Organization/Affiliation: Traveling on the Train R.C.M.C
Mailing Address (Street, City, Zip): 4019 Railroad East Chicago, Indiana 46312

Email:
GO TO 2040 DRAFT
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I am writing to add my support to the long-range regional plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red Line from its current terminal at 95th Street to the city limits at 130th Street. Final approval of this plan will not only greatly improve critically needed access to mass transit service for under served communities on Chicago’s far south side, but will shore up essential economic development, help to stabilize housing and reduce air pollution.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Stacy Johnson
Phone: 773) 548-2077

Organization/Affiliation: R.E.M. C.

Mailing Address (Street, City, Zip): 10105 S. LaSalle
Chicago IL 60624

Email: __________________________

CMAP 1342
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: John Weeks Phone: 733-264-0230

Organization/Affiliation: RCC

Mailing Address (Street, City, Zip): 169 mier plt 60626 Chicago ILL

Email: 

CMAP 1343
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Victor

Organization/Affiliation: RMC

Mailing Address (Street, City, Zip): 10952 Wabash, Chicago, Illinois 60629

Phone: 312-264-7262

Email: ____________________________
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__________________________________________________________

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Felita L. Murphy
Phone: (773) 785-9320

Organization/Affiliation: Roseland Christian Ministries

Mailing Address (Street, City, Zip): 10100 S. LaSalle, Chicago, IL 60628

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Shirley L. Williams Phone: 773-383-2274

Organization/Affiliation: RCM.

Mailing Address (Street, City, Zip): 1135 S. Cottage G Chicago IL 6062B

Email: ______________________________________________
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Wapf Williams
Phone: 515-312-1159

Organization/Affiliation: NCMC

Mailing Address (Street, City, Zip): 11335 S. Cottage Gp. CHICAGO IL 60628

Email: 

CMAP 1347
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MASS TRANSIT SERVICE FOR UNDER SERVED COMMUNITIES ON CHICAGO’S FAR SOUTH SIDE, BUT

WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Donald Mitchell
Organization/Affiliation: R.C.M.C.
Mailing Address (Street, City, Zip): 10101 S. Green

Email: Chicago 711 60628

CMAP 1348
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Organization/Affiliation: **Ardent Chicago**

Mailing Address (Street, City, Zip): 7800 S Oak Park, Chicago, IL 60641

Email: **SmithKevinArdentChicago.com**
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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Tineshu Dixon
Organizations/Affiliation: CAP'S
Mailing Address (Street, City, Zip): 283 E 148th Place

Email: tineshu 1900@yahoo.com
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: [Signature] Phone: 312 376 6909
Organizational Affiliation:
Mailing Address (Street, City, Zip): 12103 S. Emerald Chicago, IL 60628

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Claudia Casey
Phone:

Organization/Affiliation:

Mailing Address (Street, City, Zip): 1351 S. Emerald
Chicago, IL 60628

Email:
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Claudia Phone:
Organization/Affiliation: 12141 S. Emerald Ave, Chicago
Mailing Address (Street, City, Zip):

Email:

CMAP 1356
PAGE 05/15 NORA THOMPSON
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: ANDREW L. BLIN Phone:

Organization/Affiliation: Mailing Address (Street, City, Zip):

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CMAP 1357
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PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

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Organization/Affiliation: Mailing Address (Street, City, Zip): 12125 S Emerald Chicago 60628

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Latasha Toole

Organization/Affiliation:

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Email: ________________________________
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Please PRINT your contact information if you would like to receive CMAP updates:

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CMAP 1361
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Please PRINT your contact information if you would like to receive CMAP updates:

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Organization/Affiliation:

Mailing Address (Street, City, Zip): 12607 S. Emerald

Email: Sonja.Tompson@cityofchicago.org

CMAP 1362
GO TO 2040 DRAFT
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I AM WRITING TO ADD MY SUPPORT TO THE LONG-RANGE REGIONAL PLAN PREPARED BY THE

CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP) THAT INCLUDES THE EXTENSION OF THE

CTA RED LINK FROM ITS CURRENT TERMINAL AT 95TH STREET TO THE CITY LIMITS AT 130TH STREET.

FINAL APPROVAL OF THIS PLAN WILL NOT ONLY GREATLY IMPROVE CRITICALLY NEEDED ACCESS TO

MASS TRANSIT SERVICE FOR UNDER SERVED COMMUNITIES ON CHICAGO'S FAR SOUTH SIDE, BUT

WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Donovan C. Thompson
Organization/Affiliation: Prophecy Productions
Mailing Address (Street, City, Zip): 1202 S. Emerald
Email: d918763@yahoo.com

Phone: 773-299-8133
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Steven Thompson Phone: (773) 727-780
Organization/Affiliation: Roseland Youth & Community Mailing Address (Street, City, Zip): 12107 S. Emerald Ave.
Email: NST9809@yahoo.com
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: ___________________________________________________________________________

Phone: __________________________________________________________________________

Organization/Affiliation: _________________________________________________________________________

Mailing Address (Street, City, Zip): ___________________________________________________________________

Email: __________________________________________________________________________

CMAP 1365
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Kevin Finley
Phone: 312-656-1625

Organization/Affiliation:

Mailing Address (Street, City, Zip): 12/03 S Espanol

Email:
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Between Friday, June 11 and Friday, August 6, 2010 partners, residents and stakeholders have an opportunity to provide input on the draft GO TO 2040 comprehensive regional plan for northeastern Illinois. Comments must be received by August 6, 2010 at 5:00 p.m.

I am writing to add my support to the long-range regional plan prepared by the CMAP. I am concerned about the following issues:

- Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red Line from its current terminal at 95th Street to the city limits at 130th Street
- Final approval of this plan will not only greatly improve critically needed access to mass transit service for under served communities on Chicago's far south side, but will shore up essential economic development, help to stabilize housing and reduce air pollution.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Gloria Green
Phone: 773-568-2286

Organization/Affiliation: Rosemoor Community Association

Mailing Address (Street, City, Zip): 10143 S. Calumet Ave.
Chicago, IL 60628

Email: samagreen@Aol.com
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP) THAT INCLUDES THE EXTENSION OF THE

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WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Sandra Gaskin Phone: 773-255-6241
Organization/Affiliation: Pullman Community Development Corp (Pullman CDC)
Mailing Address (Street, City, Zip): 701 E 105th Street, Chicago IL 60628

Email: 

CMAP 1368
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE

AIR POLLUTION.

Veronica R. Harker

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Veronica Rucker
Organization/Affiliation: Roseland Community Assn.
Mailing Address (Street, City, Zip):

Phone: 312-454-0400

Email:
From: Boller, Virginia [BollerV@metrofamily.org]
Thu 7/22/2010 5:30 PM
Subject: Comments about Northern Illinois Region's Go To 2040 Plan

I am writing to add my support to the Long-Range Regional Plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red Line from its current terminal at 95th Street to the City-limits at 130th Street. Final approval of this plan will not only greatly improve critically needed access to mass transit service for under served communities on Chicago's Far Southside, but will shore up essential economic development, help to stabilize housing and reduce air pollution. I live near the northern terminal of the Red Line, and work on 103rd St, near the proposed extension. The proposed extension would not only benefit me personally, but the many persons who use the services of the agency where I work. It would also be a great boon for people going to and from jobs, schools, shopping, health care, and much, much more. Having mass transit that goes from one end of the City to the other would benefit the entire region. More importantly, it would bring the Far Southside the same access and benefits enjoyed by the Far North side.

Thank you,

Virginia Lawton Boller

1762 F West Thome Avenue

Chicago, IL 60660

bollerv@metrofamily.org

773-520-7022
Aug 2, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Adam Eiden  
131 Winddance Dr  
Lake Villa, IL 60046-6681
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Tom Baker
2935 Talaga Dr
Algonquin, IL 60102-6849
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Edith Reynolds
210 Redwood Ct
Vernon Hills, IL 60061-1952
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Carlos Rodriguez
3329 Patricia Ln
Park City, IL 60085-6810
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Adrienne Doherty
PO Box 241
Lake Forest, IL 60045-0241
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Dawn Lamarca
26175 W Vista Ct
Ingleside, IL 60041-9135
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Sincerely,

Ms. Barbara Scott
1547 Knollwood Ln
Highland Park, IL 60035-3405
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Linda Foulkes
25915 N Midlothian Rd
Mundelein, IL 60060-9445
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Miss Karen Peterson
950 Lucerne Ct
Mundelein, IL 60060-1341
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Linda Cramer
678 Longview Dr
Antioch, IL 60002-1843
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. cheryl haque
1356 Hazel Ave
Deerfield, IL 60015-2745
Aug 3, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Dorien Zaricor  
1194 Windemere Cir  
Gurnee, IL 60031-5196
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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I suggest you review the comments from the last draft EIS. This expensive highway has already cost us more money than it’s worth in studies that have never reasonably justified a build option. The time is overdue for money to be put into improving exiting roads, including the Rt. 120 bypass which should be as short as possible with concentration on widening of the existing road. This has obviously been planned with the N/S extension of Rt.53 in mind and has not been planned in the most efficient, cost effective way because of the intent to link it to Rt. 53. We already have too much flooding to even consider putting so much more impervious surface in Lake County.
Please put our money where it’s actually going to work for us.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Cheryl Doros
1047 Popes Creek Cr. Gurnee, IL 60030-1140
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Mark Hinds
524 Sandy Ln
Libertyville, IL 60048-3554
Aug 2, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Megan Beelart  
2609 Forestwood Dr  
McHenry, IL 60051-6705
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Patricia Michaels
3442 RFD
Long Grove, IL 60047-8106
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Erin Karlow
3821 Tulip St
Crystal Lake, IL 60014-2353
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Sincerely,

Mr. Robert Puchli
2413 Sunset Dr
Lindenhurst, IL 60046-8960
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Sincerely,

Jean Miller
262927 Monroe St.
Wauconda, IL 60084-2404
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Extending Route 53 is an abomination.

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Sincerely,

Mrs. Marti Swanson
5615 N Ridgeway Rd
Ringwood, IL 60072-9634
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Reilly Kohn
20832 W High Ridge Dr
Kildeer, IL 60047-8375
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Ms. Melanie Kohn
20832 W High Ridge Dr
Kildeer, IL 60047-8375
Aug 2, 2010

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233 South Wacker Drive, Suite 800  
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However, the inclusion of the Route 53 extension needs to be addressed in terms of environment, and more natural areas for wildlife. It is inconsistent with these goals.

We need more TRANSIT options for Lake County.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

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Sincerely,

Ms. colleen spoden  
815 Merrill Ln  
Grayslake, IL 60030-1319
Aug 2, 2010

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233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Robert Waddell  
1192 Holly Ln  
Algonquin, IL 60102-1972
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Algonquin, IL 60102-1972
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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Matthew Schmitz
2307 Springhill Ln
Lindenhurst, IL 60046-8326
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Nan Streicker
907 Woodward Ave
Deerfield, IL 60015-2866
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

J Junkroski
18617 River Rd
Marengo, IL 60152-9130
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Karen Schmiel
9107 Nicholas Ln
Spring Grove, IL 60081-8284
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

I support the inclusion of the long overdue Route 53 extension. I urge you to support the Route 53 extension as a priority transportation project within this plan.

The Route 53 extension would reduce traffic congestion, and is an appropriate use of transportation dollars. This project should have been completed 20 years ago, and I urge you to avoid further delay.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

John Grosse
333 Point Ct
Algonquin, IL 60102-2228
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Jackie Tucker
3510 Western Ave
Highland Park, IL 60035-1263
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Catherine Ballew
270 W Woodstock St
Crystal Lake, IL 60014-4250
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Eileen Scherer
3716 Ridge Ln
Wonder Lake, IL 60097-8265
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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However, the inclusion of the Route 53 extension is inconsistent with these goals. I strongly encourage you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would be a disaster for the already-limited open spaces in Lake County. And, frankly, we already have more asphalt in the region than we are albe to maintain. I'd be supportive of an increase in the maintenance budget for existing roadways, but not for this massive, unneeded project. Whenever I see "Build 53" bumper stickers, they're always on trucks belonging to the companies that are doing roadwork in the region. So it's clear who's driving (pardon the pun) this project. Not us citizens!

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Thank you for your efforts, and for considering my comments.

Sincerely,

Dr. Tom von Geldern
4209 W Solon Rd
Richmond, IL 60071-9696
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Miss Debbie Lane
408 Lake Shore Blvd
Wauconda, IL 60084-1522
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Sincerely,

Ms. Angela Affolter
1650 Winston Ct
Mundelein, IL 60060-3372
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Sincerely,

Carol Rice
170 W Il Route 22
Barrington, IL 60010-2412
Aug 2, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Nicki Mazar  
1062 Princeton Ave  
Highland Park, IL 60035-2363
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Amy Weiland
13827 W Trail Dr
Mettawa, IL 60045-3417
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Karen Kortsch
13279 W Heiden Cir
Lake Bluff, IL 60044-2909
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

J Swanson
21349 W Willow Dr
Kildeer, IL 60047-8713
Aug 3, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Sincerely,

Mr. Roger Hannah  
268 W Country Walk Dr  
Round Lake Beach, IL 60073-4009
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Another concern I have is with the Hwy 120 bypass east of Hwy 45 near the Lake County Forest Preserve that is home to many Great Blue Herons, Egrets and other birds and animals.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Nancy Desecki
558 Whispering Pines Rd
Lindenhurst, IL 60046-8794
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Route 53 is already overloaded during rush hours. Extending it will only make matters worse.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Wesley Wolf
77 Waterview Ct
Lake Barrington, IL 60010-3893
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Sincerely,

Mrs. Patricia Michaels
3442 RFD
Long Grove, IL 60047-8106
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Marshall Sorkin
2920 W Sherwin Ave
Chicago, IL 60645-1210
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Sincerely,

Mr. Stephen Anderson
1000 Springfield Ave
Deerfield, IL 60015-3031
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Lee Mishkin
790 Checker Dr
Buffalo Grove, IL 60089-1413
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Elaine Soble
215 Lakeside Pl
Highland Park, IL 60035-5318
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Carol Eglsaeer
627 N Lake St
Grayslake, IL 60030-1471
Aug 2, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Jan Horwitz  
909 Knightsbridge Dr  
Island Lake, IL 60042-8703
Aug 2, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Elenita Hinds  
524 Sandy Ln  
Libertyville, IL 60048-3554
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Karen Koritko
2313 Evergreen Ave
Fox River Grove, IL 60021-1624
Aug 3, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

Recent polls indicate northern Illinois citizens want more and better public transportation. Why must the billions of dollars be spent on super highways? One only has to at what is happening on the global level: devastating flooding caused by deforestation and poor land use. Flooding in northern lake county has been serious this year. Illinois voters supported the use of their money for the preservation of open space.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Billie Kocal  
40576 N Lake Bluff Dr  
Antioch, IL 60002-9449
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Natalie Hendricks
843 Dean St
Woodstock, IL 60098-3819
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Robert Collimore
429 North Ave
Waukegan, IL 60085-3943
From: Sierra Club Membership Services [membership.services@sierracub.org] on behalf of robert
collimore [collimore@sbcglobal.net]
Sent: Tuesday, August 03, 2010 8:06 AM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job
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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. robert collimore
429 North Ave
Waukegan, IL 60085-3943
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Ari Brian Schwartz
228 Gladys Ct
Deerfield, IL 60015-5049
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Holly O'Mara
1460 N Sandburg Ter Apt 2201
Chicago, IL 60610-5568
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Scott Schultz
4151 W Orleans St
McHenry, IL 60050-3973
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Harley Gold
1720 W Indian Ridge Dr
Johnsburg, IL 60051-6138
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Peggy Schramm
1335 N Jackson St
Waukegan, IL 60085-1858
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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One very important area that needs to be protected is Almond Marsh. A highway nearby Almond Marsh would be tragic, indeed. I have volunteered at the marsh on Saturday mornings in springtime, so working residents could come and view this local treasure. Parents bring their children, as well. We provide spotting scopes and binoculars. The delight of people, old and young, seeing the local wildlife (often for the very first time) is heartwarming and promotes an appreciation for nature and our local ecosystems. Birds who nest here have very little suitable habitat elsewhere in Lake and nearby Cook Counties. This is a neighborhood gem that must be preserved!

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Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Bonnie Duman
930 Heather Rd
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Adrienne Doherty
PO Box 241
Lake Forest, IL 60045-0241
Jul 28, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Alice Brandon
309 Wisconsin Ave
Oak Park, IL 60302-3492
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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I hope you reconsider this proposed plan to destroy important open areas. We really need to invest in public transportation. Thank you for listening

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Alison Hubbard
PO Box 2485
Crystal Lake, IL 60039-2485
Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Warmly,
Amelia Heron

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Amelia Heron
1 Maybeck Pl
Elsah, IL 62028-9720
Jul 29, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

I am especially excited to note the interest in better mass transit options--long needed, and long-ignored!

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

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Extending Route 53 was never a good idea. It's been shown over and over again that if you add new roads, they too become congested. If this road is built, it will wreck sensitive areas and relieve traffic congestion only temporarily. What a waste of money and natural resources.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Amy Parker
135 Willow Ave
Deerfield, IL 60015-4835
Aug 5, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Amy Snyder
400 Saint Andrews Ln
Gurnee, IL 60031-4488
Aug 2, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Amy Weiland  
13827 W Trail Dr  
Mettawa, IL 60045-3417
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Angela Affolter
1650 Winston Ct
Mundelein, IL 60060-3372
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Ari Brian Schwartz
228 Gladys Ct
Deerfield, IL 60015-5049
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Audrey Aabey
2837 Forest Ave
River Grove, IL 60171-1305
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Barbara Scott
1547 Knollwood Ln
Highland Park, IL 60035-3405
Jul 21, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Barbara Hauser  
1135 N Marion St  
Oak Park, IL 60302-1252
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Barbara Hill [b.c.hill@comcast.net]
Sent: Friday, July 30, 2010 8:59 PM
To: Info
Subject: Chicagoland 2040

Jul 30, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Barbara Hill
1460 E Joan Dr
Palatine, IL 60074-5669
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

Recent polls indicate northern Illinois citizens want more and better public transportation. Why must the billions of dollars be spent on super highways? One only has to at what is happening on the global level: devastating flooding caused by deforestation and poor land use. Flooding in northern lake county has been serious this year. Illinois voters supported the use of their money for the preservation of open space.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Billie Kocal
40576 N Lake Bluff Dr
Antioch, IL 60002-9449
Aug 5, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

The inclusion of the Route 53 extension in your plan, however, is inconsistent with these goals.
I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would create more traffic, more congestion, and unwanted commercial & residential development into less developed areas, and further decentralize our region. It would also spend limited public dollars in doing damage to our region, instead of adding needed transit options.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Bob Schroyer
4810 N Waltshire Ln
McHenry, IL 60051-8538
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

One very important area that needs to be protected is Almond Marsh. A highway nearby Almond Marsh would be tragic, indeed. I have volunteered at the marsh on Saturday mornings in springtime, so working residents could come and view this local treasure. Parents bring their children, as well. We provide spotting scopes and binoculars. The delight of people, old and young, seeing the local wildlife (often for the very first time) is heartwarming and promotes an appreciation for nature and our local ecosystems. Birds who nest here have very little suitable habitat elsewhere in Lake and nearby Cook Counties. This is a neighborhood gem that must be preserved!

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Thank you for your efforts, and for considering my comments.

Sincerely,

Dr. Bonnie Duman
930 Heather Rd
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Brian Chard
399 W Shadow Creek Dr
Vernon Hills, IL 60061-1067
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Miss Caitlyn Dobner
115 N Bauer Rd
McHenry, IL 60050-5698
Aug 4, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Candice Bauer  
432 Windsor Ter  
Libertyville, IL 60048-2949
Aug 6, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Carol Nurse
635 N Madison St
Woodstock, IL 60098-3334
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Karla Cook
18836 W Circle Ct
Grayslake, IL 60030-2101
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Carlos Rodriguez
3329 Patricia Ln
Park City, IL 60085-6810
Apr 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Carmen Dutack
1818 Oakwood Rd
Northbrook, IL 60062-1317
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Carol Egsaer
627 N Lake St
Grayslake, IL 60030-1471
Aug 2, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Carol Rice  
170 W Il Route 22  
Barrington, IL 60010-2412
Dear CMAP,

Thank you for working on a plan for the future of the Chicago area. The overall goals are fine, but we think the part with Route 53 extension needs to be changed. It is not a good route there. wet lands etc.

Sincerely, Carol Schneider

Ms. Carol Schnelder
1719 E. 54th St. #3
Chicago, IL 60615-5703
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Carol Veome [veomec@sbcglobal.net]

Sent: Monday, July 19, 2010 9:57 PM

To: Info

Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

I urge you to please drop the Route 53 extension as a priority transportation project from this plan. It would destroy parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Carol Veome
2638 W Albion Ave
Chicago, IL 60645-5031
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Caroline Mead [cpmead@comcast.net]
Sent: Monday, July 19, 2010 8:56 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Caroline Mead
728 Carriage Hill Dr
Glenview, IL 60025-5404
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Catherine Ballew
270 W Woodstock St
Crystal Lake, IL 60014-4250
Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Charles Erickson
593 4th Ave
Aurora, IL 60505-4850
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Charles Shelby [cshelby3@gmail.com]
Sent: Monday, July 19, 2010 10:27 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Charles Shelby
2233 N Kenmore Ave
Depaul Vincentian Reside
Chicago, IL 60614-3547
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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I suggest you review the comments from the last draft EIS. This expensive highway has already cost us more money than it’s worth in studies that have never reasonably justified a build option. The time is overdue for money to be put into improving exiting roads, including the Rt. 120 bypass which should be as short as possible with concentration on widening of the existing road. This has obviously been planned with the N/S extension of Rt.53 in mind and has not been planned in the most efficient, cost effective way because of the intent to link it to Rt. 53. We already have too much flooding to even consider putting so much more impervious surface in Lake County.
Please put our money where it’s actually going to work for us.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Cheryl Doros
1047 Popes Creek Cr. Gages Lake IL 60030 -1140

CMAP 1465
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. cheryl haque
1356 Hazel Ave
Deerfield, IL 60015-2745
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Miss Cheryl Jennings
221 Blackhawk Rd
Highland Park, IL 60035-5266
Aug 8, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Christine Heffernan
720 Regal Ln
Algonquin, IL 60102-4369
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Christy Matsuoka
918 Ski Hill Rd
Fox River Grove, IL 60021-1326
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Clayton Daughenbaugh
1311 Elmwood Ave
Berwyn, IL 60402-1138
Aug 2, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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However, the inclusion of the Route 53 extension needs to be addressed in terms of environment, and more natural areas for wildlife. It is inconsistent with these goals.

We need more TRANSIT options for Lake County.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. colleen spoden  
815 Merrill Ln  
Grayslake, IL 60030-1319
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Sincerely,

David and Patricia Meyer
714 S Humphrey Ave
Oak Park, IL 60304-1717
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Dawn Lamarca
26175 W Vista Ct
Ingleside, IL 60041-9135
Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Deb Christensen
191 W Adams St
Manteno, IL 60950-1439
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Miss Debbie Lane
408 Lake Shore Blvd
Wauconda, IL 60084-1522
From: debbystorms@sbcglobal.net  
Subject: 2040 Draft Plan Comment  
Thu 8/5/2010 9:07 AM  

As a Lake County Resident, I have a vested interest in the Draft Plan; in particular, the proposed Route 53 extension, which has the potential to negatively impact my immediate community and the environmentally important areas surrounding it. Further, the proposed extension would negatively alter the character of Lake County forever.

We in Lake County and all of Illinois have much to be proud of in the progress we've made towards preserving the precious little remaining open land, farm and remaining prairie areas that add so greatly to the quality of our lives here.

That's why it's so important to CAREFULLY PROCEED and only use plans that would PRESERVE AND PROTECT our environmentally sensitive areas.

We citizens have worked hard to preserve and protect open lands and farms. True, it's important to keep our highways up-to-date and serviceable for our increasingly congested towns. But given our rapid growth, it's all the more important to take special care not to disturb the beautiful assets we have in our midst when alternative, environmentally sensitive alternatives are possible.

The planned extension disregards our natural assets. We need relief from traffic congestion, but a highway that threatens the places we care about, such as the Liberty Prairie Reserve and the Prairie Crossing Farm, isn't the right solution. A sound, environmentally-sensitive alternative road design has been presented, and we, as a community, support this alternative.

Consider the debacle Milwaukee faced recently as they chose to tear down an ill-planned highway after realizing the negative impacts to the city and to surrounding communities. Do you want to be known for a similar failure in planning?

We will put our full energy and organization into making sure the IDOT plans do not compromise the places we love and some of the primary reasons we have chosen to live here. We urge you to show real leadership and support the environmentally-sensitive alternative that has been proposed.

Best Regards,

Debby Storms  
1531 Penstemon Ct.  
Grayslake, IL  60030  
847-543-7209
Aug 2, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Deloris Manny  
1306 S Fleming Rd  
Bull Valley, IL 60098-7924
The Lake County Board has urged IDOT "to initiate a planning process that engages all affected communities in an effort to build consensus around development of an environmentally sound and context sensitive integrated system of roads and transit improvements from the terminus of Rt. 53 to Rt. 120."

I strongly support IDOT taking a system approach that looks at Routes 12, 14, and 83 at the same time the road is being designed and that it be an at-grade boulevard, rather than a sky-high elevated road that can be/will be integrated with a bus rapid transit system and into the existing arterial grid system rather than an isolated expressway.

I strongly oppose building a big concrete monstrosity that incorporates none of the innovative 21st century features that are being used in other states. IDOT and the Toll Authority can and should be innovative leaders in this road expansion and building project, not neanderthals who see only the solving of a traffic problem. This is a quality of life issue and an opportunity to be forward thinking.

Thank you,
DewAnn Langdon
1249 Hedgerow Drive
Grayslake, IL 60030
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Dianna Oliveira
1715 Coronado Dr
Champaign, IL 61820-7047
Aug 5, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Diana Maculan
107 Robincrest Ln
Lindenhurst, IL 60046-9533
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Donna Hriljac
8229 N Oleander Ave
Niles, IL 60714-2549
Data from form "Contact CMAP" was received on 8/6/2010 9:52:05 AM.

Contact CMAP

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<thead>
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<th>Value</th>
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<td>Contact Form</td>
</tr>
<tr>
<td>Full Name</td>
<td>Donna Padilla</td>
</tr>
<tr>
<td>Address</td>
<td>1177 Hedgerow Drive</td>
</tr>
<tr>
<td>City</td>
<td>Grayslake</td>
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<tr>
<td>State</td>
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<td>Business Phone</td>
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<td>Home Phone</td>
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<tr>
<td>Email Address</td>
<td><a href="mailto:donnap@wittkieffer.com">donnap@wittkieffer.com</a></td>
</tr>
<tr>
<td>Comments</td>
<td>Lake County Board has urged IDOT &quot;to initiate a planning process that engages all affected communities in an effort to build consensus around development of an environmentally sound and context sensitive integrated system of roads and transit improvements from the terminus of Rt. 53 to Rt. 120.&quot; i am concerned that this plan to create a road through the community i love and have supported is a bit myopic. we need to look at all the roads within Lake county, not just one arterial road. Thank you</td>
</tr>
</tbody>
</table>

Email "CMAP Contact Form Submission" originally sent to info@cmap.illinois.gov from donnap@wittkieffer.com on 8/6/2010 9:52:05
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Doriem Zaricor
1194 Windemere Cir
Gurnee, IL 60031-5196
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Doug & Diane Ower
1812 Dusk Dr
Zion, IL 60099-5117
Aug 6, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Douglas Faist
18 Trent Rd
Hawthorn Woods, IL 60047-9100
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Edith Reynolds
210 Redwood Ct
Vernon Hills, IL 60061-1952
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Eileen Murphy
841 W Junior Ter
Chicago, IL 60613-1607
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Eileen Scherer
3716 Ridge Ln
Wonder Lake, IL 60097-8265
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Elaine Soble
215 Lakeside Pl
Highland Park, IL 60035-5318
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Elenita Hinds
524 Sandy Ln
Libertyville, IL 60048-3554
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Elizabeth Wyman [egwyman@sbcglobal.net]
Sent: Monday, July 19, 2010 10:26 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Elizabeth Wyman
5530 S Shore Dr
Chicago, IL 60637-1945
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Erich Keil
1311 N Underhill St
Peoria, IL 61606-1129
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Erin Karlow
3821 Tulip St
Crystal Lake, IL 60014-2353
Jul 25, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. Nothing else could do more to improved transpoartation than to include the misguided Rt. 53 extension in this plan. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options. Over its 40+ year history, the Rt. 53 extension, including its Rt. 120 bypass segment, has diverted needed attention away from mass transit, leaving Lake County serverly underserved by this more effective transportation investment. Even simple road improvements that studies have shown would do more to relieve congestion than if Rt. 53 were also built have languished. It’s time to stop wasting our time on this futile controversy. There are many better ways to improve our transportation system without extending Rt. 53 - Let’s Get Moving!

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars. I would like ot see serious consideration given to passenger service on what was formerly the EJ&E railway through Lake County, to connect people across the county with jobs in Waukegan. Please follow the results of your public input sessions that call for transitioning to a more compact and efficient transportation system.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Gail Wemlinger [snowdove104@verizon.net]
Sent: Wednesday, July 21, 2010 12:48 AM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Gail Wemlinger
PO Box 285
104 S 2nd St Apt 1
Kirkland, IL 60146-0285
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Georgia Libbares [glibbares@yahoo.com]
Sent: Tuesday, July 20, 2010 10:27 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Georgia Libbares
505 N McClurg Ct Apt 1403
Chicago, IL 60611-5381
Jul 27, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Gregory Gehrig
309 Wisconsin Ave
Oak Park, IL 60302-3492
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmlands, and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Harley Gold
1720 W Indian Ridge Dr
Johnsburg, IL 60051-6138
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Helen Ehrenspurger [hehrensp@aol.com]
Sent: Tuesday, July 20, 2010 10:29 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Helen Ehrenspurger
3506 S Kilkeneny Dr
Crystal Lake, IL 60014-4714
Aug 2, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Holly O'Mara  
1460 N Sandburg Ter Apt 2201  
Chicago, IL 60610-5568
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Sincerely,

J Junkroski
18617 River Rd
Marengo, IL 60152-9130
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

J Swanson
21349 W Willow Dr
Kildeer, IL 60047-8713
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Jackie Tucker
3510 Western Ave
Highland Park, IL 60035-1263
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of james stephens [jstep70135@aol.com]
Sent: Monday, July 19, 2010 10:59 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. james stephens
276 Kenston Ct
Geneva, IL 60134-2062
Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Dr. James Swindler
807 Normal Ave
Normal, IL 61761-1531
Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Jan Barshis
2344 Pomona Ln
Wilmette, IL 60091-2216
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Jan Horwitz
909 Knightsbridge Dr
Island Lake, IL 60042-8703
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Jan Tervydis [jantervydis@sbcglobal.net]
Sent: Tuesday, July 27, 2010 12:50 AM
To: Info
Subject: Chicagoland 2040

Jul 27, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Jan Tervydis
113 W Linden St Apt 2
Edwardsville, IL 62025-2000
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Please pay attention to groundwater recharge -- "managed water supplies" suggests that groundwater and other water resources are simply commodities, to be bought, sold and moved around as any consumer good. This approach fails to address land uses absolutely necessary for recharge of shallow aquifers; it fails to consider those ecosystems that are not only water-dependent, but dependent on water of a certain constant volume, temperature and pH.

Nothing undermines the planning principles espoused here as much as does extending 53 through McHenry County. This needs to be deleted from the recommendations, replaced with alternatives.

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Sincerely,

Mrs. Jane Collins
13610 Kishwaukee Valley Rd
Woodstock, IL 60098-3139
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Sincerely,

Jean Miller
262927 Monroe St.
Wauconda, IL 60084-2404
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Jeanette Louis [jnlouis@hotmail.com]
Sent: Tuesday, July 20, 2010 3:18 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Sincerely,

Ms. Jeanette Louis
13621 110th Ave
Orland Park, IL 60467-1203
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Jeff And Bernadette Payne
2100 W Bradley Pl
Chicago, IL 60618-4910
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Jen Gervasio
1501 Forest Ave
Wilmette, IL 60091-1635
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Jennifer Oatfield
5737 N Meade Ave
Chicago, IL 60646-6108
I am writing to comment on the CMAP 2040 Draft Plan regarding Route 53. I applaud you for the following statement in the draft. "However, the project does have potential negative impacts on the natural environment and on immediately adjacent communities. CMAP recommends that IDOT and Tollway work closely with Lake County and affected communities to use an aggressive Context Sensitive Solutions (CSS) approach for the planning and design of this facility, and that environmental protection and preservation of nearby community character should be high priorities." Northern Lake County is unique & special & must be preserved not destroyed by a multi-lane elevated road. Milwaukee & other cities have recently torn down similar roads. I urge you to save the taxpayers money by not implementing an inappropriate & unnecessary project. Lake County already has a major toll road & building another one 6 miles away would be unprecedented & does not make sense.

I strongly disagree with two points made in support of building the extension. On pg 188 of the plan it says "the need for transportation improvements in the corridor is well documented, particularly by a comprehensive transportation study undertaken by IDOT and the Tollway in the 1990s". The economy has changed radically since the 1990s & therefore any study done in the 1990s is now irrelevant. A recent referendum was also mentioned. "Lake County voters approved of the county’s commitment to pursue the completion of the project via referendum approval in April 2009." There was less than 20% voter turn out in that election so that referendum is not relevant either.

Any extension or new road should not be a limited access expressway like those in the city of Chicago. This area is quite different from the city of Chicago & therefore requires a different approach and 7 type of road. Any extension or new road should be at grade & be tied in with improvements to public transportation. A recent ChgoTribune/WGN poll shows that a majority of suburban residents now think that improvements to public transportation are more important than improving roads.

I urge you to take a systematic approach that looks at Routes 12, 14, and 83 and integrates any new road or extension into the existing arterial grid system rather than building an isolated expressway.

Thank you for your time and consideration,

Jill Lawless
Grayslake, IL
Metra & CTA commuter
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

It is our obligation to stop the endless consumption of petroleum and destruction of water and wild areas. The people want good public transportation. It is your obligation to listen to the people and we are saying stop the destruction of open spaces and give us public transportation.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Joan And Glenn Fritz
912 N Delphia Ave
Park Ridge, IL 60068-2020
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Joseph Jachna
5707 W 89th Pl
Oak Lawn, IL 60453-1225
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

I support the inclusion of the long overdue Route 53 extension. I urge you to support the Route 53 extension as a priority transportation project within this plan.

The Route 53 extension would reduce traffic congestion, and is an appropriate use of transportation dollars. This project should have been completed 20 years ago, and I urge you to avoid further delay.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

John Grosse
333 Point Ct
Algonquin, IL 60102-2228
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of John Hockman [j.w.hockman@sbcglobal.net]
Sent: Wednesday, August 04, 2010 4:50 PM
To: Info
Subject: Chicagoland 2040

Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. John Hockman
14722 Estonian Ln
Riverwoods, IL 60015-3553
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of John Stainthorp [stainthorp@aol.com]
Sent: Tuesday, July 20, 2010 9:29 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

There is, however, a significant aberration in draft plan. The inclusion of the Route 53 extension is inconsistent with the other goals of the plan and I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. John Stainthorp
1247 W Columbia Ave
Chicago, IL 60626-4323
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Joseph Torres
41 N Orchard Ave
Waukegan, IL 60085-4658
Jul 23, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Judy Johnston
224 Everts Pl
Highwood, IL 60040-1702
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Julie Dobson [julsandry@yahoo.com]
Sent: Tuesday, July 20, 2010 11:27 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Julie Dobson
420 Eastgate St
Algonquin, IL 60102-3016
From: Justin Fishbein [federico48@earthlink.net]
Mon 8/2/2010 3:44 PM
Subject: Comment on GO TO 2040 plan

My focus is on the Central Lake County Corridor in the year 2040. I am extremely disappointed by the lack of innovative solutions to the ongoing controversy about extending Route 53 north from Lake-Cook Road to an intersection with an east-west highway. Even more preposterous is the citation of Barrington and Buffalo Grove in support of the extension without recognition that Long Grove, Hawthorn Woods and residents along the proposed right-of-way strongly oppose the extension as does the Sierra Club. The plan makes no mention of the legal obstacles to the proposed extension: In California the City of South Pasadena took the plan for completion of Interstate 710 (the Long Beach Freeway) to court and blocked its connection to the I-210 Freeway in Pasadena. The 2040 Plan, moreover, grossly underestimates the cost of the extension because it ignores the engineering accommodations that would have to be made to avoid a deleterious environmental impact. Prior to 2040, will traffic congestion in Lake County be so pernicious that the public will trade off its concern for the environment simply to get a road that will never solve rush-hour problems? Imagine what the tolls would be plus congestion pricing?

Two things. The first is Daniel Burnham's often-quoted statement, "Make no little plans." Under the circumstances, any plan to extend Route 53 is a "little plan." The second is the conclusion of a discussion at Harvard in 1998. The panel included John Kenneth Galbraith, Arthur Schlesinger Jr. and John Dunlop, former Secretary of Labor. The moderator was George Plimpton. Someone asked what they saw ahead in the 21st century. Their reply: As rapid as change has been in the 20th century, it will be much, much more rapid in the 21st. The challenge is to adapt to and accommodate to extremely rapid change. The Central Lake County Corridor Plan doesn't do that. It is a straight-line extension from the present, hardly a giant leap into the future.

The plan is neither innovative nor an advocate of genuine change. Why not minibuses to serve subdivisions to transport residents to bus and rapid transit terminals and to shopping centers? Why no facilities to allow cargo trains to move rapidly through the area to terminals where they might make deliveries to their destinations? Why no provisions for state-supported van pools? Why no benefits for persons driving vehicles using alternatives to petroleum? Why no recognition that roads can be, in effect, giant barriers that significantly alter the social fabric of areas? Why no citations of the studies that show the incidence of disease is higher in areas close to highways? Why no recognition of the importance of parking restrictions in convincing people to use car pools?

Finally, Northeastern Illinois needs something like California's Air Quality Management District to impose regulations that will bring about partnerships of businesses and residents working together to attain the objectives suggested by the plan.

Justin M. Fishbein
1451 Calais Circle
Highland Park, IL  60035-3920
(847) 432-6454

Justin Fishbein
federico48@earthlink.net
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

Investing in Public transportation and clean energy is probably a much better choice for our tax dollars!

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Karen Enzie-Craig
622 Park Ave
Winthrop Harbor, IL 60096-1358
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Karen Koritko
2313 Evergreen Ave
Fox River Grove, IL 60021-1624
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Karen Kortsch
13279 W Heiden Cir
Lake Bluff, IL 60044-2909
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Miss Karen Peterson
950 Lucerne Ct
Mundelein, IL 60060-1341
Aug 2, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Karen Schmiel  
9107 Nicholas Ln  
Spring Grove, IL 60081-8284
Jul 21, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Karl Hjerpe  
1816 N Lincoln Ave  
Chicago, IL 60614-5812
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Karla Cook
18836 W Circle Ct
Grayslake, IL 60030-2101
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Karyn Langdon
1417 Green Pheasant Ln
Batavia, IL 60510-4599
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Kathleen Slattery
1250 W Glenlake Ave
Chicago, IL 60660-2504
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Kelly Kulauzovic [k.kulauzovic@gmail.com]

Sent: Tuesday, August 03, 2010 1:07 PM

To: Info

Subject: Chicagoland 2040

Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Kelly Kulauzovic
1356 Prairie View Pkwy
Cary, IL 60013-2622
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Sincerely,

Mr. Kelly Rowe
907 W Fullerton Ave
Chicago, IL 60614-2406
Jul 20, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Kristin Schultz  
4248 Saratoga Ave Apt 309  
Downers Grove, IL 60515-1958
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Lawrence Frey [onthehiway@live.com]
Sent: Monday, July 19, 2010 9:31 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Lawrence Frey
219 W Washington St
Villa Park, IL 60181-2826
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Layne Alleman
42171 N Forest St
Antioch, IL 60002-8928
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Lee Mishkin
790 Checker Dr
Buffalo Grove, IL 60089-1413
Aug 3, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Linda Cramer  
678 Longview Dr  
Antioch, IL 60002-1843
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. linda foulkes
25915 N Midlothian Rd
Mundelein, IL 60060-9445
Last year I moved to Grayslake from the City of Chicago and I have been very happy with the move. One of the main reasons we moved was to escape the bad air quality of the city, especially because we have a newborn daughter and newborns are highly susceptible to health impacts from poor air quality.

After living in the City of Chicago for three years, we chose to purchase a home in Lake County specifically for improved air quality for my family. In Chicago, we lived within a mile of a major highway, and we made the decision to move to Lake County in order to find a home at least a mile away from a major highway. The EPA has ample research available about the health impacts on young children from exposure to air pollution from highway traffic, and I am infuriated that my intentional and costly decision to move away from air pollution could be rendered futile by the proposed Highway 53 extension.

We need relief from traffic congestion, but a highway that threatens my family's health, as well as the places we care about, such as the Liberty Prairie Reserve and the Prairie Crossing Farm, isn't the right solution. A sound, environment-sensitive alternative road design has been presented, and my community supports this alternative. We will put our full energy and organization into making sure the IDOT plans do not compromise our children's health or the places we love and some of the primary reasons we have chosen to live here. I urge you to show real leadership and support the environment-sensitive alternative that has been proposed.

Best Regards,
Lindsay James
1052 Harris Rd, Grayslake
312-402-5887
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Link Bradford
414 Rockefeller Rd
Lake Forest, IL 60045-3138
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Maria Harmon
111 Willow Dr
Waukegan, IL 60087-4007
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Mark Hinds
524 Sandy Ln
Libertyville, IL 60048-3554
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Marlene Powers
1820 E Wood Ln
Mount Prospect, IL 60056-1756
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Marsha Spitz
505 N McClurg Ct Apt 602
Chicago, IL 60611-5366
Aug 2, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Marshall Sorkin  
2920 W Sherwin Ave  
Chicago, IL 60645-1210
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Extending Route 53 is an abomination.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Marti Swanson
5615 N Ridgeway Rd
Ringwood, IL 60072-9634
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Mary Mathews
1111 S Waukegan Rd
Lake Forest, IL 60045-7300
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mary And Donn Morrissette
2600 Light Rd
103/104
Oswego, IL 60543-9273
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Matthew Schmitz
2307 Springhill Ln
Lindenhurst, IL 60046-8326
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Megan Beelart
2609 Forestwood Dr
McHenry, IL 60051-6705
Aug 2, 2010

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233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Melanie Kohn
20832 W High Ridge Dr
Kildeer, IL 60047-8375
Subject: extension of rte 53 planned  
Wed 8/4/2010 10:48 AM  
From: Melissa Ritter [melissaritter@hotmail.com]

As a Lake County Resident, my community would be affected as would all of Lake County. The proposed extension would indeed alter the character of Lake County forever. Consider the debacle Milwaukee faced recently as they chose to tear down an ill-planned highway after realizing the negative impacts to the city and to surrounding communities. Do you want to be known for a similar failure in planning? We work hard to preserve and protect open lands and farms, one of the great economic opportunities as we move toward a more sustainable society. The planned extension disregards our natural assets. We need relief from traffic congestion, but a highway that threatens the places we care about, such as the Liberty Prairie Reserve and the Prairie Crossing Farm, isn't the right solution. A sound, environmentally-sensitive alternative road design has been presented, and we, as a community support this alternative. We will put our full energy and organization into making sure the IDOT plans do not compromise the places we love and some of the primary reasons we have chosen to live here. We urge you to show real leadership and support the environmentally-sensitive alternative that has been proposed.

Best Regards,

Melissa Ritter  
(847) 293-6047  
melissaritter@hotmail.com

HEARTLAND
flavors
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Michael Skidmore
6101 N Sheridan Rd Apt 1
Chicago, IL 60660-2870
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Michele Saridan
1075 Ellsworth Dr
Grayslake, IL 60030-3364
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Nan Streicker
907 Woodward Ave
Deerfield, IL 60015-2866
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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I grew up out in that area and the urban sprawl which was once forest and farmland is now taken over by shopping malls and housing developments. It makes me ill seeing what people call progress.

Please do not destroy yet another acre for development of Route 53. It is vital to what is left of the land out there to the people and the animals it protects.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Nancy Bender
6316 N Hermitage Ave
Chicago, IL 60660-1106
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Another concern I have is with the Hwy 120 bypass east of Hwy 45 near the Lake County Forest Preserve that is home to many Great Blue Herons, Egrets and other birds and animals.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Nancy Desecki
558 Whispering Pines Rd
Lindenhurst, IL 60046-8794
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Natalie Hendricks
843 Dean St
Woodstock, IL 60098-3819
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Nicki Mazar
1062 Princeton Ave
Highland Park, IL 60035-2363
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Nikki Bottum
5541 N Leavenworth Ave
Chicago, IL 60630-1316
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

As a resident of Lake County, I strongly support IDOT taking a system approach that looks at existing roads in any road design for Route 53 in the regional plan, and that the final design be an at-grade boulevard, rather than an elevated road, that can be/will be integrated with a bus rapid transit system and into the existing arterial grid system rather than an isolated expressway.

I strongly oppose building a another concrete eyesore that incorporates none of the innovative 21st century features that are being used in other states. IDOT and the Toll Authority can and should be innovative leaders in this road expansion and building project, not neanderthals who see only the solving of a traffic problem. This is a quality of life issue and an opportunity to be forward thinking.

Comment: DewAnn Langdon 08/06/2010 @ 3:10 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

The committee needs to initiate a planning process that engages all affected communities in an effort to build consensus around development of an environmentally sound and context sensitive integrated system of roads and transit improvements from the terminus of Rt. 53 to Rt. 120. IDOT needs take a system approach that looks at Routes 12, 14, and 83 at the same time the road is being designed and that it be an at-grade boulevard. Without integration with mass transit such as a rapid bus transit system and integrated into the existing arterial grid system rather than as an isolated expressway that simply dumps traffic at another spot is shortsighted.

Comment: Steve Minsky 08/06/2010 @ 12:50 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

I am a Lake County resident who is totally opposed to extending Route 53. Its time has passed. Any and all plans for transportation in the metro area should focus on mass transit and other options that are not based on expanding automobile traffic. I cannot support a plan that still promotes the car as the single best transportation mode. We should be well past that outmoded line of thinking. I urge the planners to go back to the drawing table and try again. For many reasons, we need to get off fossil-fuels. Building another highway is not going to do that.

Comment: L. Moss 08/06/2010 @ 12:39 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

As a resident of central Lake County, I am appalled by the plans complete lack concern for the well being for the environment with regards to the Route 53 extension. As it stands now, the proposed Route 53 extension would cause significant damage to the environment and associated wildlife, not to mention creating a huge scar across the landscape from which it will never heal. This is not to mention the negative impacts to the health and well being of the many communities and their residents that live its proposed path. The current plan is outdated and needs to be revisited with an eye towards environmental preservation, alternative transportation, and the well being of those that will no doubt be impacted by such a large scale project. The plan contained in this document also disregards the years of planning that have gone into the 120 bypass plan, which by a majority consensus, supports an at grade boulevard that avoids many of the negative environmental aspects of the current Route 53 extension plan. Furthermore, the plan needs to better address the Lake County Board’s directive to both IDOT and the Toll Authority’s “to initiate a planning process that engages all affected communities in an effort to build consensus around development of an environmentally sound and context sensitive integrated system of roads and transit improvements from the terminus of Rt. 53 to Rt. 120.”

Comment: Joseph Marencik 08/06/2010 @ 10:49 AM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

The Lake County Board has urged IDOT to have a planning process that includes all of the communities that will be affected by these changes.

We need to learn from the mistakes made by many communities over the years in concreting over areas before looking at all of the possible future ramifications. Please do not put an overhead expressway - like road over Prairie Crossing Farm. An at grade boulevard system with a planted area in between the two directions of traffic would be the wisest choice. The plan should include a bus rapid transit system integrated into the existing arterial grid system rather than an isolated expressway that simply dumps traffic at Prairie Crossing. Please take care to prevent harming the Almond Marsh area at 120. This is one of the most beautiful and most treasured areas in Lake County.

Comment: Patsy Welch 08/07/2010 @ 10:39 AM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

As a resident of Lake County, I fully support the idea of relieving traffic congestion on our roads. But I am adamantly opposed to the expensive, out-dated plan to extend Route 53. This decades-old plan fails to take into account changes in land use along the right-of-way of the proposed extension. New developments in traffic design are absent from the plan because it is so old and out of date.

In 2009, Lake County residents made it clear, during the Route 120 Corridor planning process, that they support alternative transportation designs that are proven to effectively relieve congestion, are less harmful to our environment and are less costly to taxpayers.

This plan is an expensive, environmentally unsound dinosaur. I strongly urge that the old Rte. 53 extension plan be removed from the GO TO 2040 plan and eventually replaced with something that is less costly, more conservation-friendly, and more forward-looking.

Sincerely,

James Cubit

Grayslake, IL

Comment: James Cubit 08/05/2010 @ 12:14 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

I have been opposed to the traditional highway design for Route 53 expansion since I moved to Grayslake at Prairie Crossing (a mile or so away from the proposed expansion). I believe should a new highway be built, it should follow guidelines to protect the natural areas such as the Almond Marsh in all the ways designed and that a boulevard plan that is on the table should be adopted rather than the old traditional highway design. To ignore the fact that we need to change the way we transport ourselves by car and by train is to impair the future for us and our children and grandchildren. We need to ‘think differently’ when we build new highways and train systems. And we need to change NOW, starting with Route 53, if it is built at all.

Comment: Carol Niec 08/05/2010 @ 11:08 AM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

I live in central Lake County and hence am particularly interested in the "Central Lake County Corridor" project mentioned in the DRAFT plan.

With regard to the East-West portion - Route 120 - the plan makes no mention of the 3+ years of planning that has already been completed regarding Route 120. The consensus report was completed in October of 2009 and is available at www.120now.com.

Is this work being ignored? I hope not. It had the input of officials and citizens of all the affected communities along its route.

With regard to the North-South portion - Route 53 - I do not want to see a limited-access high-speed highway extended into central Lake County. That is a 1960's "business as usual" solution to the issue of effective transportation through Lake County. Where are the bus and/or light rail options for people? Lets look to the future and not continue to propagate more of the same old solutions from the past. We need alternative ways of getting around besides a private automobile.

Comment: Dick Hosteny 08/04/2010 @ 7:42 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

The proposed 53 expansion route will have a devastating effect on Almond Marsh. That area is an established rookery and key the breeding of countless numbers of wetland birds and other wildlife. In fact, it one of the most established rookeries in Lake County. The proposed route will tear right though this wetlands, destroying the habitat and endangering the reproductive habits of countless species. Fins a way to bypass the well established natural habitat for the route 53 expansion or don't expand at all. This element of the proposed 2040 plan does not meet my approval.

I also challenge the rhetoric of citing 69% of elected officials in attendance supported this proposal in 2006. It is likely, if not entirely probable that these elected officials will have long since left office by 2040 and will not effectively represent the best interests of their constituency. How many elected officials were, indeed, not in attendance. There is also no way of knowing how well Grayslake residents were represented in this proposal. I do not support this element of the 2040 plan.

Comment: Jeffrey Leatham 08/04/2010 @ 3:56 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

I am glad Lake County is planning for the future. I am disappointed the plan included extending Rt 53. As noted in the document there are many negative impacts. I urge the 2040 team to be creative with a traffic solution - sometimes a simple answer is the best. Also, when looking at a RT 53 extension consider how this impacts the promotion of sustainable local food, water resources, parks and open space. We all want livable communities where we can connect with our neighbors.

Comment: M. Natarajan 08/06/2010 @ 9:48 PM
I am disappointed in your portrayal of what you call the "Central Lake County Corridor." Apparently you have overlooked a tremendous planning effort that brought together 11 municipalities with Lake County to complete a Unified Vision for Rte 120, now being called the Central Lake Thruway. Not only is this plan preferred by the local jurisdictions by unanimous consent, but has undergone a feasibility study by TranSystems. The Unified Vision calls for a 4 lane boulevard with limited access. Despite the results of this exhaustive 4 year study you are calling for a conjoint 53 and 120 tollway. The only way we could address the issue of traffic congestion with comprehensive involvement was by separating 53 from 120 planning. When your staff were asked about this portrayal in your 2040 Plan they responded by suggesting that anything but a connected tollway was ridiculous. Please do your homework and check out www.120now.com.

Comment: David Husemoller, AICP 06/25/2010 @ 2:50 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

I am opposed to the Rt 53 extension plan. I don’t see that it is necessary. What is needed is improvement of the existing roads. Many of the main roads need to be 4 lane all the way thru, not just here and there which causes bottlenecks and traffic. I traveled Rt 22 thru Linconshire for years with heavy congestion. Once this was made 4 lane there are no issues traveling this road. Fix what we have and stop inventing project we don’t need to waste our tax payer money. If Rt 53 expansion does go thru, it should be built at grade. An elevated tollway will destroy the beauty of our Lake County land, neighborhoods and towns.

Comment: Julie Kotzamanis 08/06/2010 @ 4:58 PM
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Patricia Michaels
3442 RFD
Long Grove, IL 60047-8106
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Pat Knol [patknol@sbcglobal.net]  
Sent: Tuesday, July 20, 2010 4:48 PM  
To: Info  
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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We need to do EVERYTHING we can for the future - not go only part of the way!

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Dr. Pat Knol  
05686 Madison St  
Winfield, IL 60190-1615
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Patricia Clancy [pjclancy@yahoo.com]
Sent: Thursday, July 22, 2010 11:20 AM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Patricia Clancy
5608 Essex Rd
Lisle, IL 60532-2345
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Patricia Simpson [pat.simpson@comcast.net]
Sent: Tuesday, July 20, 2010 8:49 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Patricia Simpson
PO Box 282
Philo, IL 61864-0282
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Peggy Schramm
1335 N Jackson St
Waukegan, IL 60085-1858
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Peter F. Schultz
501 Andrus Rd
Downers Grove, IL 60516-5128
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Peter & Jill Theis [theis@owc.net]
Sent: Monday, July 19, 2010 9:56 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan. Why not focus on high speed transit and look to the future rather than the past? The Rt. 53 corridor is too important environmentally to destroy. Make Quality of life for the constituents an important objective. Don't destroy what has been accomplished in the name of "progress" and to help developers! The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Peter & Jill Theis
3203 N Bayview Ln
McHenry, IL 60051-9621
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Phyllis Judelson
2626 N Lakeview Ave Apt 1003
Chicago, IL 60614-1811
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Rachel Stolberg
330 Farmington Ln
Vernon Hills, IL 60061-1914

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Rachel Stolberg [spirit195729@yahoo.com]
Sent: Wednesday, August 04, 2010 10:50 AM
To: Info
Subject: Chicagoland 2040
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Reilly Kohn
20832 W High Ridge Dr
Kildeer, IL 60047-8375
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Robert Collimore
429 North Ave
Waukegan, IL 60085-3943
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Robert Koeller [bobkoeller@hotmail.com]
Sent: Tuesday, July 20, 2010 8:49 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Robert Koeller
3406 N Bell Ave # 3
Chicago, IL 60618-5002
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Robert Puchli [puchli@att.net]
Sent: Monday, August 02, 2010 7:05 PM
To: Info
Subject: Chicagoland 2040

Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Robert Puchli
2413 Sunset Dr
Lindenhurst, IL 60046-8960
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Robert Waddell
1192 Holly Ln
Algonquin, IL 60102-1972
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Roger Hannah [rjh@sbcglobal.net]
Sent: Tuesday, August 03, 2010 11:37 AM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Roger Hannah
268 W Country Walk Dr
Round Lake Beach, IL 60073-4009
Aug 7, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Ron Kendall
553 Locust St Apt 1
# 1
Elgin, IL 60123-0804
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Ron Kochman [sanron304@gmail.com]
Sent: Tuesday, July 20, 2010 6:28 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Ron Kochman
304 Glendenning Rd
Kenilworth, IL 60043-1022
Aug 7, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Miss Sandra Couch
2903 Bartlett Ct Unit 201
Naperville, IL 60564-4694
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Scott Schultz
4151 W Orleans St
McHenry, IL 60050-3973
From: Sean Daw [seandaw@yahoo.com]
Subject: stop 53
Wed 8/4/2010 2:35 PM

Please don't build 53 up through Grayslake
There are some beautiful areas and farms that would be destroyed because of it. Why don't you instead look at public transportation alternatives? light rail? or ....

thanks
sean

Sean Daw
966 Blazing Star rd
Grayslake Il 60030
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Sheila Haas
206 Parkview Dr
Wauconda, IL 60084-3605
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Shirley Fastner [shirleyfastner@hotmail.com]
Sent: Wednesday, July 21, 2010 2:19 PM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Miss Shirley Fastner
55 W Chestnut St Apt 1101
Chicago, IL 60610-7303
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Donna Hriljac
8229 N Oleander Ave
Niles, IL 60714-2549
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Amy Parker [aparker527@comcast.net]

Sent: Thursday, July 29, 2010 8:56 PM
To: Info
Subject: Chicagoland 2040

Jul 29, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

I am especially excited to note the interest in better mass transit options--long needed, and long-ignored!

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Extending Route 53 was never a good idea. It's been shown over and over again that if you add new roads, they too become congested. If this road is built, it will wreck sensitive areas and relieve traffic congestion only temporarily. What a waste of money and natural resources.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Amy Parker
135 Willow Ave
Deerfield, IL 60015-4835
Jul 30, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Timothy Jones
2332 N Lister Ave
Chicago, IL 60614-2914
Jul 30, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Barbara Hill
1460 E Joan Dr
Palatine, IL 60074-5669
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Erich Keil
1311 N Underhill St
Peoria, IL 61606-1129
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Phyllis Judelson
2626 N Lakeview Ave Apt 1003
Chicago, IL 60614-1811
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Marsha Spitz
505 N McClurg Ct Apt 602
Chicago, IL 60611-5366
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Jen Gervasio [jengervasio@comcast.net]
Sent: Tuesday, July 20, 2010 11:19 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Jen Gervasio
1501 Forest Ave
Wilmette, IL 60091-1635
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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We need to do EVERYTHING we can for the future - not go only part of the way!

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Pat Knol
05686 Madison St
Winfield, IL 60190-1615
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Gail Wemlinger
PO Box 285
104 S 2nd St Apt 1
Kirkland, IL 60146-0285
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Audrey Aabey
2837 Forest Ave
River Grove, IL 60171-1305
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Jeff And Bernadette Payne
2100 W Bradley Pl
Chicago, IL 60618-4910
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Marlene Powers
1820 E Wood Ln
Mount Prospect, IL 60056-1756
From: Sierra Club Membership Services [membership.services@sierracclub.org] on behalf of William Rumbler [jacksonblvd@sbcglobal.net]

Sent: Tuesday, July 20, 2010 8:27 AM

To: Info

Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

William Rumbler
1532 W Jackson Blvd
Chicago, IL 60607-5304
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Carmen Dutack
1818 Oakwood Rd
Northbrook, IL 60062-1317
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Clayton Daughenbaugh [claytonhd@xmission.com]
Sent: Tuesday, July 20, 2010 8:29 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Clayton Daughenbaugh
1311 Elmwood Ave
Berwyn, IL 60402-1138
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Jeanette Louis
13621 110th Ave
Orland Park, IL 60467-1203
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Dr. Patricia Simpson
PO Box 282
Philo, IL 61864-0282
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Robert Koeller
3406 N Bell Ave # 3
Chicago, IL 60618-6002
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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It is our obligation to stop the endless consumption of petroleum and destruction of water and wild areas. The people want good public transportation. It is your obligation to listen to the people and we are saying stop the destruction of open spaces and give us public transportation.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Joan And Glenn Fritz
912 N Delphia Ave
Park Ridge, IL 60068-2020
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Donna Hriljac
8229 N Oleander Ave
Niles, IL 60714-2549
Jul 21, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Peter F. Schultz  
501 Andrus Rd  
Downers Grove, IL 60516-5128
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Miss Shirley Fastner
55 W Chestnut St Apt 1101
Chicago, IL 60610-7303
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Megan Beelart
2609 Forestwood Dr
McHenry, IL 60051-6705
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Barbara Hauser
1135 N Marion St
Oak Park, IL 60302-1252
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Karl Hjerpe
1816 N Lincoln Ave
Chicago, IL 60614-5812
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

David and Patricia Meyer
714 S Humphrey Ave
Oak Park, IL 60304-1717
Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Warmly,
Amelia Heron

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Amelia Heron
1 Maybeck Pl
Elsah, IL 62028-9720
Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Dr. James Swindler
807 Normal Ave
Normal, IL 61761-1531
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Kelly Rowe [karowe2@hotmail.com]  
Sent: Wednesday, July 21, 2010 9:50 PM  
To: Info  
Subject: Chicagoland 2040  

Jul 21, 2010  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606  

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Kelly Rowe  
907 W Fullerton Ave  
Chicago, IL 60614-2406
Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Vincent Tabor
3721 Cranleigh Blvd
Springfield, IL 62712-5852
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Charles Erickson [c.b.erickson@sbcglobal.net]
Sent: Thursday, July 22, 2010 7:14 PM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Charles Erickson
593 4th Ave
Aurora, IL 60505-4850
From: Sierra Club Membership Services [membership.services@sierracclub.org] on behalf of Judy Johnston [jjohn32@hotmail.com]
Sent: Friday, July 23, 2010 3:13 PM
To: Info
Subject: Chicagoland 2040

Jul 23, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Judy Johnston
224 Everts Pl
Highwood, IL 60040-1702
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Karyn Langdon
1417 Green Pheasant Ln
Batavia, IL 60510-4599
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Michael Skidmore
6101 N Sheridan Rd Apt 1
Chicago, IL 60660-2870
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Stephanie Shetler
324 Indian Hill Dr
Buffalo Grove, IL 60089-1903
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Tracy Ahr [info@jackahrdesign.com]
Sent: Monday, July 19, 2010 11:28 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Tracy Ahr
3246 Park Pl
Evanston, IL 60201-4908
Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Patricia Clancy
5608 Essex Rd
Lisle, IL 60532-2345
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

There is, however, a significant aberration in draft plan. The inclusion of the Route 53 extension is inconsistent with the other goals of the plan and I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. John Stainthorp
1247 W Columbia Ave
Chicago, IL 60626-4323
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Georgia Libbares [glibbares@yahoo.com]
Sent: Tuesday, July 20, 2010 10:27 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Georgia Libbares
505 N McClurg Ct Apt 1403
Chicago, IL 60611-5381
Jul 20, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mary And Donn Morrissette  
2600 Light Rd  
103/104  
Oswego, IL 60543-9273
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Kathleen Slattery [kittyslattery@sbcglobal.net]
Sent: Tuesday, July 20, 2010 11:00 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Kathleen Slattery
1250 W Glenlake Ave
Chicago, IL 60660-2504
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Helen Ehrensperger
3506 S Kilkenny Dr
Crystal Lake, IL 60014-4714
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I grew up out in that area and the urban sprawl which was once forest and farmland is now taken over by shopping malls and housing developments. It makes me ill seeing what people call progress. Please do not destroy yet another acre for development of Route 53. It is vital to what is left of the land out there to the people and the animals it protects.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Nancy Bender
6316 N Hermitage Ave
Chicago, IL 60660-1106
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Julie Dobson [julsandry@yahoo.com]
Sent: Tuesday, July 20, 2010 11:27 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Julie Dobson
420 Eastgate St
Algonquin, IL 60102-3016
Jul 20, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region – like the Prairie Parkway or the Illiana Expressway – on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit – a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Dr. Nikki Bottum  
5541 N Leavenworth Ave  
Chicago, IL 60630-1316
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension does not align with these goals. Please remove the Route 53 extension as a priority transportation project from this plan.

I oppose the Route 53 extension because it would slice through and irreparably harm the parks and open spaces that the plan evidences intention to expand and improve. Extension of Route 53 would attract more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in damaging the region, rather than adding transit options.

In sharp contrast to the Route 53 extension, the transportation projects prioritized by this plan otherwise appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Susan D. Lannin
7100 N Greenview Ave
Chicago, IL 60626-2629
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Phyllis Judelson [phyljud@aol.com]
Sent: Monday, July 19, 2010 8:59 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Phyllis Judelson
2626 N Lakeview Ave Apt 1003
Chicago, IL 60614-1811
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Erich Keil
1311 N Underhill St
Peoria, IL 61606-1129
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Caroline Mead [cpmead@comcast.net]
Sent: Monday, July 19, 2010 8:56 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Caroline Mead
728 Carriage Hill Dr
Glenview, IL 60025-5404
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less-developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding public transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Kristin Schultz
4248 Saratoga Ave Apt 309
Downers Grove, IL 60515-1958
From: Sierra Club Membership Services [membership.services@sierracclub.org] on behalf of Dianna Oliveira [doliveira@hs-stm.org]
Sent: Tuesday, July 20, 2010 7:58 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Dianna Oliveira
1715 Coronado Dr
Champaign, IL 61820-7047
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Charles Erickson [c.b.erickson@sbcglobal.net]
Sent: Thursday, July 22, 2010 7:14 PM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Charles Erickson
593 4th Ave
Aurora, IL 60505-4850
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Judy Johnston [rjjohn32@hotmail.com]

Sent: Friday, July 23, 2010 3:13 PM

To: Info

Subject: Chicagoland 2040

Jul 23, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Judy Johnston
224 Everts Pl
Highwood, IL 60040-1702
Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

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The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

Warmly,
Amelia Heron

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Amelia Heron
1 Maybeck Pl
Elsah, IL 62028-9720
Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

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The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Patricia Clancy
5608 Essex Rd
Lisle, IL 60532-2345
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of James Swindler [kswind@ilstu.edu]
Sent: Thursday, July 22, 2010 10:50 AM
To: info
Subject: Chicagoland 2040

Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. James Swindler
807 Normal Ave
Normal, IL 61761-1531
From: Sierra Club Membership Services [membership.services@sierracclub.org] on behalf of Gregory Gehrig [ghgehrig@yahoo.com]  
Sent: Tuesday, July 27, 2010 11:32 PM  
To: Info  
Subject: Chicagoland 2040

Jul 27, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Gregory Gehrig  
309 Wisconsin Ave  
Oak Park, IL 60302-3492
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Alice Brandon [alicebrandon72@hotmail.com]
Sent: Wednesday, July 28, 2010 8:03 AM
To: Info
Subject: Chicagoland 2040

Jul 28, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Alice Brandon
309 Wisconsin Ave
Oak Park, IL 60302-3492
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Deb Christensen [jenizakc@stcglobal.net]

Sent: Thursday, July 22, 2010 3:52 PM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Deb Christensen
191 W Adams St
Manteno, IL 60950-1439
Jul 27, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Jan Tervydis
113 W Linden St Apt 2
Edwardsville, IL 62025-2000
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Stephen Pack
1219 Rossell Ave
Oak Park, IL 60302-1103
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Yvonne Martin [yvonneemartin@gmail.com]
Sent: Monday, July 19, 2010 9:29 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Yvonne Martin
2230 Chestnut St
Waukegan, IL 60087-3943
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Lawrence Frey [onthehiway@live.com]
Sent: Monday, July 19, 2010 9:31 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Lawrence Frey
219 W Washington St
Villa Park, IL 60181-2826
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan. Why not focus on high speed transit and look to the future rather than the past? The Rt. 53 corridor is too important environmentally to destroy. Make quality of life for the constituents an important objective. Don't destroy what has been accomplished in the name of "progress" and to help developers!

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Peter & Jill Theis
3203 N Bayview Ln
McHenry, IL 60051-9621
Jul 19, 2010

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Carol Veome  
2638 W Albion Ave  
Chicago, IL 60645-5031
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Charles Shelby [cshelby3@gmail.com]
Sent: Monday, July 19, 2010 10:27 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Charles Shelby
2233 N Kenmore Ave
Depaul Vincentian Residence
Chicago, IL 60614-3547
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Jan Barshis
2344 Pomona Ln
Wilmette, IL 60091-2216
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Elaine Soble
215 Lakeside Pl
Highland Park, IL 60035-5318
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mrs. Elizabeth Wyman
5530 S Shore Dr
Chicago, IL 60637-1945
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Silvija Moess
813 S Euclid Ave
Oak Park, IL 60304-1246
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. James Stephens
276 Kenston Ct
Geneva, IL 60134-2062
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Tom Ranieri
515 E Chicago Ave
Hinsdale, IL 60521-4716
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Ron Kochman
304 Glendenning Rd
Kenilworth, IL 60043-1022
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Joseph Jachna
5707 W 89th Pl
Oak Lawn, IL 60453-1225
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Eileen Murphy [eafmurphy@gmail.com]
Sent: Tuesday, July 20, 2010 6:28 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Eileen Murphy
841 W Junior Ter
Chicago, IL 60613-1607
From: Sierra Club Membership Services [membership.services@sierrclub.org] on behalf of Alice Brandon [alicebrandon72@hotmail.com]
Sent: Tuesday, July 20, 2010 7:28 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Alice Brandon
309 Wisconsin Ave Apt 3
Oak Park, IL 60302-3492
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Jennifer Oatfield
5737 N Meade Ave
Chicago, IL 60646-6108
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Silvija Moess
813 S Euclid Ave
Oak Park, IL 60304-1246
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Sophie Massey
1269 Eastwood Ave
Highland Park, IL 60035-2929
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Stephanie Shetler [shellers@hotmail.com]  
Sent: Monday, July 19, 2010 8:29 PM  
To: Info  
Subject: Chicagoland 2040  

Jul 19, 2010  

Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606  

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank you for your efforts, and for considering my comments.

Sincerely,

Stephanie Shetler  
324 Indian Hill Dr  
Buffalo Grove, IL 60089-1903
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Stephen Anderson
1000 Springfield Ave
Deerfield, IL 60015-3031
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Stephen Pack
1219 Rossell Ave
Oak Park, IL 60302-1103
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

Almond Marsh, for example, is a wetland gem, complete with a Great Blue heron rookery. Illinois has lost over 95% of its wetlands or more. It would be yet another sacrificial lamb in the name of "Progress."

High speed roadways reduce the quality of life for everyone. The roar of the traffic, (which never stops by the way,) can be heard a few miles away. There is a portion of Old School Forest Preserve that I usually avoid due to the exhaust smell and the noise from the tollway. Yes, we need high speed tollways and interstates, but not in as populated an area as what is proposed, when the planning had not been in place before.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Sue Tinkle
118 2nd St
Aug 4, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, I find the inclusion of the Route 53 extension incompatible with these goals. Please remove the Route 53 extension from this plan, as it is not a transportation project worthy of pursuing.

In fact, the Route 53 extension would destroy the very parks and open spaces upon which the Draft 2040 plan seeks to expand and improve. It would attract more traffic, congestion, and development into less developed areas, further decentralizing the region. Instead, please direct public dollars to adding public transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan’s goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Susan Lannin
7100 N Greenview Ave
Chicago, IL 60626-2629
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Tim Mathews
1111 S Waukegan Rd
Lake Forest, IL 60045-7300
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Timothy JOnes [jonestm@mac.com]
Sent: Friday, July 30, 2010 12:28 PM
To: Info
Subject: Chicagoland 2040

Jul 30, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Timothy JOnes
2332 N Lister Ave
Chicago, IL 60614-2914
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Tom Baker
2935 Talaga Dr
Algonquin, IL 60102-6849
Aug 2, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I strongly encourage you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would be a disaster for the already-limited open spaces in Lake County. And, frankly, we already have more asphalt in the region than we are able to maintain. I'd be supportive of an increase in the maintenance budget for existing roadways, but not for this massive, unneeded project. Whenever I see "Build 53" bumper stickers, they're always on trucks belonging to the companies that are doing roadwork in the region. So it's clear who's driving (pardon the pun) this project. Not us citizens!

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Dr. Tom von Geldern
4209 W Solon Rd
Richmond, IL 60071-9696
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plan's calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Tom Ranieri
515 E Chicago Ave
Hinsdale, IL 60521-4716
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank you for your efforts, and for considering my comments.

Sincerely,

Mr. Tracy Ahr
3246 Park Pl
Evanston, IL 60201-4908
From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Vincent Tabor [vptabor@yahoo.com]

Sent: Wednesday, July 21, 2010 8:49 PM

To: Info

Subject: Chicagoland 2040

Jul 21, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Vincent Tabor
3721 Cranleigh Blvd
Springfield, IL 62712-5852
Aug 6, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

As someone who commutes 60 to 80 miles every weekday, the travel times are dreadful. I stand in traffic jams with my vehicle pumping hydro-carbons into the air along US Route 12; not to mention all of the wasted gas. I have been praying for the extension of IL Route 53 for years. It is not "build it and they will come", but rather build it they are here. A 30 mile, one way trip, can take me up to 90 minutes, going from McHenry County to Lake County. There is no Metra to meet my needs unless you want to take back the recently sold line to the Canadian National Railroad and use it as a grand connector. Please build it now, not 10 years from now.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. WALTER DEMBOS JR
8403 Concord Dr
Bull Valley, IL 60098-8156
Aug 3, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Route 53 is already overloaded during rush hours. Extending it will only make matters worse.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Wesley Wolf
77 Waterview Ct
Lake Barrington, IL 60010-3893
As a Lake County Resident, my community would be adversely affected as would all of Lake County. The proposed extension would irrevocably alter the character of Lake County forever. Consider the debacle Milwaukee faced recently as they chose to tear down an ill-planned highway after realizing the negative impacts to the city and to surrounding communities. Do you want to be known for a similar failure in planning? While Illinois loses meaningful jobs left right and center, we continue to waste valuable resources continually exploring ways to put more money into union coffers. It is becoming quite apparent that this project is not about relieving congestion but about relieving taxpayers of our hard-earned money to subsidize union road workers and to build what is nothing more than a feeder for the tollway system. We work hard to preserve and protect open lands and farms, one of the great economic opportunities as we move toward a more sustainable society. The planned extension disregards our natural assets. We need relief from traffic congestion, but a highway that threatens the places we care about, such as the Liberty Prairie Reserve and the Prairie Crossing Farm, isn't the right solution. A sound, environmentally-sensitive alternative road design has been presented and approved, and we, as a community support this alternative. We will put our full energy and organization into making sure the IDOT plans do not compromise the places we love and some of the primary reasons we have chosen to live here. We urge you to show real leadership and support the environmentally-sensitive alternative that has been proposed.
Jul 20, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

William Rumbler
1532 W Jackson Blvd
Chicago, IL 60607-5304
Jul 19, 2010

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Thank you for your work on the Draft 2040 plan for our region. If we don’t do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don’t spend $3 billion or more on the Route 53 extension.

Thank you for your efforts, and for considering my comments.

Sincerely,

Ms. Yvonne Martin
2230 Chestnut St
Waukegan, IL 60087-3943
To whom it may concern:

As a result of an Op-Ed article in the July 29, 2010 edition of the Oak Park Oak Leaves (pg. 25), this message is being sent with regards to the CTA Blue Line West extension and the Eisenhower Expressway widening projects. I urge the Chicago Metropolitan Planning Agency to treat both projects the same with respect to fiscal constraints. Thank you for your consideration in this matter.

Respectfully,
Brad van Thorre
544 S. Euclid Avenue
Oak Park, IL 60304
Phone: 708-848-6692
From: Chris Sheean [ctsheean@yahoo.com]

Wed 8/4/2010 4:54 PM

Subject: Go To 2040 Plan

The Go To 2040 has two lists of transportation projects that greatly concern me: "fiscally constrained" (CMAP believes funding will be available) and "fiscally unconstrained" (CMAP has not identified a funding source). CMAP lists widening the Eisenhower Expressway as a fiscally constrained project to be completed by 2020, but lists the CTA Blue Line West Extension as a fiscally unconstrained project to be completed by 2040. Widening the expressway is funded, but the Blue Line West Extension is not. I believe this is a misuse of the public trust, and a big reversal of priorities. The Illinois Department of Transportation (IDOT) has not made a recommendation for improvements to the Eisenhower Corridor pending completion of their studies. It is unfair for CMAP to recommend widening the expressway (with an identified funding source) by 2020, and extending the Blue Line (with no identified funding source) twenty years later (by 2040).

Please reconsider this foolish plan, and put our resources towards a greener, less congested plan.

Oak Park Resident,

Chris Sheean
I oppose the Illinois Tollway taking over the proposed Prairie Parkway Project, for the following reasons: or moving forward on the PP at this time or near future. 1. The proposed initial section from US 34 to Illinois 71 does not even connect to the Tollway. There are already three existing expressway connections between I-88 and I-80 with I-294 at the east, I-355 in the middle, and I-69 further west. 2. The designated path of the Prairie Parkway is 15 miles west of the population growth. IDOT admitted that they worked on the placement of the path of the Prairie Parkway with the landfill applicant (Waste Management, Kendall Land & Cattle). 3. The Prairie Parkway, if completed, would destroy over one thousand acres, designated the best farmland in Illinois. It would degrade the Fox River and other prime waterways, including Big Rock Creek Class A (the best drinking water in Illinois). The Prairie Parkway would accelerate development into rural areas. 4. There has been major local opposition to the project since it was proposed in 2001, as shown by the decisive votes in advisory referenda in five Kendall and Kane county townships. The State of Illinois has put the Prairie Parkway project on hold and removed all planned funding for the Prairie Parkway from its six-year highway budget. The state's decision was based on a lack of local consensus for the work, as well as funding considerations. 5. The Prairie Parkway is extremely expensive, over 1 Billion dollars. Area motorists would be better served by improvements to Illinois 47, and other existing highways, as well as Kendall County's planned Eldamain Road bridge over the Fox River. IDOT already has a $52 million project in the works to expand and improve Illinois 47 through Yorkville. Kendall County has an outstanding project which complements the Illinois 47 improvements: extending Eldamain Road with a bridge across the Fox.
River between Yorkville and Plano. This project, within a half mile of the proposed Prairie Parkway route, would cost about $35 million, compared to the $200 plus million price tag for the Prairie Parkway between Illinois 71 and US 34. 6. We should focus on creating sustainable jobs by investing in "green" transportation options, including public transit, passenger rail, and light rail. Road and bridge maintenance and repair create more jobs than new road construction, and these solutions will help families save money on gas and wear-and-tear on family vehicles. Let's change our strategy to a "Fix It First" agenda. 7. Only a few well connected local people will benefit. 8. IDOT estimated the PP would cut traffic by less than 100 per day. CV
Data from form "Contact CMAP" was received on 8/6/2010 4:18:57 PM.

Contact CMAP

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<td>Email Address</td>
<td><a href="mailto:chrisivineyard@comcast.net">chrisivineyard@comcast.net</a></td>
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thank you for putting together an excellent comprehensive plan and leaving out the Prairie Parkway out of Kendall County. The PP is a bridge to no where, it only benefits a few well connected local people. The IDOT admitted under oath at Landfill hearing #2 they worked hand and hand to place the PP by the landfill. We need a "Fix IT First" agenda going forward.IDOT does have a $52 million project in the works to expand and improve Illinois 47 through Yorkville. And Kendall County has an outstanding project which complements the Illinois 47 improvements -- extending Eldamain Road with a bridge across the Fox River between Yorkville and Plano. This project -- within a half mile of the proposed Prairie Parkway route -- would cost about $35 million, compared to the $200 plus million price tag for the Prairie Parkway between Illinois 71 and US 34, total cost of the PP is over ONE BILLION DOLLARS. Common sense and fiscal responsibility require a focus on improvements to the existing highway network ("Fix It FIRST" agenda) rather than taking on an expensive freeway project that would drain funding from other, more important roadway projects in Kendall and Kane counties. Local Road Alternative and Job Creation Project Estimated Cost Jobs Ill 47 improvements – I-80 to I-88 $246 Million 6838 Eldamain Road bridge and extension $38 million* 1056 Lisbon Road $12 million 333 Galena Road improvementsEldamain to Orchard $20 million* 556 Wikaduke Trail (Ridge Rd) $41.5 million* 1154 Wikaduke Trail – Plainfield to I-88 $40 million 1112 Caton Farm Road improvementsGrove to Ridge Rd (Wikaduke) $18.3 million* 508 Caton Farm RoadIL 47 to Grove Rd $10 million 278 US 52 – IL 47 to Shorewood (12 mi) $20 million 556 TOTALS $445.8 million 12393 Metra extension, stations, and equipmentAurora to Plano $103 million * Kendall County 2008-2028 Long Range Transportation Plan Job support
factor – 27.8 jobs per $1 million of project, based on formula developed by the Federal Highway Administration: http://www.fhwa.dot.gov/policy/otps/pubs/impacts/index.htm Note: About half of the jobs generated are direct construction and suppliers and the remainder are induced jobs created by the spending of the construction and suppliers employment. WiKaduke is on the plan, it is a 4-lane work in progress and where most of the growth is, which is the eastern side of the county. For example, if you want to upgrade infrastructure, there's a big difference between fixing and building. When you fix a road, the dollars you spend reduce your need for future road repairs. When you build a road, you increase your need for future road repairs. Repairs are also quicker to get moving than new construction, and the Federal Highway Administration has calculated that repairs create 9% more jobs per dollar spent. And while repairs eliminate potholes and other problems that cost motorists time and money, new construction tends to produce rural or exurban sprawl roads that promote speculative development, overstretch municipal services, lengthen commutes and increase gasoline consumption and emissions. Of course, bike lanes, electric buses and light-rail extensions are even more efficient than road repairs when it comes to fighting global warming, volatile gas prices and our addiction to foreign oil; transit projects also create 9% more jobs. Then again, transit projects like high-speed rail lines and subway stations tend to take more time to build than roads or repairs. And while a recent study calculated that the average dollar spent on infrastructure ricochets into $1.59 worth of short-term growth – a bit better than aid to states or broad-based tax cuts and a lot better than tax cuts for businesses or investors – increasing food-stamp or unemployment benefits packs even more bang for the buck. Results of the geologic study indicate that no additional sources of groundwater have been identified in the glacial deposits overlying the bedrock. Results from geophysical testing, subsurface borings conducted by the Survey, and countywide mapping of existing borings showed no significant sand and gravel deposits present. The lack of additional groundwater resources from unconsolidated materials means that Kendall County will need to continue to rely on existing bedrock aquifer sources, which are already being impacted by continued lowering of water levels in the region. If you would like more information on land use, SMART GROWTH, FIX IT FIRST, LEED, & GREEN BUILDING, please contact me. Five Townships Vote 'No' on Prairie Parkway CV
I was most disappointed to read in your "Go to 2040" report that the widening of the Eisenhower Expressway is a fiscally constrained project due to be completed by 2020 while the extension of the blue line is an unconstrained project due to be completed by 2040. I believe that putting the blue line work on the back burner is a huge error. We must put more emphasis on enhancing public transportation and try to diminish the dependence on the automobile.
Subject: The Proposed Widening of the Eisenhower Expressway

From: davemanuele@aol.com

The proposed project for widening the Eisenhower Expressway will be inordinately expensive and will not markedly improve the traffic situation. If the project for extending the Blue Line is regarded as fiscally "unconstrained", then this is certainly the case for the project for widening the Eisenhower Expressway.

Mari Minarik
Dave Manuele
From: David Boulanger [davidmena@comcast.net]  
Thu 7/22/2010 7:12 AM  
Subject: CMAP Go to 2040

CMAP:

I am closely following the IDOT reporting and emergent thinking about the I-90 improvements to carry more persons more efficiently from the outer suburbs into the city. I am not an expert, but it seems clear that the extension of the Blue Line carries much greater potential to address this goal most efficiently and with the least environmental impact.

So, I was surprised to see the CMAP Go to 2040 draft plan that is recommending widening I-90 (with an identified funding source) by 2020, and extending the Blue Line (with no identified funding source) twenty years later (by 2040). At the minimum, both projects should be given equal weight, even though the rapid transit solution appears right now to be the best.

Please reconsider the CMAP priority for funding and at least give each project equal weight.

F. David Boulanger  
Township Supervisor  
Oak Park  
dboulanger@oakparktownship.org  
708 383 8005
See the attached proposed two part commentary and inquiry regarding the CMAP draft of the GO TO 2040 comprehensive regional plan that is now available for public comment <http://www.goto2040.org/plandocs/> through August 6, 2010.

Rick Kuner of CAT and others were in attendance at the July 20 program that took place at the Cicero Community Center, 2250 South 49th Avenue. Thanks to the Village of Oak Park for the head's up to these programs... which may not otherwise be highly publicized.

Needless to say, the content of the CMAP draft 2040 report is vast... and difficult to publically review within the two-hour period. Individual questions and concerns brought up during and after the presentation are sometimes difficult to address fully or satisfactorily.

In general, the key point of the attached letter stress that CMAP has done a thorough job on communicating the values and desires of the communities. It is not so clear, however, how this manifests itself in allocated-funds project initiatives.

It will be interesting to see next week in what way IDOT responds to the Report in terms of the identified Multimodal I-290 plan identified as one of the 'fiscally constrained" transportation projects.

Best Regards,

David Moehring, AIA, NCARB, LEED GA

312-965-0634 (m)  312-856-1978 (f)
See the attached for more detail regarding these comments; In general, the Draft report should address the following:

1. Relative to the optimal scenarios identified through Metro Quest input noted in the December 4, 2009 “invent the Future Summary Report”, how does the 2040 plan recommendations reduce land consumption, reduce single-occupant vehicles, reduce commute time, and reduce energy and water use?

2. How does the report acknowledge Chicago’s need for greater connectivity between the airports, the Loop, and McCormick Convention Center?

3. What specific attributes of the Plan promote the specific use of transportation alternatives in lieu of low-occupancy vehicles?

4. (page 197) What attributes or findings make the “Blue Line West Extension” project currently unfeasible or “fiscally unconstrained”?

5. Are the metropolitan Chicago interstate Oasis good opportunities to provide auto parking and dedicated High Speed Rail service to the proposed West Loop transportation hub?

(See attached concept to provide dedicated west interstate node Oasis transit rail to the West Loop Transportation Center. This quick, convenient, world-class, and reliable service is intended to provide a frequent non-stop 15-20 minute shuttle between a key commuter hub and the Downtown business center... and may also be extended as a dedicated ‘bridge’ the airports with the Loop.)

6. Should privately-funded alternative energy enterprises be considered to utilize transportation corridor air-rights to harness photovoltaic and wind power generation?
DESCRIPTION OF RAMP INTERSECTIONS:

A = Eastbound express entrance; Southbound parking exit.

B = Northbound express entrance; East and Northbound parking exit.

C = West and Southbound express entrance; Westbound parking exit.
PART I: Steering a Vision toward the Future

The Chicago Metropolitan Agency for Planning (CMAP), has released the draft of the 2040 plan for public review and comment by August 6, 2010. Once approved, CMAP will be responsible for reviewing and approving projects that use federal transportation dollars through 2040. Such expenditures are currently budgeted to be $385-billion.

Of key interest within the Report Draft are the following statements:

“Our vast transportation network is key to the region’s prosperity, but has fallen behind other industrialized parts of the world, many of which have invested significantly to create, operate, and maintain modern, world class systems.”
“CMAP seeks a world-class transit system in our region, making transit the preferred option for as many of the region’s residents as possible.”

CMAP should elaborate how these statements (from the “executive summary” pages 7 and 8 of the Draft Go To 2040 Plan) are manifested in their recommended transit improvements shown in Figure 35 of the Plan (and described on pp. 180-194.) With currently less than 35 percent of region’s residents using transit, what recommendations are provided within the report to meet CMAP’s stated objectives?

Moreover to the comparison with other parts of the world, how has the Chicago Metropolitan area kept pace with nearby cities like Minneapolis and St. Louis, who have invested in high-value and quick-commute transit options to their business and governmental centers?

Additionally, what specific project recommendations of the draft 2040 Comprehensive Regional Plan addressed the growing economic, demographic, and environmental demands of the region for affordable commutes, accessible transit, and independence on non-renewable energy resources?

Finally, how does this plan reflect the attitudes of the next generation who will be directly impacted by the consequences of projects recommended within the 2040 plan? Interviewing a sampling of the region’s grade school children, one will quickly learn of their intense concern for the dwindling natural resources, excessive consumption trends, and accumulated environmental damage and waste.

The ‘planning’ foresights of the 2040 plan, in regard to the above inquiries, are overly conservative and do not provide the direction this region needs to prosper in changing times. Although CMAP’s stated objectives are forward-thinking, the bulk of the recommended transit-related capital projects are props for the current irresponsible lifestyles typecast by the suburban – urban commuter.

Our nation has a history of bold moves that resulted in long-term monumental economic and environmental benefits.

- Had we not, the solution of the Hoover Dam could have been overlooked by more traditional approach of the period… building multiple coal-burning energy plants.
- Had urban planners not invented the interstate system, we might have been today bumper-to-bumper on stressed traffic lanes of Route 66 and Highway 41.
- Had Chicago not invested in the elevated rail and subway, the Downtown Loop may have easily lost its ability to sustain the density vital as the economic hub of the region.
- Had new visions been “value-engineered” during the planning of Millennium Park, our new current cultural center would never have replaced the deep rail and parking ditch that constrained the City from its Lakefront.

To put it into this perspective, the CMAP draft planning report needs substantial enhancements from its current limited and innovatively-constrained transit recommendations in order to make a real difference on this region’s future. Foremost, CMAP or some other entity must provide the
leadership to marry the multitude of transportation initiatives into a coherent master plan and vision. A coordinated effort is required utilizing common ‘performance-driven criteria’ (phrase from “Executive Summary” p. 8) from various transportation and planning agencies including IDOT, Amtrak, Metra, RTA, the Midwest High-Speed Rail Association, and Will County and DuPage County Corridor Study planners. If our history prevails, with an integrated and coordinated plan in place, financing strategies will follow. If not, it will yet be another legacy for the next generation to resolve.
PART II: The Right Way or the Highway

There are numerous references in the CMAP 2040 planning document relative to energy and environmentally conscience solutions to the urban future of the area. In this vein, CMAP also reports that the majority of metropolitan area respondents to public participation programs echo the need for greater transportation options in lieu of the traditional roads and highways for inefficient low occupancy transit and freight vehicles.

Despite this sound and reasonable theology, the recommended ‘fiscally sound’ solutions identified in ‘Regional Mobility’ Section 5.6 - ‘Cost and Financing’ and Figure 35 of the CMAP 2040 Draft Plan (pp. 180-194) suggests only a few alternative transit related projects compared to the multiple upgrades to existing roads and highways.

- Roads and Highways for 2040:
  - IL 53 North and IL 120
  - Elgin O’Hare Expressway
  - I-190 access
  - Add lanes to I-80
  - Add lanes to I-88
  - Add lanes to North I-94
  - Add interchange at I-57 and I-294
  - Provide “Managed Lanes” along I-55
  - Provide “Managed Lanes” along I-90

- Alternative Transit for 2040:
  - CTA Red Line Extension
  - West Loop Transportation Center
  - CTA North Purple and Red Line Improvements
  - Metra Rock Island Improvements
  - Metra UP North Improvements
  - Metra UP Northwest Improvements and Extension
  - Metra UP West Improvements
  - I-290 Multimodal corridor provisions

Regarding the I-290 (Eisenhower) Corridor, for example, the draft report states that the “the [I-290] project should require careful attention to minimize project impacts on adjacent communities and preserving options for transit in the Corridor.” The report refers to IDOT’s phase I engineering work for the modes to be chosen and goes on to state that “a multimodal approach is favored over simply adding lanes to the highway.”

To exemplify the under-allocation of transportation-related improvements, CMAP reminds us that the all of the recommended major capital projects, whether vehicular or alternative transit, account for only 2.7 percent of the total government-funded projects (p. 181). Obviously the maintenance of existing thoroughfares is very important. It suggests, however, that more revenues should be generated (rather than shifting a portion of the current 97.3-percent allocation
for repairs) toward projects that will make significant positive impact to communities, their residents, and the global environment.

Regarding the above, the Draft report should address the following:

1. Relative to the optimal scenarios identified through Metro Quest input noted in the December 4, 2009 “invent the Future Summary Report”, how does the 2040 plan recommendations reduce land consumption, reduce single-occupant vehicles, reduce commute time, and reduce energy and water use?

2. How does the report acknowledge Chicago’s need for greater connectivity between the airports, the Loop, and McCormick Convention Center?

3. What specific attributes of the Plan promote the use of transportation alternatives in lieu of low-occupancy vehicles?

4. (page 197) What attributes or findings make the “Blue Line West Extension” project currently unfeasible or “fiscally unconstrained”?

5. Are the metropolitan Chicago interstate Oasis good opportunities to provide auto parking and dedicated High Speed Rail service to the proposed West Loop transportation hub?

6. Should privately-funded alternative energy enterprises be considered to utilize transportation corridor air-rights to harness photovoltaic and wind power generation?
From: DeLacy Sarantos [theoquest@theosmail.net]

Thu 7/29/2010 5:52 PM

Subject: Eisenhower Expressway

Dear Sir:

I am disturbed that you have decided that widening the Eisenhower Expressway is a fiscally constrained project to be completed by 2020 but the CTA Blue Line west extension is a fiscally unconstrained project to be completed by 2040.

I urge you to treat both projects the same way, especially since public transportation and fuel economy are vital as we move forward.

DeLacy Sarantos
1024 Pleasant Street
Oak Park, IL 60302

--
Hello, the recent WGN/Tribune poll of citizens in the Chicago metro area Chicago suburbs want improved public transit and not more expressways. The poll showed citizens prefer bus, train improvements over expressway expansion. A majority considered the ability to travel by rail a better value for their tax payer dollars than repairing and expanding expressways and toll roads.

In the Go to 2040 Comprehensive Regional Draft Plan the extension of the Eisenhower Blue Line to the border of Cook county or beyond should be considered as viable a plan as the the widening of the Eisenhower Expressway to 4 lanes.

Thank you,
Ed Halstead
July 26, 2010

CMAP
2040 Draft Plan
233 South Wacker Drive, Suite 800
Chicago, IL  60606

To Whom It May Concern:

By way of background, I am an Oak Park resident who uses both the Eisenhower Expressway and the CTA Blue Line.

I am extremely disappointed in seeing that the Chicago Metropolitan Planning Agency has released a draft plan which lists the widening of the Eisenhower Expressway as a physically constrained project to be completed by 2020, but which also lists the Blue Line West Extension as a physically unconstrained project to be completed by 2040. I cannot imagine why CMAP would not, minimally, complete these two projects at the same time. Ideally, it seems to make a lot more sense for CMAP to extend the Blue Line before widening the Eisenhower Expressway. Obviously, with the current economic times, it appears that a cheaper source of transportation would be much more beneficial to the people of Cook County and the Chicago area. Furthermore, in light of the efforts to reduce dependence on petroleum products, it also seems absurd that public transportation options would not take precedent or at least go hand in hand with a project that encourages additional vehicles on the roadway.

I believe that it would be unfair, and environmentally, economically and fiscally irresponsible to fund a expansion of the Eisenhower prior to extending the CTA Blue Line west. If you have any questions regarding these matters, please feel free to call me at the above-listed number.

Very truly yours,

PECKER & ABRAMSON, P.C.

By: Edward O. Pacer

/ac
Doc ID – 322994
From: golinski@fnal.gov
Sent: Thursday, July 15, 2010 7:30 AM
To: Info
Subject: Comment on GO TO 2040 plan

Any plan that is looking 30 years into the future should include transportation alternatives for Kendall County. Kendall County will continue to be one of the fastest growing counties in the country. Your plan can not be taken seriously without the addition of the Prairie Parkway and additional Metra stations in Oswego and Yorkville.

Sincerely,

Gary Golinski
United City of Yorkville
Alderman, Ward 2
GO TO 2040 DRAFT
PUBLIC COMMENT CARD

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. By state and federal law, CMAP is responsible for developing GO TO 2040, metropolitan Chicago’s comprehensive regional plan. In addition to land use and transportation, GO TO 2040 also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

Residents may submit comments on the GO TO 2040 website (www.gototo2040.org), by email to info@cmap.illinois.gov, by fax to 312-454-0411 or by postal mail by folding this form in thirds, taping closed, placing a stamp and mailing (see reverse side for full address). For more information or assistance, contact CMAP at 312-454-0400.

Between Friday, June 11 and Friday, August 6, 2010 partners, residents and stakeholders have an opportunity to provide input on the draft GO TO 2040 comprehensive regional plan for northeastern Illinois. Comments must be received by August 6, 2010 at 5:00 p.m.

I think it is the best transportation solution on the Eisenhower Expressway going west from Austin Blvd to extend the Blue Line from Des Plaines Ave all the way to Wolf Rd. We need to reduce automobile use rather than to facilitate automobile use. We need to get people from the city out west where jobs are located. We need to get people from the west into the city where the universities are located.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Gerald F. Jordan Phone: 708-386-0127 x114
Organization/Affiliation: Fenwick High School
Mailing Address (Street, City, Zip): 505 Washington Blvd, Oak Park, IL 60302
Email: jordan@fenwickfriars.com

CMAP 1717
From: Jack [ebj743@hotmail.com]
Thu 8/5/2010 2:11 PM
Subject: Blue Line extension, Eisenhower widening

Dear CMAP:

I was disappointed to learn that your are giving priority to the Eisenhower widening, over the extension of the CTA Blue Line. These two projects should be given equal priority, and the widening should not proceed without the extension.

Sincerely,

Jack Bizot
Oak Park, IL
I demand that the Blue Line be expanded first, or at the same time as the IKE.
Respectfully, John Nowicki
a registered voter residing in Oak Park II.

Jack Nowicki, ABR
F.C. Pilgrim & Co.
1037 Chicago Ave
Oak Park, IL 60302

Direct: (708) 445-2200
Fax: (708) 383-8575
Cell: (708) 557-0039
Email: jnowicki@fcpilgrim.com
Website: http://pilgrimrealestate.com/

Licensed REALTOR in the state of Illinois.
Diana,

We reviewed it; noting that the report has little airport related issues in it:

1) O'Hare airport should retain the shortened remainder of the NW/SE runway 32L/14R for Fly Quiet morning use (3-6AM), especially for 747's, most of which are freighters.

2) The current Chicago-centric "high speed rail" plan is wrong.

   No real high speed, going wrong places and wrong technology. Technology should be Maglev, as essentially recommended by the FRA, as repeated in the below Volpe report excerpt, as referenced in the CMAP "Goto 2040" proposed plan. The current costs for Maglev, including the new technology that makes construction costs comparable or less expensive than that of steel wheels on rail and noting that you can elevate the rail for maglev, but specifically, when considering maintenance and upkeep, are comparable to the low-speed steel wheel on rail alternative. Also, the current proposals will see huge negative impacts including that of trying to avoid safety issues at at-grade crossings.

Maglev is also sustainable than that of steel wheels and accordingly, steel would most likely have to be upgraded to maglev sometime in the near future.

The proposed correct approach is to place the (or a) central Maglev HSR hub at the new O'Hare western terminal/access, sending it west towards Elgin, on an elevated structure running down the planned-to-be-developed Elgin-O'Hare expressway. The current plan is to run rapid transit down the center anyway... put Maglev above it! The Maglev route would continue west, then branch north and south, either before Elgin or west of it, with northerly heading for Rockford, Madison, etc. and southerly heading for Joliet, another main hub, then on down to Springfield/St. Louis and east along Rt. 80. If west of Elgin, it would intersect with the under-development Prairie Parkway road project (generally running south along Rt. 47, towards Joliet). You can then spider the system from the airport into the City and the communities on the Lake as proposed by Kellogg.

But of course, all of this would require innovation.

I have copied one of the top experts on high-speed rail and maglev; one who has actually been involved in building the systems around the world, Kevin Coates (I only have his cell number available to me now: 202-425-7776).

I have also included a white paper on the issue; one of the problems is that with the planned expansion of several thousands of airports in the US and globally, the air transport monopoly in the US has tried to block resources and need for true high-speed ground travel in the US.
Please let me know if you have any questions.

Jack
White paper: Sustainable Stimulus - Transportation Solutions

This is a vetted solution and economic stimulus plan, backed by independent government reports, agencies and professional groups. The economic stimulus plan put forward is based on sustainable, long-term transportation solutions backed by both short and long-term initiatives.

At least two major airlines and/or an airport owner/operator organization back this paper if not the sustainable plan.

Authored by: Several organizations and top experts across several disciplines.
The aviation flight expansion plan is just a bad plan for the resident, traveler, air transport industry and U.S. taxpayer. It is not sustainable for many reasons including the rising cost of fuel and significant climate change problems due to aviation activity.

Sustainable solutions are not being considered because they do not financially benefit those that are behind the current scheme; however, there is a comprehensive solution that will work for all stakeholders.

**Economic Stimulus**

Better Solutions and the Need to Think Out of the Box:
1. Better solutions cost about 1/3 the cost of expanding highways and airports and can be built today.
2. Better solutions will create hundreds of thousands of new, full time jobs while at the same time create hundreds of new businesses, in one state alone. This equates to millions of jobs nationwide.
3. Better solutions will make the air transportation industry and our local airlines more sustainable, thus creating new jobs in that industry also.
4. Better solutions will relieve residents from significant environmental and public health harm, while giving aviation technology much needed time to implement state-of-the-art tech and practices.
5. A viable comprehensive solution for these problems exists. It is backed by independent government analyses/reports and works for all stakeholders (including air transportation employees, area residents, U.S. taxpayers, and travelers). This viable solution creates a sustainable air transportation industry and sustainable economy.

GAO-02-185: “NATIONAL AIRSPACE SYSTEM: Long-Term Capacity Planning Needed Despite Recent Reduction in Flight Delays” outlines this sustainable solution. We paraphrase:

A. Remove non-safety/navigation issues from Federal Aviation Administration (FAA) oversight and assign oversight responsibility to the Department of Transportation (DOT); this allows comprehensive, long-term transportation capacities needs to be evaluated at all times and eliminates the propensity for quick unsustainable aviation fixes.

B. Reinvest the operational and management controls that Congress removed (such as exceptions to the high-density rule, etc.). The removal of these controls is the direct cause of the massive air transport delays of 2000 and all years since.

C. Build a Wayports (reliever) system to open slots at major airports. This will allow major airports to adequately service origin and destination flights, thus eliminating the need for airport expansion. Note: about 57% of the traffic at major airports is transfer traffic.

D. Build a national, world-class High-Speed-Rail system linking airports and communities together. Code sharing & joint ownership with the aviation industry will help create a sustainable solution.

In order to make our economy more robust, it is imperative that the air industry be given adequate time to develop required technologies. By implementing the Government Accounting Office (GAO) plan during the years it will take to upgrade the air industry, millions of new jobs and businesses will come into being at about one-third the cost of the proposed highway and airport expansions, while eliminating congestion.

In a time of employment unrest, it is important to realize that the majority of these created jobs will be high quality, high wage jobs. Construction/trades jobs currently proposed for “rehabbing” existing airports would be transferred and expanded, not eliminated. Overall airport safety would be significantly improved by not forcing additional capacity into existing land-locked airports or crowded airspace. Finally, it would further reduce the need for our dependence on foreign oil.


*This white paper represents the input and conviction of hundreds of organizations, etc. representing both sides.*

CMA 1723
Dear CMAP,

I object in the strongest terms to your recommendation that widening the Eisenhower be recommended as a funded project to be completed by 2020 and the extension of the Blue Line as an unfunded project not to be completed until 2040 (if at all). This is completely backwards. The two projects should be treated equally. In fact, if any one should have priority, it should be the expansion of the Blue Line. The tragedy in the Gulf is just the latest reminder that we must commit to using less fossil fuel.

Sincerely,

Jean Peterman
Regarding widening the Eisenhower vs. extending the Blue Line: it is unfair to say the former is fiscally constrained and the latter is not. Both projects should be treated the same.

Thank you for your consideration.

Joan Suchomel
Oak Park
Sent via BlackBerry from T-Mobile
The Chicago Metropolitan Planning Agency (CMAP) has released the Go To 2040 Comprehensive Regional Draft Plan

We are dismayed that CMAP lists the widening the Eisenhower Expressway as a fiscally constrained project to be completed by 2020, but lists the CTA Blue Line West Extension as a fiscally unconstrained project to be completed by 2040.

The 20-year difference in completion dates of these two projects, at a time of supposed planning for sustainability is critical, is quiet extraordinary.

i.e. the Widening the Eisenhower expressway is funded, which will have enormous negative impacts and intrusion into the fabric of communities and increase the reliance on the automobile but the Blue Line West Extension is not; a solution that would reduce the need for the expressway and relieve congestion.

This seems to be extraordinarily short sighted and a continuation of very outmoded thinking. Rather than go to 2040 it would seem CMAP is directing us to go back in time.

The Illinois Department of Transportation (IDOT) has been studying the IKE corridor but has not made a recommendation for improvements to the Eisenhower Corridor pending completion of their studies.

It is both unfair and an extraordinarily retrospective approach for CMAP to recommend widening the expressway (with an identified funding source) by 2020, and extending the Blue Line (with no identified funding source) twenty years later (by 2040).

Is the study of the IKE that meaningless?

We had hoped for something more inspiring from this organization.

Your
John Mac Manus and
Josephine Bellalta

John Mac Manus
Altamanu, Inc.
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john@altamanu.com
(w) 773.528.7492
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To Whom it Concerns:

I have reviewed large parts of the GoTo 2040 plan and have a few comments for the public comment portion of this strategy. In the beginning of the Executive Summary, it states: “Environmental challenges such as climate change, water supply and quality, and loss of biodiversity will have widespread negative consequences if not addressed proactively.” I think this issue needs to be addressed foremost and throughout the entire plan. I do not believe building more roads supports this statement.

Specifically, regarding the Livable Communities Chapter, and the section on Expand and Improve Parks and Open Space, it is stated that “open space is a major asset. Access to parks and open space is part of what makes up quality of life, and open space also has a crucial role in flood protection, public health, drinking water supply and quality, and adaptation to climate change.” This is, correctly, a goal that needs attention and one that also concerns me as it conflicts with some mobility issues (like adding lanes to the Eisenhower Expressway (I-290)). When I-290 was built it divided Oak Park, so much so that some people think Berwyn is south of the highway (but there are 4.5 active Oak Park blocks with beautiful houses there). Additionally, there is a historic conservatory, parks on both sides and other landmarks flanking the highway. Additionally, the ramps, to not intrude on neighborhood life, are situated in the center of the highway. While I understand this is not great for a transportation point of view, it has saved and sheltered our neighborhoods somewhat, from annoyance of on and off traffic and congestion in our residential neighborhoods. This proposed expansion of the highway will take away some of those parks, housing and move the on/off ramps into or neighborhoods. This does NOT support the Expand and Improve Parks and Open Space, nor does it support “quality of life.”

Moving on to the related Regional Mobility Chapter, it is stated that there is a goal of increasing “Commitment to Public Transit.” This is a most-important goal and the Eisenhower expansion does not support this goal at all, in fact, it may decrease the goal. Some CTA and Freight Train air-space/land space may be taken over by the lane additions, leaving no future avenue for public transportation to expand. A recent Chicago Tribune poll (July 25, 2010, done by Market Shares Corp.) found that 76% of Chicago residents place higher priority on public transportation systems than adding/improving expressway/tollway systems. Additionally, the suburban residents polled agree: 52% want priority on the public transportation systems (and only 32% on highway improvements). Obviously, people in the Chicago area do not want more highways altering their lives, and instead, would like more public transportation systems developed and improved.

With the worst oil spill in U.S. history staring down at us, supporting the increase in oil and fuel congestion just seems wrong. Instead, our monies should be supporting increased public transportation like Metra, CTA and high-speed options. We cannot continue to build highways to support cars; instead we should be encouraging people to consider alternatives, and if you make them friendly enough, they will begin to transition over to them.

Additionally, it has been shown by the Hillside strangler that congestion was hardly eased with
the addition of lanes. Studies have shown that adding one lane, each way, on the I-290 will likely save commuters something like 49 seconds (I cannot find the exact figure, but I've read this before; it is under a minute). SECONDS....not minutes, not quarter hours....seconds. What this means for those communities living around the highway. It will still be congested. Traffic will still be crawling. Pollution will still be pouring into our air....all for 49 seconds. The Bicycleuniverse.info website agrees: “since much pollution is caused while traffic is slowed or stalled due to congestion, many people mistakenly think that this pollution can be prevented by decreasing congestion. Unfortunately that doesn’t work, as every attempt to facilitate traffic flow simply results in more traffic. This topic has been studied exhaustively.” Adding a lane means that we are not helping our environment and we are not supporting alternative fuels or transportation. Although I understand the lane is going to support HOTV, I do not see how doing this on a seven-mile stretch of highway is effective. It cannot be policed and there are not feeder highways to connect to it. Completely silly idea, and in my mind, just a con to add another lane.

Lastly, Rick Kuner of the Citizens for Appropriate Transportation (CitizensForAppropriateTransportation.org), notes that an extension of the CTA Blue Line west of Forest Park would help residents and would help the CTA be more efficient. He notes that running less than full trains is not as cost efficient and that the populations in suburbs west of Forest Park would help fill up the trains. This makes it a win-win-win for all. Nearby western suburbs have efficient and environmentally better transportation at their doorstep; Oak Park doesn’t have houses removed, highways built and more pollution/noise; and the CTA can have full trains making them more profitable and efficient (please note that the Oak Parker CTA Blue Line stops are full of passengers, but not all stops between the city and Oak Park are this full). Kuner calls this Transit Ridership Balance.

In the 2040 document you state: “Symptoms of decline include the dehumanizing effects of ever-worsening traffic congestion, painful cuts to public transit, a backlog of deferred maintenance on roads and bridges, and antiquated buses, trains, and stations. Inadequate investment in transportation infrastructure is partly to blame.” Building yet another Asphalt Roadway just adds to the future repair and rehab of infrastructure.

Another statement, “to increase efficiencies in our highway network to the point where we maintain our level of congestion today. This may not seem like an aggressive goal, but with the anticipated population and economic growth, this would be an achievement” is a poor goal. I understand that growth is occurring, but instead, one should focus on alternative transportation options so that congestion is improved...not maintained at today’s current level. Today’s current level is not acceptable.

Regarding freight trains, buses and other trains, I think the effort to have “research and planning staffs from implementing agencies” to “conduct more in-depth studies on the impacts of cost-effective modernization strategies, including procurement of more state-of-the-art buses and trains,” is right on target. By pulling away some of their options for roadway (specifically in the I-290 corridor) makes this a hard goal to meet. Signal timing, specifically, needs to be addressed where there are current freight lines. Having a train sit for hours, spewing diesel or coal, while waiting to move, creates a smell in our community, as well as a grumbling noise.

Under Managed Lanes and Multimodal Corridors
The 2040 plan states many of my above concerns: “The expansion of I-290 is a significant concern for a number of communities in the project corridor. Of particular concern is that an I-290 expansion might preclude future transit extensions in the corridor.” Furthermore, it states: “IDOT’s Phase I engineering work for I-290 and the results of the Cook-DuPage corridor study will determine the specific mode to be chosen.” The problem with this is that IDOT only builds roads, so they will recommend roads. Our communities need more alternative transportation sources, not more roads.

Lastly, it states: “Regardless of mode, the project should require careful attention to minimizing any negative project impacts on the adjacent communities and preserving options for transit in the corridor. Transportation improvements in this corridor are clearly needed, and a multimodal approach is favored over simply adding lanes to the highway.” -- I completely agree with this statement, but adding one lane each way of HOTV does not seem like a multimodal approach and instead IS simply adding lanes to the highway. You take away future options for the CTA to expand anywhere between Forest Park and Lisle!

Please consider the environmental aspects that the 2040 plan states near the end. “Transit creates environmental benefits by reducing emissions of pollutants and GHG, reducing oil and gasoline consumption, and shifting some petroleum usage to electricity. Transportation is one of the largest single sources of GHG emissions, and shifting from automobile to transit is often the action that a household can take to most dramatically reduce their GHG emissions. Public transportation uses about half as much fuel per passenger mile as private vehicles, and in addition to fuel savings accrued from shifting drivers to transit, there would be savings due to reduced congestion for those continuing to drive.” Perfect. This is where the plan needs to be and needs to stay. This is the focus and the largest issue that should be driving decisions.

In summary, I think the 2040 plan should remain focused on environmental concerns while creating new and expanded modes of public transportation options instead of highways. Concerns for communities along the highway corridors should be considered due to noise, pollution and congestion on our neighborhood streets. I am a third generation Oak Parker and our neighborhood has been changed drastically by the building of the Eisenhower; we cannot afford to be divided even more and have additional traffic in our community. Your decisions carry LONG-TERM implications that touch on all aspects of our daily lives, including social, economic and environmental aspects. We want our community to remain viable and vibrant.

Thank you for allowing me to give my comments.

Karen Baldwin
946 Wenonah Ave.

Oak Park, IL  60304
Kim Willis writes:

“Transportation section attempts to improve road congestion through measures such as congestion pricing and implementing capital improvement projects that add lanes and call for managed lanes. I offer that this strategy is not an appropriate short- or long-term solution. Please see the attached excerpt that far better describes my criticism of this plan than I could do here.”

Attached is a passage from a Duany & Plater-Zyberk book, Suburban Nation. Link below (looks like she found this from a website called “Bicycle Universe”). The gist is that while we think programs like HOV lanes and congestion pricing are helpful, they are only contributing to “induced demand” the same way that increased road-building has been doing for decades. Sounds like Kim is asking CMAP to advocate for a more fundamental and drastic change to its transportation planning, changing the market for parking and road/freeways, etc. to have them reflect their true costs. – J.Simoncelli, 07/20

http://bicycleuniverse.info/transpo/roadbuilding-futility.html
Hello I am writing to encourage you to expand the Blue Line CTA and to discourage the expansion of the IKE.

The news and headlines each day have something about the environment, the oil spill, global warming etc and regardless of what is being said we all know that we need to be less dependent on fossil fuels and we need to decrease our carbon footprint.

We need to promote public transportation and commuting in shared vehicles. I know that a fair amount of research has been done on this project but there is NO benefit to the environment, the air, the health of the surrounding communities and NO financial benefit (especially from a state that is operating with one of the greatest deficits in our nation).

Expand the Blue Line first! Promote Blue line usage! Explore other ways to promote shared rides. Designate the left lane for commuter vehicles with 2 or more passengers; add a bike lane along the train line to bike from the suburbs to Austin...

do not expand the IKE!

thank-you
From: Laurie Bunkers [Laurie@sachemco.com]

Subject: Eisenhower widening and Blue Line West Extension

To Whom it May Concern:

I am concerned about the apparent lower priority being given to the CTA Blue Line West Extension, in terms of both funding and timing (not scheduled to be completed until 2040) -- while the Eisenhower Expressway widening apparently has both funding and priority, as it is scheduled for completion by 2020. Socially and environmentally, this makes little sense. We cannot reduce our reliance on cars without increasing accessibility and ease of public transportation.

Please reconsider your priorities.

_Laurie Bunkers_
_The Sachem Company_
_1033 South Boulevard, Suite 243_
_Oak Park IL 60302_

Direct: 708.851.3632
Main: 708.848.4303
Fax: 708.848.4278
email: laurie@sachemco.com
1. The Chicago Spur connecting I94 to the Tri-State 294 is an abomination. This should be widened to accommodate at least two lanes of traffic headed eastbound from the toll way to 94 and visa versa. This is one of the largest chokepoints and bottlenecks according to Cambridge Systematics and the delays have been tracked by ATRI. At the toll booth connecting the Spur to 294 at roughly the Waukegon exit there are nearly 10 lanes which all have to merge back into a one lane bridge connecting to 94. This creates travel delay, traffic congestion, harms the environment thru carbon emissions as a result of delayed travelers.

2. Chicago DOT needs to improve their payment can contracting process. Vendors to CDOT are often delayed up to 9 months for pay. This is not acceptable. My credit card and mortgage company does not allow me 9 months to make a payment. Why should I be the “banker”
In my review of the proposals, it is my opinion that both the Eisenhower widening AND the Blue Line extension should proceed at the same time. Delaying the extension for 20 years will not be acceptable. Thank you

Louis J. Garapolo, FAIA
Garapolo | Maynard Architects
1101 Lake Street, Suite 307
Oak Park, Illinois 60301
708.383.1838

Lou Garapolo [loug@garapolomaynard.com]
Subject: proposed eisenhower projects

From: mgockel@juno.com

Wed 7/21/2010 8:57 AM

It has come to my attention that it is proposed that the Eisenhower be widened by 2020, but extending the Blue Line is not proposed to be done until 2040.

It should be abundantly clear by now that investing in more public transit is a far better investment than widening highways. The Blue line should be extended first before any highway widening.

Marjorie Gockel
230 S Kenilworth
Oak Park, IL 60302
From: Marni Curtis [meusey57@yahoo.com]

Thu 7/22/2010 7:55 PM

Subject: Go To 2040 Comprehensive Regional Draft Plan

July 22, 2010

I was just informed that the Chicago Metropolitan Planning Agency (CMAP) released the Go To 2040 Comprehensive Regional Draft Plan for public comment.

CMAP lists widening the Eisenhower Expressway as a fiscally “constrained” project to be completed by 2020, but lists the CTA Blue Line West Extension as a fiscally “unconstrained” project to be completed by 2040. Why is there a 20-year difference in completion dates? And why is the widening of the expressway funded, but the Blue Line West Extension is not.

The Illinois Department of Transportation (IDOT) has not made a recommendation for improvements to the Eisenhower Corridor pending completion of their studies. It is unfair for CMAP to recommend widening the expressway (with an identified funding source) by 2020, and extending the Blue Line (with no identified funding source) twenty years later (by 2040).

Both of these projects should be treated the same.

Thank you for your attention in this matter.

Sincerely,

Marnelle Curtis
Oak Park, IL
From: m.egan@comcast.net

Subject: The 2040 Draft Plan: Comprehensive Regional Draft Plan

Attention!!

It is unfair to recommend widening the Eisenhower Expressway (with an identified funding source) by 2020, and extending the CTA Blue Line (with no identified funding source) twenty years later (by 2040).

This is outrageous!

Mary Sue Egan
543 N Oak Park Avenue
Oak Park, Il 60302
708 383 1899
Subject: no Ike expansion
Wed 8/4/2010 4:05 PM
From: Michael Nowicki [wixwax49@hotmail.com]

IDOT's plans to widen the IKE through Oak Park would be disastrous for our community on many levels. I ask that the Blue Line be expanded first or at the same time as the IKE. Please take into consideration that public transportation addresses fossil fuel dependency concerns; economic concerns of commuters struggling financially; and, green concerns, where as a slightly larger expressway does not.

Thank you,

Michael Nowicki
721 Wesley
Oak Park Il 60304
Hello,

I am writing to express my disappointment in CMAP’s recommendations in the Go to 2040 plan. Specifically I am gravely troubled by the listing of widening 290 as a fiscally constrained project to be completed by 2020. This classification is especially troubling when CMAP lists the Blue Line West Extension as only a fiscally unconstrained project to be potentially completed by 2040.

The Illinois Department of Transportation has not made a recommendation for widening the Eisenhower Corridor. Moreover a recent survey reported in the Chicago Tribune notes that 52% of suburban residents now favor extending the Blue Line and other public transportation over improving highways. Only 37% favor extending highways. Nearly 90% of Chicago residents favor extending public transportation over highways. CMAP’s decision to favor highway extension is clearly out of step with public sentiment. And of course a continued reliance on single-passenger automobile traffic is shortsighted in term of environmental impact.

I am asking that CMAP elevate its consideration of extending the Blue Line West to a fiscally constrained project with a completion date no later than 2020.

Sincerely,

Michele Zurakowski
1000 S. Kenilworth
Oak Park, IL 60304
Subject: Comment on 290 future widening  
From: Michael Stewart [mikeandmolly@yahoo.com]  

Wed 7/21/2010 8:47 AM  

Illinois Department of Transportation (IDOT),  

I am writing to express my concerns over widening the 290 expressway. I would like to recommend that if you widen the 290 expressway that you make sure that you extend the Blue line Westward at the same time. This would make the best "Green" and fiscally responsible decision to make. This would also provide the best transportation options for people of all income ranges, not just those that can afford a car. I would also recommend that since you are using these funds that you do not forget about bicycle traffic also, and hope that you include bike lanes on or adjacent to your project.  

Thanks,  
Mike Stewart
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

With a pricetag in the BILLIONS, not millions, the Prairie Parkway does not provide sufficient benefit to local residents to warrant funding. This is yet another speedway for people that do not even live in the affected areas. Building the Prairie Parkway would destroy thousands of acres of farmland, threaten the Fox River and other pristine area streams with gasoline and oil runoff, and well as winter salt runoff and soil erosion. It will encourage sprawl in rural areas of Kane county, at the very same time Kane County is trying to preserve open land! We truly don’t need more half-filled strip malls or more asphalt-covered prairie.

The “parkway” will bring the roadway within several hundred feet of existing 100 year old homes, seriously threatening the historical, rural environment that we are actively trying to preserve. Conservative planning, and an eye to the long-term future would show that our leadership understands the need for frugal spending and financial integrity during these difficult economic times.

Comment: 08/09/2010 @ 9:48 AM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

The draft Go To 2040 plan was a monumental undertaking by CMAP and we support and appreciate the coordination with municipalities. Our only real disappointment in the plan is the exclusion of the STAR Line from the constrained list. CMAP’s modeling results estimate that the STAR Line will cause the largest reduction in auto trips, the largest increase in transit trips and the largest increase in the number of jobs accessible by transit when compared with other major capital projects. The STAR Line is nearing the completion of the Alternatives Analysis process and risks being delayed if not included on the federally constrained project list. The communities along the line have already contributed significant staff time and resources to acquire land or make zoning and comprehensive plan changes to potential station locations. Schaumburg is poised to implement transit orientated development at the proposed STAR Line station and committed to an improved transit choice for our community.

Comment: June Johnson, Village of Schaumburg Director of Transportation 08/06/2010 @ 1:46 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

Over the years, the proposed RT 120 bypass was reviewed over and over and by consensus, if built, would be built as an at-grade boulevard to minimize environmental impact. If built as an elevated six lane tollway feeder system, the personality of Lake County would change forever and would quickly morph into another Schaumburg auto zone. Our leaders need to quit tending to the needs of the union road workers and begin to listen to the needs of the community who will have to bear this burden forever.

Comment: Barbara Roberts 08/06/2010 @ 10:31 AM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

There are numerous references in the CMAP 2040 planning document relative to energy and environmentally conscience solutions to the urban future of the area. In this vein, CMAP also reports that the majority of metropolitan area respondents to public participation programs echo the need for greater transportation options in lieu of the traditional roads and highways for inefficient low occupancy transit and freight vehicles.

Despite this sound and reasonable theology, the recommended ‘fiscally sound’ solutions identified in ‘Regional Mobility’ Section 5.6 - ‘Cost and Financing’ and Figure 35 of the CMAP 2040 Draft Plan (pp. 180-194) suggests only a few alternative transit related projects compared to the multiple upgrades to existing roads and highways.

- Roads and Highways for 2040:
  - IL 53 North and IL 120
  - Elgin O’Hare Expressway
  - I-190 access
  - Add lanes to I-80
  - Add lanes to I-88
  - Add lanes to North I-94
  - Add interchange at I-57 and I-294
  - Provide “Managed Lanes” along I-55
  - Provide “Managed Lanes” along I-90

Whereas~

- Alternative Transit for 2040:
  - CTA Red Line Extension
  - West Loop Transportation Center
  - CTA North Purple and Red Line Improvements
  - Metra Rock Island Improvements
  - Metra UP North Improvements
  - Metra UP Northwest Improvements and Extension
  - Metra UP West Improvements
  - I-290 Multimodal corridor provisions
Regarding the I-290 (Eisenhower) Corridor, for example, the draft report states that the “the [I-290] project should require careful attention to minimize project impacts on adjacent communities and preserving options for transit in the Corridor.” The report refers to IDOT’s phase I engineering work for the modes to be chosen and goes on to state that “a multimodal approach is favored over simply adding lanes to the highway.”

Comment: David Moehring 08/05/2010 @ 8:20 PM
Public Comments on draft GO TO 2040 Plan  
Received between June 11, 2010 – August 6, 2010

Recent Chicago Tribune headlines reflect the new suburban consensus... providing transit alternatives is more important than adding traffic capacity. The draft of the 2040 Plan is too conceptual, and needs to provide greater study and recommendations relative to mobility and connectivity. A stronger and more specific recommendation should justify an increase in the current 3 percent funding allocation to improved transit accommodations. Specifically, provide specific strategy recommendations that will self-promote the use of fast, frequent, and convenient commute alternatives from and to the major periphery interstate nodes. These high throughput park-and-ride facilities may provide retail and office hoteling / conferencing features in addition to dedicated 90 to 110 mph dedicated rail service to the proposed West Loop transportation hub. One such opportunity is the intersection of I-290; I-294, and I-80. From here, provide a frequent non-stop 15-20 minute shuttle between a key commuter hub and the Downtown business center... and may also be extended as a dedicated ‘bridge’ the airports with the Loop.

Comment: David Moehring 08/05/2010 @ 8:18 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

After living in the City of Chicago for three years, I chose to purchase a home in Lake County specifically for improved air quality for my family. In Chicago, we lived within a mile of a major highway, and we made the decision to move to Lake County in order to find a home at least a mile away from a major highway. The EPA has ample research available about the health impacts on young children from exposure to air pollution from highway traffic, and I am infuriated that my intentional and costly decision to move away from air pollution could be rendered futile by the proposed Highway 53 extension.

We need relief from traffic congestion, but a highway that threatens my family’s health, as well as the places we care about, such as the Liberty Prairie Reserve and the Prairie Crossing Farm, isn’t the right solution. A sound, environmentally-sensitive alternative road design has been presented, and we, as a community support this alternative. We will put our full energy and organization into making sure the IDOT plans do not compromise the places we love and some of the primary reasons we have chosen to live here. We urge you to show real leadership and support the environmentally-sensitive alternative that has been proposed.

Best Regards,
Lindsay James
1052 Harris Rd, Grayslake
312-402-5887

Comment: Lindsay James 08/05/2010 @ 12:24 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

After attending the CMAP presentation in Yorkville early in July, I was more than a little put off by the absence of the Prairie Parkway in the transportation plan for Kendall County as well as a previously proposed Metra stop in the Village of Oswego. I believe that there was Federal Funding allocated for these projects and some associated studies and engineering have already been completed and to have them missing from the plan was a huge disappointment. I hope all parties involved can see their way clear to investigate these projects and include them in the final draft, due to the immediate positive impact they will have on the respective local economies as well as future economic development of the region.

Comment: Corey Johnson, Laborers Local 149, Aurora, IL 08/05/2010 @ 8:40 AM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

I just finished reading the Invest Strategically in Transportation section and am disappointed that the most cost-effective form of transportation is completely neglected - bicycling. I haven’t owned a car in 10 years and make 95% of my trips by bike. If we divert even a fraction of our transportation money to improving cycling infrastructure in the suburbs, we could reduce the number of car trips significantly. I think that this exclusion has been a huge oversight.

Comment: Andrew 07/30/2010 @ 9:34 AM
...CN spur would appreciate in value, and the Forest Preserve would be enhanced with the removal of the tracks. The expansion of the I-290 as proposed by the 2040 Plan would not prohibit the extension of the CTA Blue Line. Enforcement of the HOV laws would be necessary, but the two additional lanes would indeed reduce congestion and speed the commute for those who would continue to drive with minimal impact on the bordering neighborhoods.

Comment: (continued from previous comment) 07/29/2010 @ 12:28 PM

Entered as anonymous
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

I fully support CMAP’s proposal to expand the number of lanes along the I-290 Expressway between Austin Avenue and Mannheim Road, with the caveat that it is done with as little damage to the surrounding communities.

It is my understanding that the IDOT plan includes utilizing the CSX Railroad Altenheim Subdivision railtracks which run parallel to the CTA Blue Line from Central Avenue in Chicago to DesPlaines Avenue in Forest Park. Acquisition of this railbed for relocation and reuse for the Blue Line tracks would permit land to become available for the two additional lanes needed for the proposed expansion of the Eisenhower Expressway without damaging the communities bordering the trench. The elevated trestle for the CSX train could be rerouted into the DesPlaines Avenue CTA station.

The CSX Altenheim Subdivision tracks are underutilized but permit access to the company’s Franklin Park freight yard. That yard is also accessible by another spur line that crosses the Eisenhower Expressway at 25th Avenue in Bellwood. To widen the expressway east of Mannheim Road, the 25th Avenue bridge would have to be rebuilt to accommodate the two additional lanes, but CSX would still have access to the Franklin Park yard despite the discontinuation of the Altenheim Subdivision tracks. The subdivision ends at Madison Street in Forest Park after which there tracks to the Franklin Park yard are owned by Canadian National Railroad.

Another advantage of discontinuing the Altenheim Subdivision and the connecting CN spur is that it would remove the railroad tracks from surface streets, including Madison Street in Forest Park, Thatcher Avenue in River Forest, but most importantly 1st Avenue/Illinois 20 as well as 5th Avenue in Melrose Park. The North Avenue underpass could be removed between 1st and 5th Avenue, allowing for a better flow of traffic, and preventing the repeat of the 7/23/10 flooding which closed the road. The residential properties in River Forest along the

Entered as anonymous
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In any other city worldwide I can whip across a metropolitan area via public transit in about 30 minutes except here. From Oak Park to Loyola (a major employer within 3 miles) one has to take 3 buses and plan 1.5 hours. Put in clean and fast public transportation and the people will come.

Comment: Erika Franz 07/15/2010 @ 3:33 PM
The 2030 CMAP Plan and the 2008 revision of the 2030 Regional Transportation Plan included the Prairie Parkway and the BNSF railway passenger extension to the Village of Oswego. The 2008 revision actually extended the BNSF railway passenger extension to the west side of the Prairie Parkway, allowing an easy connection. Significant effort has been spent to locate the centerline of the Prairie Parkway, acquire some of its right-of-way and obtain federal funding for its construction. The BNSF passenger facility in the Village of Oswego has been established for future development, as has planning for another facility near the Prairie Parkway. It is confusing that the Prairie Parkway and BNSF railway passenger extension is not in the 2040 CMAP Plan.

Comment: Richard Scheffrahn, PE 07/15/2010 @ 12:20 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

I’m a resident of Elburn in central Kane County. It is clear that the money that it would cost to build the “Prairie Parkway” is so terribly out of line with the real transportation needs of this region that it’s surprising that the proposal is still around. The project is dead for all practical purposes anyway, for future state and federal funding will not be forthcoming in the near future, and construction on the section already funded will result in a road to nowhere, destroying invaluable farmland and open space in the process. Please eliminate this monstrous proposal once and for all.

Comment: Stephen Warble 08/06/2010 @ 7:46 PM
Unless I'm missing something, I see no references to alternate forms of transit: bicycling and pedestrian infrastructure development. As Chairman of Elgin's Bicycle Pedestrian Advisory Committee, we urge the authors to revisit this comprehensive report and correct this omission.

Comment: Steve Wasilowski 07/14/2010 @ 9:39 AM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

Like Noble and Burd I’m deeply disappointed that the Prairie Parkway and Metra extension into Kendall County was not included. I also don’t think that the Metra line should end in Oswego.. in fact well into the future, depending on when the growth begins, it should extend to Sandwich.

I understand that DeKalb County isn't included in your area of concern, YET, but the Metra line should be extended from Elburn to DeKalb. You have a combined population in DeKalb/Sycamore/Cortland of approximately 75,000 CURRENTLY with the 2nd largest state university at NIU. Shoulda skipped on the LA FOX STATION and spent the money on DEKALB.

Comment: Jeremy Eisenberg 07/09/2010 @ 4:33 AM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

The Prairie Parkway should be a high priority, considering the funding already obtained for the project, and the fact that the state had already begun purchasing right-of-way along the route. It makes no sense to put this project on a back burner when congestion on our roads is such a problem in Kendall Co. If the allocated money isn’t used, it will be put back into the federal pot and may be lost not only for our area, but the State of Illinois. Also, the Metra station in Oswego is vital for our area. It will bring public transportation to the whole county. I hope you take another look at these two projects, especially considering the major recreation project -- a $500,000 sports complex -- being proposed on Yorkville’s north side.

Comment: Valerie Burd 07/02/2010 @ 8:35 AM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

Higher priority should be put on the Prairie Parkway roadway and the BNSF extension. These deeply needed transportation projects are vital to the continued health and growth of Kendall County, the nation’s fastest growing county.

Comment: Krysti Noble 06/30/2010 @ 9:10 AM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

IDOT does have a $52 million project in the works to expand and improve Illinois 47 through Yorkville. And Kendall County has an outstanding project which complements the Illinois 47 improvements -- extending Eldamain Road with a bridge across the Fox River between Yorkville and Plano. This project -- within a half mile of the proposed Prairie Parkway route -- would cost about $35 million, compared to the $200 plus million price tag for the Prairie Parkway between Illinois 71 and US 34, total cost of the PP is over ONE BILLION DOLLARS.

Common sense and fiscal responsibility require a focus on improvements to the existing highway network ("Fix It FIRST" agenda) rather than taking on an expensive freeway project that would drain funding from other, more important roadway projects in Kendall and Kane counties.

Local Road Alternative and Job Creation

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Cost</th>
<th>Jobs</th>
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<tr>
<td>Ill 47 improvements – I-80 to I-88</td>
<td>$246 Million</td>
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<td>Eldamain Road bridge and extension</td>
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<td>Lisbon Road</td>
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<td>Galena Road improvementsEldamain to Orchard</td>
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<td>Wikaduke Trail (Ridge Rd)</td>
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<td>Wikaduke Trail – Plainfield to I-88</td>
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<td>Caton Farm Road improvementsGrove to Ridge Rd (Wikaduke)</td>
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<td>Caton Farm RoadIL 47 to Grove Rd</td>
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<td>US 52 – IL 47 to Shorewood (12 mi)</td>
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<td>TOTALS</td>
<td>$445.8 million</td>
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Metra extension, stations, and equipmentAurora to Plano $103 million

* Kendall County 2008-2028 Long Range Transportation Plan
Job support factor – 27.8 jobs per $1 million of project, based on formula developed by the Federal Highway Administration:


Note: About half of the jobs generated are direct construction and suppliers and the remainder are induced jobs created by the spending of the construction and suppliers employment.

WiKaduke is on the plan, it is a 4-lane work in progress
Public Comments on draft GO TO 2040 Plan  
Received between June 11, 2010 – August 6, 2010

The draft Go To 2040 plan evaluation that the Prairie Parkway was in the "fiscally unconstrained" category is right on the money. With a price tag of about $1 billion, the Prairie Parkway does not provide sufficient benefit to area motorists to warrant funding. In addition to diverting scarce funding from more effective projects, building the Prairie Parkway would destroy thousands of acres of farmland, threaten the Fox River and other area streams, and stimulate sprawl in rural areas of Kane and Kendall counties. Additionally, the state should not proceed with the five-mile section between Illinois 71 and US 34 -- future state and federal funding is unlikely, leaving us with an "orphan freeway." Kendall County has a much better solution for another bridge across the Fox River between Yorkville and Plano -- extending Eldamain Road. The Eldamain Road project will cost about $30 million, compared to $200 million plus for the five-mile Prairie Parkway route just a half mile west of Eldamain Road.

If completed, the Prairie Parkway would duplicate in part the route of IL 47, scheduled to be made into a 4-lane, and most residents of the area favor the improvement to existing roads rather than the creation of new roads. Go To 2040 also has it right by focusing on maintaining and improving the existing highway and transit network instead of squandering our tax dollars on big ticket capital projects.

Comment: Dave Kolars 08/06/2010 @ 3:59 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

The draft Go To 2040 plan evaluation that the Prairie Parkway was in the "fiscally unconstrained" category is right on the money. With a price tag of about $1 billion, the Prairie Parkway does not provide sufficient benefit to area motorists to warrant funding. In addition to diverting scarce funding from more effective projects, building the Prairie Parkway would destroy thousands of acres of farmland, threaten the Fox River and other area streams, and stimulate sprawl in rural areas of Kane and Kendall counties. Additionally, the state should not proceed with the five-mile section between Illinois 71 and US 34 -- future state and federal funding is unlikely, leaving us with an "orphan freeway." Kendall County has a much better solution for another bridge across the Fox River between Yorkville and Plano -- extending Eldamain Road. The Eldamain Road project will cost about $30 million, compared to $200 million plus for the five-mile Prairie Parkway route just a half mile west of Eldamain Road.

Go To 2040 also has it right by focusing on maintaining and improving the existing highway and transit network instead of squandering our tax dollars on big ticket capital projects.

Comment: Jan Strasma 08/06/2010 @ 3:14 PM
From: Patrick Dooley [dooleypatj@yahoo.com]

Subject: Eisenhower expressway

This is the 21st Century. Extend the Blue Line. Don't add more car lanes.
From: Peter Nowicki [pnwix@hotmail.com]

Wed 8/4/2010 6:42 PM

Subject: Blue line and 290

As an Oak Park resident I am asking that you please look into expanding the CTA Blue Line as opposed to the expansion of 290, or at the very least, coincide the expansion of 290 with the Blue line expansion. Our cities need better public transportation, not faster highways.

Thank you

Peter Nowicki
From: phruckauf@yahoo.com

Thu 7/22/2010 10:20 AM

Subject: FUND THE EXTENSION OF THE BLUE LINE FIRST. LET'S DEAL WITH MASS TRANSIT FIRST
From: R Nowicki [r.nowicki7@sbcglobal.net]
Mon 8/9/2010 9:55 PM
Subject: Ike expansion

Personnel:
Can you really expand the Ike without including the Blue line expansion to the western suburbs? This doesn't make any sense since the Blue line could really cut down on traffic. I cannot understand how you could tear this area up twice!
Please reconsider your timeline and work to do all the necessary work at the same time.
Thanks,
Rosemarie Nowicki
From: Rosemary Camilleri [cseminar@uic.edu]

Subject: Widening Expressway and extending Blue Line Train

Wed 7/21/2010 8:44 AM

Dear CMAP:

**It is imperative that CMAP extend the Blue Line Train.**

I have learned that:

CMAP lists widening the Eisenhower Expressway as a fiscally constrained project to be completed by 2020, but lists the CTA Blue Line West Extension as a fiscally unconstrained project to be completed by 2040.

These two projects should be treated the same, at least.

In fact, if we are to protect our environment, save money, and move people efficiently, we need to expand public transport.

I am urging you to reconsider priority and funding on these projects.

Sincerely,

**Rosemary Camilleri, Ph.D.**
7213 Division #8
River Forest, IL 60305
Phone: (708) 366-9520
Fax: (708) 366-9519

[http://www.camsems.com](http://www.camsems.com)

"Don't raise your voice; improve your argument." — Archbishop Desmond Tutu
Data from form "Contact CMAP" was received on 7/9/2010 4:21:40 PM.

Contact CMAP

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<td>Comments</td>
<td>Comment on Draft Go To 2040 Documents: I have a comment on the call for implementation of congestion pricing section. I am all for it, and I think it could be strengthened by a closing sentence or paragraph. Maybe something along the lines of: &quot;Therefore, as congestion pricing has the potential to improve efficiency of transportation for all regional residents, consideration for a multi-pronged approach should be made. Consideration of cordon pricing, variable pricing, as well as fixed pricing should be included in studies of potential congestion pricing.&quot; Additionally, further discussion of the types of pricing (and strengths/weaknesses of each) available could be helpful.</td>
</tr>
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</table>
From: Powell, Teresa [mailto:tpowell@oak-park.us]
Sent: Wednesday, July 21, 2010 9:54 AM
To: Info
Subject: Put Blue Line Extension ahead of any changes to I290

I understand that you are listing an expansion of I290 as a priority by 2020 ("constrained option", but an extension of the Blue Line as an unfunded option ("unconstrained option") not to be completed until 2040.

Consider what will happen when gas again hits $4, $5 or even $10 a gallon. At the very least, these should be treated as equal options; given the world energy situation, the public transit option should be given priority, rather than treated as an afterthought.

Teresa Powell

Teresa Powell
Village Clerk
Village of Oak Park
123 Madison Street
Oak Park, Illinois 60302-4272
(708) 358-5672
tpowell@oak-park.us
www.oak-park.us
Terry Madigan 847-842-8648

Suggests using giving people access to flight information (e.g., the information displayed on the jumbotron at the cell lot at O’Hare, perhaps though Comcast. It should not require a lot of expense.

There’s a Metra transfer station out by parking lot “F,” which he understands to be the old Des Plaines Metra station, with a shuttle bus to the airport terminals. They should make people more aware of this capability. The Metra rail lines are an underutilized asset. The shuttle bus should run to the Bensenville station on the Milwaukee West Line.

He recommends a 800-USA-RAIL-type service for Metra. They should do this instead of developing variable message signs. People don’t use Metra because they don’t know when & where the service runs.

He would like to see more people use public transportation.
528 N. Marion St. #2
Oak Park, IL 60302

July 27, 2010

Chicago Metropolitan Planning Agency
GoTo 2040 Draft Plan Comments
233 South Wacker Drive Suite 800
Chicago, IL 60606

To Whom It May Concern:

Recently, I became aware of two transportation projects that will impact my community of Oak Park. These two projects are: 1) widening the Eisenhower Expressway and 2) extending the CTA Blue Line in the near-west suburbs. Both of these projects greatly concern me because of the timing involved and with the funding sources. Reportedly, the Blue Line extension project is fiscally unconstrained (not fully funded), but planned to be completed by 2040, while the Eisenhower widening project is fiscally constrained (fully funded) and scheduled to be completed by 2020.

Obviously, these two projects will affect each other greatly since they share the same space and will affect the same residents in the same area. Why are they being treated differently? Please reconsider the potential impact of these projects by treating them the same, with respect to timing and identifying funding sources for both. That procedure would be fair and is necessary for an accurate comprehensive analysis of both.

Thank you for your consideration. I look forward to hearing about the progress of these projects.

Sincerely,

Wendy Senger
As is true with MPOs nationwide, CMAP is discovering the strategic importance of food, farming and agriculture. The effectiveness of the CMAP strategy will be a function of your ability to convene all segments of agriculture.

I suggest that a more practical objective than “promoting sustainable local foods” would be to promote a diversified farm economy throughout the seven-county region. Addressing the concerns of all farming segments will result in a more favorable farm business climate—including the relatively small market segment of local food.

Let me give you an example of what I mean. If I recall correctly, you’d like to see 40,000 acres of regional farmland producing local food in 30 years. That’s a land mass about the same size as a quarter of the city of Chicago. I didn’t read the entire plan. Do you have any strategies in the works to address the concerns of the overall seven-county farm economy which today accounts for a land mass more than five times the city of Chicago?

I don’t get the impression that conventional ag groups have been very proactive in helping CMAP understand their view on what constitutes a farm-friendly business environment. I’m interested in discussing what CMAP is doing—or could do—to get all of agriculture fully engaged in the regional planning process.
I am a former board member of The Talking Farm and a member of the Evanston Food Policy Council. I have read the plan and applaud the entire section on food, and want to comment on the sections at the bottom of this email*

Having been an active volunteer, I have seen both the rewards of the work accomplished and the burn out. I propose to add to the mission to work with local universities and school systems and for profit businesses to find ways to join in this program.

for example:

--encourage schools to add food issues into current curriculum.
--encourage schools to set aside some land for food production
--add food studies to all colleges and universities to study all aspects of food from soil to distribution; quality to local availability, etc.
--get businesses to give employees incentives to eat healthy, (as: reduced health insurance premiums or extra time off); start small farmettes on business campuses for employees; bring in speakers and media to educate employees about food and diet; etc.
--have a fund to pay for those with expert knowledge to come and share that information
--support a food film festival as a way to educate citizens.
    there are a plethora of them and some are excellent.
    Bring this to all neighborhoods or schools

Some of this is included in the plan. I wanted to expand the ideas so we can reach people in their daily lives and incorporate a better standard of growing and eating for the health of living beings.

Thank you for the opportunity to express my thoughts.

*Provide training and information sharing Universities, other education and training providers, philanthropic
Local food training and technical assistance programs for farmers and laborers should be provided to assist in the transition to local food production. These should be linked with workforce development programs. Sustainable and conservation oriented farming techniques should be particular focuses. Also, information sharing between practitioners on a variety of local food topics, including food waste reduction, processing, and reuse, should be encouraged. Develop comprehensive information resources for farmers, distributors, and retailers to connect producers and distributors. Provide technical assistance to incorporate local food systems in comprehensive plans and ordinances CMAP, municipalities, nonprofits
Assist government officials and planners to incorporate local foods into comprehensive plans and ordinances. Technical assistance should accommodate the full spectrum of local food production from community gardens to commercial farm operations, and could include activities such as removing barriers to local food distribution or designating certain zones for permitted small-scale food production.
Carole Mark
carolemark@mac.com
Hi Amy:

The map and the sources look good.

Note that I am updating the data, and hopefully will have a new map by the fall, which would be more up to date (and probably quite different in certain areas, such as Kane County, where there are many new stores.

I would change this in two ways. First I would add "and suburban" after "low-income urban". Low income suburban communities, such as North Chicago, are also often food deserts.

Also, I might add either "African-American" or "minority" here, perhaps after "low income." Race alone is in the Chicago area a better predictor of the location of food deserts than income alone.

Finally, you might want to mention (as I think was happening in northeastern Kane County at the time), that sometimes new store development does not keep pace with residential development. This is often a temporary phenomenon.

-Danny
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

Thanks to CMAP for making food system planning a top priority in the GO TO 2040 plan. I think all of the recommendations are on target. My comments are intended to provide additional support for the overall concept and to encourage collaboration in the greater Chicago “foodshed” (a term that describes where our food could come from if it were produced locally), which includes parts of other states. Imagine a circle with Chicago in the center extending out 150 or 200 miles.

Recently, United Health Care, one of the nation’s largest health insurance providers, contracted with MIT to find the root causes of the diseases that were most stressing the healthcare system, such as diabetes, hypertension and other cardiovascular diseases, and then to design a solution. Much to their surprise, MIT concluded that the way to reduce these diseases was to change the food system — and not simply to get more fruits and vegetables into our diets, but to develop regional food systems. That is exactly what CMAP, and the organization I direct, Fresh Taste, are proposing to do.

By working with neighboring metropolitan planning organizations like the Northwest Indiana Regional Planning Commission, and the Southwest Michigan Planning Commission, CMAP has already begun to extend the learning acquired through the GO TO 2040 food system planning process to other contiguous regions. This can only help accelerate effective planning and regional food system development. The Leopold Center for Sustainable Agriculture at Iowa State has found that the most energy efficient food transportation systems are regional, not local. At Fresh Taste, we are prioritizing the development of regional food hubs where food is produced, aggregated, and minimally processed before being distributed throughout the region. CMAP’s plan implicitly supports such a strategy, and further work may benefit from greater emphasis on regional food production hubs.

Thanks to all for your efforts.

Karen Lehman
I’m writing to offer comment on the Local Food Section of the Goto2040 Draft Plan. As a lawyer, author, educator, and member of a multigenerational farm family, I have had a unique view of the development of local food in Illinois and welcome the encouraging stance the document has taken toward local food.

This is an exciting time for local food issues in Illinois I applaud the developers of the plan for acknowledging the importance and opportunity that local food provides Illinois for a more secure food system. At this time local food offers a real possibility for job creation and economic development for rural areas. Local Food is also receiving key support on a statewide level. As the drafters acknowledge one of the key developments which is the passage of the Illinois Local Food, Farms & Jobs, Act.

As someone who has farmed in Illinois, practiced international law related to food and farm deals in the world and taught Food Law, I’ve had a unique opportunity to look at Illinois food and farm resources in relation to the global environment of food and agriculture. These life experiences led me to reflect on the 220 acre farm that my father farmed in the 70s, and I asked myself what it was that a farm of that size could do in the globally integrated food and farm system that we live in today that would be relevant, sustainable and profitable?

My research led me to three distinct possibilities which are directly tied to the 2040 local food section: Organic Farming, Agricultural Tourism and Local Food Sales. One of the key elements of a sustainable and profitable local food strategy is that it should have a competitive advantage at home and a competitive barrier to entry abroad that insulates it from global competitive forces. By this I mean it should fill a niche in the market in which it has an advantage that gives it enough of an advantage that it leads to sustainable economic production. Selling local food directly to consumers can sometimes provide the answer to that requirement. Recently, in an NPR interview Professor Wayne Howard of Cal Poly shared a story of an Ontario cherry farmer who sold 5 percent of his crop through farmers markets and road side stands. The 5% the farmer sold contributed 50% of his margin.

As a general proposition, the farmer/producer/grower who sells a commodity that is processed further into a consumer food item, can only hope to receive about 15 cents of the food dollar that the consumer ultimately pays for the item. This means over 80 percent of the value chain is beyond the reach of the farmer. However if the farmer, grows vegetables and sells them directly to consumers, the results can as impressive for the bottom line as the story that Professor Wayne Howard related. That same NPR story also reported the USDA’s announcement that farmers markets had increased 16 percent annually, so it appears that local food is a development that is here to stay. As the draft document reflects, some factors need to be in place for this growth to continue. “Truck farms” or “community supported agriculture ventures” or simply farmers who want to grow and sell at farmers markets all depend on having access to farmland which is relatively close to urban centers. This presents a planning dilemma since this is also the
same property that might be most likely to be developed and is most likely to soon have suburban neighbors who may have issues with farm noise, odors and activity at early or late hours.

I believe that if the draft document recommendations were implemented the results could help increase the number of organic, local and agritourism entities in Illinois. Adding these kind of businesses to Illinois, would I think increase the economic health and vitality of the food and agricultural sector of the State for the long haul. As noted above, these entities have competitive advantages and competitive barriers which allow them to be more economically sustainable than other farm ventures. Organics requires certification to assure consumers that the farm product is being grown in accordance with the federal law and regulations, and organic food allows access to a market with a growth rate of up to 20 percent a year. Organics had a bit of down year and may only grow in the high single digits. Local foods by their very definition are local. This means local producers should have both a competitive advantage in that they can only be sourced locally, and a competitive barrier in that no matter how cheap an imported apple can be produced—it simply isn’t local. And last but not least, agricultural tourism cannot be outsourced—thousands of Illinoisans every fall are willing to travel an hour or so by car to buy a pumpkin and enjoy a fall day, but not so many would be willing to travel out of the country for a pumpkin.

There are some specific points that should be addressed in the implementation action area. The section makes some good points but needs to spend more time addressing the crucial issues of zoning and regulation as they apply to local food initiatives. Zoning in particular can be a deal killer for these kind of initiatives. In ag tourism many issues turn on what will be permitted and what will not. On the regulatory side, the drafters make a very good point, food regulation needs to address a changing paradigm. Food, of course, is regulated on the municipal, state and federal level. By and large this regulation both locally and nationally reflects the fact that food production is a manufacturing process by any other name. The most elemental of food safety tools is the Hazard Analysis Critical Control Point (HACCP) Plan but like any other industrial measuring and logging tool this is based on the ability to keep precise and voluminous records. These two elements are scarce in local foods. In addition, processed food in general must be produced in a certified kitchen. These too can be scarce resources. And finally, there needs to be a coordinated effort to provide food entrepreneurs with the basic knowledge of business and legal complexities that will allow them to succeed. This effort will also require an acknowledgement that these new farmers may little resemble the traditional German/English multigenerational farm family that has been the backbone of Illinois agriculture in education, background, ethnicity or goals.

There are still signs from the past of what Illinois looked like when more of its food was local. For example, the Wagner Farm in Glenview has done a wonderful job of preserving a north shore farmstead from the 1920s. This is one of a couple preserved farms in and around Cook County. However, the key insight I take from it is that according to their estimates in the 1920s, there were literally thousands of these farms in Cook County that provided local food for the urban areas. So, it is question of the will,
resources, and education, and certainly not the ability of the region’s farmland to contribute greater amounts of local food.
Hi Amy,
Thank you for reaching out and sorry for the delay - I am familiar with the plan and appreciate the opportunity to provide comments. Slow Food is always looking for valuable partnerships and ways to create greater impact via the food systems in our region.

I've read the report and, in general, am very pleased. It is clear that you've built on previous work from Chicago area leaders and the CFPAC report. With the assumption that you are looking for comments on omissions or corrections, rather than on relevancy or accuracy of current material, some thoughts include:

1. The third major point in the section, about educating and training public officials and other groups, is very important and probably most relevant from a policy perspective. Ordinances, zoning, and other public health regulations make a difficult business environment for local food-based businesses currently. See example one and two. There is an action item included to cover this as an "Implementation Action area", but it may be prudent to be more specific about creating a guide for businesses to successfully navigate city, state, or county regulations.

2. Has any consideration been considered toward development of a composting network? There is plenty of mention in the report about brown field revitalization and open space development in support for urban farms, however, the collection and disbursement of food waste is an important part of the sustainable life for an urban farm.

Obviously, our organization is interested in helping provide details or further assistance as needed for the plan and implementation. Thanks!

Ryan
I was not sure whether I should send my comments directly to you or through more formal channels. I will send these thoughts to you now but let me know if I need to send them elsewhere.

First, I want to say how excited I am that this section on Sustainable Local Food is included as a major issue for CMAP and the region. You covered so many exciting topics. Most of my comments or questions are minor. There are two major issues I am addressing in these comments - one is the distinction between commodity crop production and food production and the need to address processing of food as well as production.

Page 133, 3rd paragraph: The last sentence refers to the two different policy issues - that people need access to "fresh, nutritious, affordable food no matter where it is produced". While this is true, I would add "safe" to the list of important attributes - this puts some limits on "where food is produced" because of concerns with pesticides or unhealthy food additives. I fully agree that "local" foods cannot meet the needs of everyone, but food imported from some countries may be of questionable quality.

Page 135, 1st paragraph - The first second full sentence refers to the the relationship between the "distance to the nearest grocer" to cancer and other diseases. While it is assumed that these correlations occur when the distance is greater, it might help to explicitly state this.

Some of my comments relate to the reference to "food" production when I am not sure if "food" is truly meant or the non-food commodity crops mostly grown in Illinois. Groups like the Farm Bureau like to refer to Illinois being the "bread basket" of the world, which of course is not true, unless you count high fructose sugar and all sorts of food additives. I always try to make the distinction between actual food production and what is mostly grown in Illinois, although I know this is sometimes difficult to do.

Page 136, 2nd full paragraph - I like the distinction in the third paragraph between having the space for commodity crop agriculture and local food production.

Page 136, last paragraph - Reference is made to a recent study indicating that "food production" is responsible for 83% of CO2 emissions. Is food production actually responsible for these emissions or all of agriculture? As much corn, soybeans, and wheat that is grown in this country, much of which does not end up in our food chain as fresh, healthy foods, I wonder how only food production could result on such a large % of CO2 emissions - leaving only 17% for commodity crops.

Page 138, 1st paragraph - The sentence that refers to farmers growing more "food" than ever before is partially true - US farmers certainly raise more outputs than ever before, but at least in the midwest, little of this ends up on the table as edible food. I am not sure how I would recommend wording it since certainly overall, including global production of fruits and vegetables, food production has increases. I just hate to leave the impression that industrial agriculture is producing primarily food.

Page 139, 1st paragraph - In the first sentence, reference is made to "small farms". It might be good to include the size that is included in this 7% increase. Many local producers are working on very small acreage - but some in the food system world worry about the "middle" sized farms of 50-500 acres, which offers a different set of issues.

Page 139 - Second paragraph - I like the distinction of the 76,000 famers in Illinois, that only several hundred produce food for local markets. Does the average age figure apply to the larger pool of 76,000? I don't know if the figures exist anywhere but wonder if the people entering the local food production business are younger than the average for industrial agriculture.
Page 140, 1st paragraph under Indicators - what metrics exist for the production indicator? Is it possible to track the number of CSAs, community gardens, farmers markets, etc.? I wonder if one of the other regional food policy councils might track this. Am not sure how these numbers would be gathered but they would be excellent measures of progress.

Page 141, 1st paragraph under Recommendations - the last sentence refers to a report by other groups that contain recommendations. It was not clear but is CMAP suggesting that the recommendations in this document are endorsed by CMAP?

Page 142, first full paragraph - the blurring of the distinction between farmland preservation as typically conceived - protecting vast acreage for corn and soybean production - and acreage for local food production. You make the point that Kane County's excellent farmland preservation effort is not focused on food production, which is good. I guess I would make it clearer that ty farmland preservation programs in place in NE IL are being effective in preserving land for commodity crop production - which can benefit food production at some point. I know this is dicey because the ag community can be sensitive to this distinction. I worked on the comp plan for a largely agricultural county in Illinois and they did not like separating food crops from commodity crops - they preferred continuing the myth that they are producing "food".

Page 142, 2nd full paragraph - Federal food production and processing standards, which is good, but I wonder if production needs to be addressed more thoroughly. I know from local producers around here that finding appropriate - non industrial - type processing plants is impossible. This can also be an economic issue for communities as well. I believe that Sioux City, Iowa was focusing on being a center for organic food processing. Can more be said about this?

Page 144 - I like the recommendations here for a regional food policy organization be formed - and that CMAP be the repository for local food data. Can CMAP help identify strategies for integrating food systems into economic development plans? There is a lot of research that has demonstrated the value of local food production to local economies (and processing would add more). Maybe CMAP could take the lead on spreading the word about this aspect of the food system.

Page 145 - I also like the recommendation that CMAP help integrate food systems into local comp plans - and the reference to the APA policy guide. Could you include the web site so people could access this policy guide? http://www.planning.org/policy/guides/adopted/food.htm

Page 147 - Two comments on the table:
The first action item - can counties be added to the Implementers column? I think county governments would/could support urban agriculture as a source of food - or is this assuming that counties typically deal with more rural areas?

Second action item refers to the protection of farmland protection programs - can this be framed to refer to local food production, either now or in the future?

Last comment - finally! Page 150, 4th paragraph - There are hard figures that might strengthen points being made in this paragraph. Ken Meter, Crossroad Resource Center, does a lot of research in this area - maybe figures are available on the CRC web site: http://www.crcworks.org/.

Thank you for providing me the opportunity of reviewing this section of CMAP's Go To 2040 Plan. You have done an excellent job of framing this issue - for the first time as a regional planning commission in Illinois! My comments are mostly minor and not meant to be critical at all - this is a well-done and much-needed component of the regional comp plan.

If you have any questions about my comments, please do not hesitate to contact me.
Deanna Glosser, Ph.D.
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"A vision without a task is but a dream; a task without vision is drudgery; a vision with a task is the hope of the world."
(Inscription on a church in Sussex, England, 1730)
From: Charles Daas [lorax64@rcn.com]
Fri 8/6/2010 12:28 PM

Good Morning:

I wish to comment on your goto2040 comprehensive plan for northeastern Illinois. My comments will largely focus on land use and housing, as opposed to the narrative of the broader plan.

1) Leaving planning/zoning/land use decisions exclusively to local authorities with the veneer of technical assistance from CMAP is ridiculous. We have 280 municipalities planning in isolation, yet 2040 rewards this behavior. Bizarre! I don't care how many pseudo-downtowns, TODs, infill housing, CLTs (e.g. Highland Park) or what have you that these communities can develop - they are doing it largely in isolation. We need regional cooperation and planning beyond the transportation planning successes that date back to the 1930's and pre-date the '56 federal highway bill.

We need zoning reform to allow for denser infill housing, multi-family, TOD, rental/commercial/mixed-income and other forms of housing available to families at all income levels. Most of these 'burbs forbid multi-family housing - why? Zoning! Springfield legislators (e.g. former State Rep Julie Hamos) supposedly gave CMAP more "teeth" to your planning, but this is as toothless as it gets. Inclusionary Zoning (such as that found in Montgomery County, Maryland) would be a seamless process that allows a naturally mixed income community. But 10% set aside - "scary!" Note: good luck getting that past the IL Republican legislators.

2) N/E Illinois needs an urban growth boundary. Case in point - true story: Kane County Govt sets aside up to one-third of its land for open space. Joe Developer comes along to snap up some unincorporated land. He starts out his mcmanors on septic, cons the county to build the roads and then, after he has enough fools to buy these homes, he lobbies the nearest village for annexation. And then taps into the Chicago water system. Voila - insta-burb! Another point - DeKalb area developers have already scooped up much of the valuable farmland west of I-47 so that they can plan for the exurbs of tomorrow. 2040 has to say - enough!@ It doesn't, and that is a huge problem.

3) N/E Illinois needs codified state housing building standards to ensure quality and minimize fraud. Metropolis 2020 also calls for this reform.

4) You speak of corridors of opportunity where infill should occur along transportation corridors, a redux of the NIPC '68 finger plan which was also not adopted. We need to come up with better words for density, infill, low-income, etc. Car dealers went from used to "pre-owned" - can't we at least come up up with a nice euphemism? CNT's H + T index is a huge step in the right direction, since transportation is the second largest cost for homeowners after mortgage/insurance/taxes. Just like my recommendation for zoning and regional planning, H + T should be codified. It should show up at Chicago Title and every title company, every bank and mortgage broker, every realtor, etc. Not just home ads in the Sun-Times and the Tribune. Nice start but not enough.
Re: infill and development zones, what you fail to mention is that Illini are on the move due to technoburbs (where they work - Schaumburg, Oakbrook, Deerfield, Naperville, to name but a few) as they move further away from the Loop and the older suburbs. This process will continue into the foreseeable future. Nice to think that everyone should fill up Harvey or Maywood before they sprawl, but you are talking about rational human beings making rational (?) decisions. Talk to US Cong. Jesse Jackson about this issue - the "spatial mismatch" - jobs here, poor folk there. And no easy way to get LMI individuals to where the jobs are plentiful. Thus, why he stumps for Peotone. No wonder when you look at Harvey, Calumet City, and the surrounding areas.

As an individual who leads a cultural organization and teaches in the field of city planning, goto2040 fails to mention anything re: cultural planning in the plan. This is a grave omission! Strange how you quote Richard Florida and his now (largely debunked) creative class theory yet you offer no solace to those who actually nurture those who are creative!!

goto2040 consists of some nice ideas but largely falls into the category of recommendations. Do we have consensus? Buy-in? Where is the Metro Mayors Caucus on the Plan? The Commercial Club? Metropolis 2020? State Legislators? We need a roadmap and what we have here are some scribbles on a page with a feeling of - "we don't want to rock the boat."

CMAP - it's time to rock the boat. When George Gordon Meade asked Lincoln if he "should press" Robert E. Lee and the Confederacy after Gettysburg, Lincoln replied: "let it be pressed." You should use this as your guide for 2040.

Daniel Burnham, as oft quoted in the 1909 Plan said "let your watchword be order and your beacon beauty." Where are we reaching for the skies? Where is our moonshot? How is this to inspire us? It would hardly inspire a career bureaucrat.

Sincerely,

Charles Daas
Museum Director, Cambodian American Heritage Museum and Killing Fields Memorial

Adjunct Faculty, Univ of Illinois - Chicago - School of Urban Planning and Public Affairs
To Whom it May Concern,

It was with great interest that I read a portion of the Go to 2040 plan, namely the energy conservation portion. GHG emission reductions need to be a top priority in this plan. The plan seems very comprehensive, but implementation of the plan would only decrease GHG emissions 10% above 1990 levels. While that is a laudable goal, it seems that the plan should be more aggressive in its recommendation of implementation of alternative energies. The plan keeps mentioning that the federal government will have to step in to reduce GHG emissions, but there are things we can do as an area to promote more use of alternative energies. Production of alternative energies close to home should be a top priority. Ordinances to put solar panels on roofs could provide energy for many businesses who join into an energy co-op. Likewise, school districts or housing areas could get their energy from solar panel co-ops. I know that commonwealth edison controls the electricity for most of the area. Cooperation between municipalities and the electric companies is essential to use more alternative energies. Sure, cities can lead by example by using alternative energy for their fleets, but that will not get us to GHG reduction goals. The state goal of 25% alternative energy use by 2024 seems to be too little too late. The 2040 plan doesn't even have a goal for the percentage of alternative energy. I didn't see how the plan will monitor GHG emissions to see if the plan is having an effect. Perhaps the plan is going to leave that up to the federal government too.

Sincerely,

Chris Martersteck
Naperville, IL
The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. By state and federal law, CMAP is responsible for developing GO TO 2040, metropolitan Chicago's comprehensive regional plan. In addition to land use and transportation, GO TO 2040 also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

Residents may submit comments on the GO TO 2040 website (www.goto2040.org), by email to info@cmap.illinois.gov, by fax to 312-454-0411 or by postal mail by folding this form in thirds, taping closed, placing a stamp and mailing (see reverse side for full address). For more information or assistance, contact CMAP at 312-454-0400.

Between Friday, June 11 and Friday, August 6, 2010 partners, residents and stakeholders have an opportunity to provide input on the draft GO TO 2040 comprehensive regional plan for northeastern Illinois. Comments must be received by August 6, 2010 at 5:00 p.m.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Harold L. Lucas
Phone: 713-373-2942
Organization/Affiliation: Black Metropolitan Convention of Tourism Council
Mailing Address (Street, City, Zip): 3501 South Martin Luther King Drive, Suite One East

Email: vis78renvel@gmail.com
Jack Berry writes:

“I am a mostly retired (age 75) college professor, having taught and consulted in ecological and human environmental planning, and at one time I worked at Openlands Project in Chicago. Having the appropriate academic background, I have three comments:

1) Foremost, when I was a TV co-anchor, I taught a college credit course on Channel 11 wttw.tv. Former Director of NIPC, Larry Christmas, was a guest on two of our programs. He “on camera” in 1972 told me, “Jack, we have plans, what we lack is the means to make them happen!” I like your plans, they are text book, but now let’s make them happen that way.

2) I was involved in Conservation Design Forums, IDOT’s plans for the Route 47 corridor from Huntly, IL to Woodstock. Great plan, please read it! (Unfortunately the Village of Huntly completely ignored it). Look up the CDF’s use of “quality of life measureable indicators.”

3) I am also one of two members here from the Governor’s Northern Illinois Ground Water Commission, and I’ve seen the effects of poor – or no – planning. This one truly needs to work! I live very well, but what about sustainable environment and quality of life for my grandkids?? Make it work!”

Mailing address: 9210 Conestoga Trail, Marengo, Illinois, 60152
Email: hjb@mc.net
I have read the draft of the Metropolitan Planning Council: Below are my comments.

With the aging worker delaying their retirement, according to research, at least 2 years longer since the economic downturn, many mature workers will remain on the job into their 70’s. With the loss of home value and declining value of stocks and investments, it is the older citizen of IL that has taken the economic downturn hit the hardest. With age, the incidence of disability increases. In fact, more than 80% of employer inquiries that come to the Job Accommodation Network, www.jan.org located at the University of West Virginia and funded through the US Dept. 00f Labor Office of Disability Employment Policy and works with businesses on how to accommodate their current employees who have developed disabilities or chronic health conditions, workforce developers recognize that people with disabilities are part of the natural human capital of talent of workers within Illinois and the United States. With this, there is a need to continue to educate businesses, government agencies and nonprofit organizations that functional access for citizens in IL and the northeastern region of IL must include:
Programmatic Access
Physical Access
And Communication Access
What this means is: By 2040
• More affordable and accessible housing must be planned and available.
• All websites must be accessible according to the IL Accessibility Standard Guidelines and US Section 508 requirements as it is estimated that 1 out of every 6 people over 65 years of age will develop an eye condition called macular degeneration; and, the use of assistive technology software for people who are blind and have low vision requires accessible websites. Businesses that sell goods and services online must become aware that they are missing out on a large constituency of customers if their website is not accessible. Government agencies from the local, state and national levels must have accessible website in order to provide and perform the public services needed and information required by their constituencies.
• People with disabilities in the northeastern IL region must be identified as workers within the workforce development plan. To not include people with disabilities may mean that those that are creating this plan could be left out as they age.
• Transportation must be made more accessible and obtainable. An example is there is no bus that on a regularly scheduled basis for people who work goes directly to the Morton Grove Metra Station. For citizens in this area getting to work to downtown Chicago is problematic. One must have access to good public transportation in order to work and connections from one type of public transportation system to another must be convenient, affordable and accessible.

• It is important to note that postsecondary educational institutions should be actively recruit qualified students with disabilities and should be providing the accommodations these students need (if any) in order to assist them in being successful through the educational process to obtain vocational training or degrees. It is important for our economy to get people with disabilities educated and/or trained to work and start paying taxes rather than to receive public benefits that keep them in a state of poverty.
- With 54 million people with disabilities in the US and as of 2008, 10.3% of the population in Illinois are people with disabilities. This means that 1.3 million of the 12.7 million citizens in IL are people with disabilities. Because people with different types of disabilities require different access needs, the planning for 2040 must be comprehensive in its inclusion of the community of people with disabilities.
- **Disability is no longer about the current citizens that have disabilities in IL, it is about our society at large and 2040 plans must be developed to include this population in every area that you have identified.**

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Cook County

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Erin,

I enjoyed the presentation yesterday on 2040 planning, and want to commend you for excellent power point, as well as all the work of Regional Indicators in cooperation with Chicago Community Trust. I remember the targets to increase substantially the open space acres, and the aging of the population (which will benefit by mobility infrastructure).

You have my recommendations concerning "building block" cooperation in areas of about 150,000 (about the size of a community college district) for 4 season updating by convening local public officials, business and community leaders on "quality of life indicators" in their areas as well as feedback on investments, or potential investments, such as Stimulus investments, and, of course, on progress on elements of 2040 plan.

The logical annual step for CMAP would be to co-host an Electronic Town Hall in each county (Cook) or multi-county area outside Cook (south, west, north), to showcase local and regional indicator trends, and for hearing from private and public stakeholders working on new investments in each of the 2040 plan elements.

As mentioned, one topic in counties outside Cook might be "what's the future of county fairs, and the use of county fair facilities and open space?" See the link below to recent story on economics of fairs in 101 of Illinois' 102 counties, including how a developer in McHenry county assisted in buying old site and financing improvements in new site. Maybe some community colleges or universities might cooperate in renovating facilities in many counties.

: http://www.chicagotribune.com/news/local/ct-x-n-county-fairs-20100728,0,4071300.story

Note the IL Department of Agriculture funding (and funding pressures) role. Perhaps CMAP might work with DCEO, IL Department of Agriculture and others, including local community colleges and universities, to preserve these places as viable economic and learning nodes, while preserving their roles as open spaces, including linking with local parks or forest preserves. Under longterm plans, IL Dept of Agriculture's 7.7 million might contribute a portion of local match to gain more investment.

As background, with my focus on "return on investment" for Illinois' $50 million broadband fund (part of 2009 Capital plan), I initially shared this article with persons involved with DCEO, Illinois Broadband Deployment Council and the Partnership for a Connected Illinois, as the newly designated private-public partnership for extension of broadband infrastructure and services all across Illinois. I would be glad to provide more background.

I am copying this to an attendee of yesterday's 2040 session, from UIC sustainability office, who also noted an interest in open space preservation. While there's no county fair in Cook County, there may be other "Open space/gathering space" places such as parks which might be developed in cooperation with universities and community colleges, as flexible Community Anchor Institutions. For example, the old Harrison Park is now site for National Mexican Arts Museum, which I note will be a hosting place on Aug 31 for discussion of METRA capital plans, which are key elements in 2040 plans.

Best regards,

Layton Olson
Community Life Initiative

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“Jobs follow knowledge.”  
Job shortages are predicted for 2018. Job skills shortages are being experienced now.

Access to quality health care was not mentioned tonight. This is important.

Nice website.
James, Melinda L. (Melinda)
Waubonsee Community College

Asst VP Student Development
Sugar Grove Campus, STC-137
Mailbox: STC

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July 30th
"If Illinois does get the Race to the Top - part of what we are obligated to do is to track students - probably will happen through ISBE numbers. Tracking will allow us to use data to better articulate steps that translate to student success."
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

Kudos on the GO TO 2040 Regional Plan! It is extremely comprehensive and the recommendations for the Chicagoland area, if executed, will ensure that the institutions critical to the vitality of every community (e.g., education, governance, human and social services) are developed in tandem. Additionally, CMAP’s designation as lead coordinator throughout this process will, hopefully, ensure that many constituents (public and private entities, as well as individual citizens) will focus on the need for broad-based collaboration when effecting change in each of the 284 municipalities that comprise the Chicagoland regional area. Job well done on this phase of the process!

Comment: Trina Ntamere 08/05/2010 @ 12:37 PM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

I applaud CMAP for their effort and would like to provide some overall general comments on how I believe the plan can be enhanced. I have decided to group comments under your current title headings to provide some organization and hopefully clarity to points of concern and overall interests.

Livable Communities:

1) Achieve Greater Livability Through Land Use and Housing:

a.) I need more language here related to social, human and health services. We have a growing elderly propulation that must be addressed as well as the needs of low income, and those who slip through the cracks of our current health care infrastructure.

b.) The plan does not have much discussion related to affordable housing, fair housing practices, as well the de-stabilazation of foreclosures and it’s effects on neighborhood. More discussion needed related to the future of neighborhood stablization programs, management of foreclosure, banking, and the future of the overall housing affordable housing market.

c.) There should be a retail corridor discussion, and the aspects of establishing designated retail hubs in related municipal districts. Some areas have a thriving retail districts while some have none. More discussion needed related to the equity of quality retail, in both design, type of stores, and the locations which best serve the region as well as the community.

2) Manage and Conserve Water and Energy Resources

a.) The future is the weathearization of existing facilities both public and private and the infrastructure around that effort. You touch on it briefly but I believe there may be an entire discussion missing on this point as it relates to existing housing stock, and public facilities such as schools and municipal buildings. Do we promote LEED for existing buildings? Do we establish another benchmark?

b.) Coordinating a regional recycling effort that creates jobs and promotes an organized recycling effort that minimizes waste, manages facilities as well as

Entered as anonymous
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

The Village of Worth has a large open space along 111th Street that is known as the "Lucas Berg Pit". The Village has renamed it the "Lucas Berg Nature Preserve" as it has been neglected by the US Army Corps of Engineers and reclaimed by nature. It is a beautiful place with natural aquifer’s running beneath it. I would like to see the plan include the preservation of open space in this area. It would be devistating to see this area used as a dredging or dump location for the populace. It is in close proximity to schools, places of worship, mass transit, restaurant and more urban situations. It would have a definate impact on groundwater contamination as well. Please include this area in your planning. We are happy to assist in this situation.

Comment: Colleen McElroy 07/31/2010 @ 10:02 AM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

GREAT PROGRAM, JUST WHAT’S NEEDED ON THE WEST SIDE OF CHICAGO!! The North Lawndale area which is located on the West Side of Chicago is an area that is pretty much beyond the phrase of being “underdeveloped”. Our community is in need of a huge over-haul. Our location is key due to it being located close to downtown Chicago and the vacancy of land equally more than 2000. The one problem we have in programs of this nature is receiving enough of the appropriations when rendered to make an impact sufficient enough to improve our Economic Development Structure. A suggestion I have is to place communities like ours on a priority list based on need. Also, as a community, we are interested in forming a NEW LEAD AGENCY focused on the CMAP plan assuring we stay on top of the issues and advising the types of development we feel could impact our area more efficiently, productively and suitable to the community’s need. One thing that will cripple the opportunity of having the best impact possible is having too many organizations within one ward targeted to administer or influence this program. One Lead Agency should be identified and this agency should consist of the residents that truly have a key interest in improving the community.

Comment: Vetress Boyce, North Lawndale Community, Chicago IL 07/29/2010 @ 11:16 AM
Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010

This is a wonderful endeavor that CMAP has embarked upon. It is imperative that EVERY community compare the goals and objectives within this regional comprehensive plan with their communities plan(s) for growth and development and make the necessary changes to move this region forward. I am extremely concerned about some of the smaller communities throughout the region that are not aware or understand the purpose of urban planning and the need for thinking about land use decisions that are made locally and how it may/may not affect the region. Implementation of this forward thinking plan will be key to improving the quality of life in this region and will serve as a national example of how communities can not only work to move their respective communities forward but the region as well.

Kimberly Porter, AICP
Economic & Community Development Director
Village of University Park

Comment: Kim Porter, AICP Economic & Community Development Director- Village of University Park, IL 07/06/2010 @ 11:53 AM
Public Comments on draft GO TO 2040 Plan  
Received between June 11, 2010 – August 6, 2010

The Goto 2040 Comprehensive Regional Plan is a very detailed plan that encompasses a lot of information. CMAP did a good job of providing municipalities information on the plan and the plan itself, although a longer period of time to review a 416 page document would have been appreciated. We support CMAP in their recommendation to expand and improve parks and open spaces which is an important goal for the Village. Another key area for the Village is investing strategically in transportation. Our key transportation link is 159th Street which bisects the center of our community. The three major improvements for 159th street that should be supported on a strategic basis are the widening of 159th Street to improve automobile movement, the addition of a public transportation link option along 159th Street and the inclusion of multi-use trails on both sides of 159th Street to improve pedestrian and bicycle access along the 159th Street corridor.

Comment: Edmond Cage, Village of Homer Glen 08/06/2010 @ 3:47 PM
Comments based on conversation with Erin Aleman and Diana Torres:

- Interested in hydrology reports and direction of flow and the negative long-term effects on farmers with issues of alcohol and methanol to operate plants.
- Water treatment is also an issue especially on the municipal level (i.e. Wasco)
- Increasing foreclosures in region are doing an injustice to our residents
- CMAP has an illusion that to protect, we must recharge areas but there is no real effective way to reach aquifer levels adequately. Only way to recharge at the local level is through direct injection of sewer lines, which is basically impossible.
From: Patricia Joseph [pjoseph@prospexinc.com]
Thu 8/5/2010 9:53 AM
Subject: Resident comments on Go To 2040

Why isn’t there a greater emphasis on fewer local governmental entities in this plan?

We cannot afford them. Just think how much money would be freed up to implement your plan if we didn’t have to pay duplicates for layers of small government!

I one of your goals is to make the best use of limited resources, please consider thinking very big, very optimistically and very long-term and work toward consolidation of local governments, or at minimum, consolidation of certain local governmental departments.

Just think how much easier it would be to accomplish your goals for land use, transportation, and parks if you only had to deal with, say 75 different governmental entities instead of over 200.

Wow.

Thanks, Patricia Joseph

Patricia Joseph
2400 North Lakeview, No. 1403
Chicago, IL 60614
pjoseph@prospexinc.com
773.665.2762
mobile - 312.835.0147
Re: Chapter 2.

Strengthen by including analysis of water management (as well as conservation) and give more attention to close connection between water and waste management practices (as well as energy conservation) This connection only seems to be made on p.340 under State funding obligations. And the Wastewater Planning Strategy Paper of August 2008 could be better integrated into GoTO 2040 plan. As a regional agency MWRDGC perhaps deserves more attention and input into the 2040 plan than a quick reading of the Wastewater Planning Strategy Paper seems to indicate.

Broaden our understanding of water quality from primarily drinking water quality (for urban areas) to include irrigation water quality and sources for farmable land areas. How are aquifers recharged, how do streams and rivers play a role? Where does most water for food crop irrigation come from?

Re: "communities that are dependent on groundwater should consider accessing water from the Fox and Kankakee Rivers" (p.72):
- Clarify whether both rural and urban communities are meant or if only urban communities are intended.
- Also, why are only Fox and Kankakee Rivers are mentioned, and not the Calumet, Chicago & DesPlaines?
- Is it because all communities with access to the latter three have access to Lake water, or because these Rivers carry too much treated waste water?

Re: Chapter 4 Promote Sustainable Local Food

- Consider recasting language to maintain a distinction between local and regional food production systems rather than collapsing a regional into a local definition. (p.133.)

in my view not enough of the good observations and implications of the analysis for regional economic development in the body of this chapter are reflected in the three Implementation Action Areas,(p.147-9.) I am sorry that I am not able to formulate more specific suggestions for these areas at this time, but will continue to think about them and forward to you additional thoughts I may have in the near future.

Other than these criticisms, I strongly support and approve the substance of Chapter 4.

Re Chapter 7. Create a more Efficient Freight Network.

- Consider giving more attention to the role of short haul railways (eg. Iowa Interstate, http://www.iaisrr.com) in a regional economic vision
- Be more critical of the benefits of a globalized freight network of Class I railroads (and considerations of global trade) as the regional norm or standard – especially on the basis of clear implications elsewhere of its unsustainable character due to its current dependence on fossil fuel energy.
- Consider that it may be easier to convince a regional railroad, to tailor it’s services and infrastructure to the needs of a regional commercial interests and needs rather than the global trade focus of the Class I RRs.
- Iowa Interstate for example is likely heavily involved in the delivery of high fructose corn syrup to Chicago area food industries, thereby contributing, perhaps unintentionally, to the health problems of obesity and other diseases (p.135) especially through the over-production, -abundance, and -consumption of empty calorie sugars and fats. But it might be open to the possibility of transporting healthier and more sustainable goods such as organic compost as fertilizer to the farms and healthier, more diverse food crops to the city, especially via its inter-modal terminal(s), such as the one in Blue Island.
In general, I think the plan is very good in terms of relating land use and transportation, preservation of green space, and seeking to limit urban sprawl, all with attention to the causes and effects of climate change. If climate science forecasts of increasing frequency of droughts and extra heavy rainfall events in the Midwest/region, (as well as increasing costs of mining, refining and distributing petroleum products for fertilizer and fuel uses,) have any validity, it could be successfully argued that municipalities in the region would be wise to direct their water and waste management practices for the benefit of nearby food producing land areas.

Waste management practices that improve river and stream water quality and produce usable bio-solids for soil enrichment ought to be encouraged and developed. Storm water control and other water management practices that help prevent soil erosion and lake and river pollution, as well as maintain and restore subsurface aquifers could be vital to increasing the resiliency of farm lands during periods of drought or heavy rainfall.

Encouragement of the use of regional agricultural land areas for more diversified (and organically grown) food crop production can in turn benefit urban area residents with more affordable healthy food choices -- thanks to reduced transportation and fertilizer costs. I really think Chapter 4 is on the right track here, those comments on p.137 in particular.

To expand the plan by incorporation of more elements of economic development and agricultural land uses will admittedly require greater outreach to, and dialogue/discussions with, potential stakeholders and agencies which have heretofore not been as centrally involved. I am thinking in particular of such agencies as chambers of commerce, farm and agricultural associations, as well as Openlands, Chicago Wilderness and other groups interested in the preservation of green open spaces and more 'natural' or 'wilderness' related habitats for plant and animal diversity.

In my view some of the latter (land and green space preservation) organizations and representatives tend to overlook the production of diverse food crops and organic farming as 'green space' land use. On the other hand the larger commercial and hauling associations and industries tend to assume that mono-cultural, industrialized cash crop farming (of corn and soybeans as well as meat and poultry) is the norm or only alternative for regional agricultural land use. The importance of agricultural bio-diversity, especially with food crops, could/should be given greater emphasis as a norm or standard for the health of our regional economy – as well as the environment.

Lastly, I am curious as to what happened to the (older / NIPC formulated) corridor and centers model or framework. It seems to have been generally abandoned in this version, and I wonder why? I noted diverse references to different kinds of corridors (transportation, waterway, and greenway,) which is good, but could not find many explanatory connections between these various senses of the term corridor.

Perry Recker
12602 Maple Ave, Blue Island 60406
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773-510-2564
First, the two accomplishments of the Plan.....
It is almost an encyclopedic gathering of what the region needs to move forward. As such, we get the first real merger of land use and transportation. We also get 12 chapters that try to grapple with all the issues of our not-so-coherent region.

The Plan's other accomplishment is it is prudent. Being prudent means being unambitious in a state whose political leadership has behaved irresponsibly and whose gross fiscal mismanagement is just starting to be felt and has sideswiped us only this year. Both threaten us with the most serious, long-term fiscal and political crisis imaginable to self-government.

Second Step, my analysis of how the Plan's accomplishments have some potentially deadly compromises... or the other side of the two-edged sword.

The other side of being encyclopedic is there is no clear strategy to know what focus yields the highest results and, thus, make possible the other wishes in the encyclopedia. Something for almost everyone (or 67% in the case of CMAP's Board) is a strategy based on politics. And when you are as broke as Illinois will be for the next decade or longer, economics is a strategy much more likely to succeed... particularly when our dysfunctional politics created this mess. Economics and enterprise can start with only a little and make something great.

This Plan primarily should sell its economic and fiscal benefits. It is not too late to do that. Over the last two years, I've heard lots of good data behind this Plan. Bring economics to the fore and remind mayors that good economics includes fiscal stability.

The other side of prudence and caution is not being daring enough. I do not fault CMAP for not being daring... and I hope no one else does, either. CMAP was charged by Illinois to merge transportation and land use planning, but the Assembly failed to give CMAP the authority.

Typical of bad leadership, the Assembly followed the wishes of the municipalities who were granted most of that land use authority many decades ago (and eventually produced what turns out to be our very costly sprawl.) Instead of righting the imbalance of state law, the Assembly lost its
nerve and made CMAP weak; hostage to an effective consensus of 200+ suburban mayors, a huge obstacle to effective policy.

Perceiving itself with a tough task and in a weak position (and funding abandonment from the Assembly), CMAP understandably chose caution and built the **2040 Plan** around the consensus of the previous decade: that transportation capital dollars would be better spent to serve compact communities, but that compactness was not a requirement for dollars to be spent.

Yet, the consensus of the previous decade is not the basis for our new decade...particularly when new federal policies are being crafted and they need to be tested by some boots on the ground.

**Third... What Is To Be Done?**

In the face of this dismal dilemma, we actually might earn some good fortune if we merge an economic strategy (the cure for the diffuse, encyclopedic Plan) with a daring political strategy (the cure for being abandoned by the Assembly.) Any major change like this would come in the Implementation Stage. But it is helpful if the **2040 Plan** has an Addendum that least explores some bold Scenarios our of our current situation. After all, it is at least reasonable and cautious to have a Plan B when your state government is suffering from a glaring case of fiscal schizothymia and this upsets every local government.

So to help start this inevitable discussion now, here are some likely sequence of events that I suggest an Appendix entitled something along the lines of "Scenarios For Facing Fiscal Imbalance And Taxpayer Outrage."

* Political paralysis of the state becomes even more evident by mid-2011 as the Assembly fails again to balance the budget and taxpayers threaten some sort of revolt until government gets its programs in order.

* Capital Projects in the **2040 Plan** need to be scaled back to reality by over 50% because the operating subsidy will remain so high because sprawling communities do not encourage ridership.
* Chicagoland acts sensibly and gets together and raises some of the capital funds that Illinois otherwise should have supplied.

* But as part of the deal to minimize taxpayer outrage, the funds should be invested to minimize the operating subsidy.

* In effect, the region agrees that these capital funds should be tied to local Comprehensive Plans that create more compact and mixed use neighborhoods that encourage greater ridership.

**Summary**

* The accomplishments of the 2040 Plan also reveal its weaknesses.

* And its weaknesses in today's political, fiscal and economic uncertainty can be minimized.

* One key is focussing our efforts where investment yields the most public and private good.

* The importance of that yield can be tied to the encyclopedia of regional ills. (I think I got an idea of how that can be presented as a visual schematic and will offer one at our meeting on the 9th.)

* CMAP writes an Appendix highlighting how transportation investments yield more public benefits when compact communities shaped by Comprehensive Plans also reduce the operating subsidies from taxpayers.

* This discussion of allocating new taxpayers capital funds to reduce taxpayer operating subsidies will move the region forward in our bad situation.

* Despite CMAP's weak position as advisory on land use issues, it does have leverage in determining how federal transportation dollars can be used.

* This leverage can be used both defensively and offensively so towns actually build the type of Transit Oriented Development that is talked about and certainly a majority knows we need.
* The hour may be late for strategic changes; but caution also says the **Plan** needs to stay relevant in the unstable period that probably accelerates in 3 months.
I have reviewed the two specific chapters identified: Economic Innovation and Workforce and Education. I believe that the plan is well conceived and can only add a few thoughts for your consideration.

In no particular order

The economic chapter does touch on one area of concern – that of land use plans and zoning which continue to be a challenge in the Metro Chicago area for true economic development and jobs.

The other areas which also need attention for the creation of strong employment centers are:
- Lack of adequate transportation (roads and transit) for movement of good and employees/clients.
- Adequacy of power, especially electrical. This can often be an issue at both macro and micro levels.
- Adequacy of communication.

Without an increased emphasis high technology jobs, in particular, will be constrained.

With respect to the Workforce and Education chapter, I can only emphasize one area:
- The education system, including both K-12 and higher education, will need to rethink their trends over the past decades and identify new, more cost effective methods of education. The old adage of throwing money at the problem has not worked and financial resources will be significantly more scarce in the future.

Hope it helps.

Steve
August 8, 2010

CMAP Staff and Board  
Chicago Metropolitan Agency for Planning  
233 S Wacker Drive, Suite 800  
Chicago, IL 60606

RE: Comment and Perspectives on the Draft Go To 2040 Plan

Dear Staff and Board,

I am writing more as an academic who has more than 25 years of experience researching and teaching in graduate programs in planning and public policy than as a citizen. Most of my comments will focus on the areas of my research and teaching—the role of economics in planning and public finance.

First I want to commend you for doing a policy plan rather than a traditional land use plan. Given the nature of the issues facing the region and their complexity and interrelations, the policy plan was the right choice.

I am very pleased with the overall Go To 2040 effort, but do have one major concern and several relative minor observations.

The preferred regional scenario is a very laudable goal but is it achievable? There are strong economic incentives that encourage sprawl, inefficient land uses, inefficient use of the transportation system and energy and non-sustainable use of the environment. Regulatory mechanisms, and in particular land use regulations, have largely been ineffective is stemming undesirable growth patterns and trends, and what little success that has occurred is largely the result of significant fiscal incentives—just look at the best practices section of the draft plan. The likely fiscal realities of the next three decades is going to severely limit the ability of governments to continue to use fiscal incentives at the levels they have over the past decade, and even if they could these incentives would have little overall impact on the underlying market forces driving development and growth. Likewise, targeted infrastructure investment can help, but unless it is priced properly it will provide only marginal benefits.

To achieve the goals in the plan, the state and the governments in the region are going to have to aggressively address the pricing of transportation, energy and infrastructure. The plan makes a small step in this direction in its endorsement of congestion pricing, but does not go nearly far enough. Congestion pricing on a few roads is not going to work. Managed lanes—what passes for congestion pricing in the United States—is not congestion pricing and is not supported by theory. All congestion should be treated equally and priced accordingly. Unless there is financial
pain on the behalf of users, behavior is not going to change. Similarly, the price of energy needs to increase to meet energy and environmental objectives. Again, unless there is pain, there is going to be no change in behavior. While the public will vehemently object to higher transportation and energy costs, doing nothing or postponing action will only make things worse. Behavior will continue to not be based on true economic costs, inefficient growth patterns and private investments will continue, and the inefficiencies will be capitalized into housing and property values, making any change in the future even more difficult.

Impact and development fees can also be an effective way to price infrastructure and encourage desirable and efficient development. However, the way they are used in Illinois and most of the rest of the nation, they do not reflect the cost differentials that are necessary to promote efficiencies. This is largely the result of such fees being viewed as a revenue source rather than a pricing mechanism. Impact and development fees and direct pricing of infrastructure get a scant one paragraph in the draft plan.

Taxes and fiscal structures also play an important pricing roll. The inclusion of these in a policy plan is a must and the board and staff are to be commended for including them. One dimension of tax and fiscal policy that is crucial and is completely ignored, however, is the use of tax incentives to encourage new development. The plan should look at the long term fiscal impact of such incentive, as well as their equity and effectiveness—especially since the issue of horizontal equity is raised in the draft and development incentives are often the practice that creates the greatest inequities.

The following are some relative minor concerns.

While on the topic of taxes and revenues, care must be taken in the discussion of vertical equity. Increased progressivity of a tax is not necessarily desirable. The level of progressivity depends on the values of the citizens and it is possible that even a proportional or regressive tax is too progressive. Also, the position taken in the draft precludes a discussion of “optimal taxation” that has dominated public finance theory over the past two decades and should be considered.

I find the discussion of PPPs somewhat confusing, especially when they are implicitly considered as an alternative means of financing. This is the result of not clearly differentiating three separate issues. Bonds and PPPs are often mentioned as an alternative to user fees or taxes for the financing of a project. Bonds do not pay for a project. They just shift the payment over time. Taxes and user fees still must be used to pay the bonds. Similarly, PPPs that involve leasing or purchasing of infrastructure do not pay for a project. There still must be a revenue source. This raises three issues that need to be discussed when addressing the financing of a project and are often muddled together. First, what is the appropriate revenues source? Second, how should payments be distributed over time? In this regard the discussion in the draft seems to miss the
point. When discussing intergenerational equity, the draft discusses pay-as-you-go and pay-as-you-use as if was referring to pensions rather than infrastructure. The issues are fundamentally different for pensions and infrastructure and opposite distributional practices are usually desirable. And third, if payments should be spread over time, what is the best way to borrow? PPPs have a distinct disadvantage in this regard because of federal tax policy and their use must somehow justify the high costs of capital.

I hope these points will be helpful and foster some discussion, especially on the ability to achieve the preferred scenario.

Regards,

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or

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Hala-

Maybe it’s just a jargon/buzzword thing, but the document seems to use ‘conservation’ and ‘efficiency’ as synonyms. It’s kind of inconsistent and scattered, seemingly arbitrary which you use when.

To me ‘energy conservation’ is a rather different horse from ‘energy efficiency.’ They are both ways to reduce the amount of energy demanded by consumers, but I see them as different.

Conservation, to me, means reducing the level of energy service to save energy (e.g. lowering the thermostat and being less comfortable but using less energy, or replacing a 100W incandescent with a 60W using less energy but getting less light), whereas efficiency means getting the same level of energy service using less energy (e.g. getting a better furnace or more insulation so you can leave the temperature at the same comfortable setting but use less energy to do it, or replacing an incandescent bulb with a CFL that has the same number of lumens thus saving energy without reducing light). They aren’t /necessarily/ mutually exclusive – for example a retrofit program could implement both efficiency and conservation measures - but one isn’t directly a subset of the other the way I look at it.

I see it like this
And this is how I think your document is looking at it

Or another way to look at it, if you think what I’m saying is too far out there, is the connotation. In the mind of the public, conservation is what Jimmy Carter wanted us to do in the 70’s that nobody wanted to do; efficiency is what we are doing now that is working and is benefiting consumers, utilities, and the public good. In the mind of the public, conservation = old & bad & low-tech; efficiency = new & good & high-tech. If you want someone to do something, you’ll have better luck if you call it efficiency instead of conservation.

On pdf p.32, at the bottom, you’ve even got “energy efficiency and conservation” which muddies things up even more since you don’t ever really distinguish between the two as being different but now you’re suddenly referring to them as if they are.

From what I read in the chapter, I think you could change most instances of “energy conservation” to “energy efficiency” or use some variation of “reducing energy demand” or “reducing the use of” when you are being more broad about the subject, and I think it would be more precise. I don’t know if the water folks make the same kind of distinction between conservation and efficiency that energy people do, but maybe somebody at the Alliance for Water Efficiency could answer that sort of question.

Another small thing, the paragraph on pdf p.18 discussing PACE financing…the politics of that have fallen apart and we definitely hope that Congress will do something to protect PACE but as it stands with FHFA and Fannie/Freddie, PACE is hanging by a thread. This section could be updated to note the current political realities, or could be de-emphasized until such time as the
issue is resolved. Don’t necessarily want people to get their hopes up for something that doesn’t have a clear political future.

Good luck with your comments and edits. Glad to contribute my nitpickiness to your process.

--Greg

--
Gregory Ehrendreich | Research Analyst
Midwest Energy Efficiency Alliance (MEEA)
GO TO 2040 DRAFT Feedback Form for CMAP Staff

Meeting:
DuPage GO TO 2040 Meeting

Meeting Date:
June 15, 2010

Submitted By:
CMAP STAFF

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES
The following areas were introduced and/or discussed:
- Achieve greater livability through land use and housing
- Expand and improve parks and open space
- Manage and conserve water and energy resources
- Promote sustainable local food

PART 2: REGIONAL MOBILITY
The following areas were introduced and/or discussed:
- Invest strategically in transportation
- Increase commitment to public transit
- Create a more efficient freight network
- Major Capital Projects
  Names of capital projects identified at meeting (notes can be added on other side if needed):
  ILLIANA EXPRESSWAY

PART 3: HUMAN CAPITAL
The following areas were introduced and/or discussed:
- Improve education and workforce development
- Support economic innovation

PART 4: EFFICIENT GOVERNANCE
The following areas were introduced and/or discussed:
- Improve access to information
- Coordinated investments
- Reform state and local tax policy
QUESTIONS/COMMENTS:

- The comprehensive plan is a tool set up by state statute. What is meant by a “regional approach” and should the plan guide investment? If so, it needs to be reworded to reflect that.
- What is meant by “underperformance” of the educational system?
- Have you talked to the railroads to see what their needs will be?
- What is the relationship between towns and counties in achieving their goals, and what is the time frame for that to happen?
- What will you do to entice local governments to get on board with the plan?
- How will the federal government be engaged in implementation of the plan?
- Are there plans to involve the private sector in implementing the plan?
- I’m happy to see the emphasis on public transit. It’s difficult to have transit-oriented development around a bus route because the bus route might change and not be there tomorrow. Maybe we should emphasize light rail instead because it’s more permanent.
- You should consider a regular blog that would highlight local governments that adopt or implement sections of the plan.
- There’s too little emphasis on highway improvements in the plan. Also, the Illiana Expressway should be moved up to the constrained list. You’re inconsistent. Also, we ought to be looking at how we combine governments.
- I don’t like the plan at all. It seems to rely on government as the solution too often. Government is the problem, not the solution. Also, the gas tax increase won’t produce $10 billion for transportation.
- The biggest problem we face is the insidious creep of servitude. It’s caused by increasing complexity. Government drags things out forever. You have to address complexity.
- Agricultural production in urban areas is down because of poor air quality and interference from people. The soil is destroyed. Kids aren’t learning because their diets are poor.
- We can’t improve the transit system in DuPage County because we don’t have one to improve. We are too diverse a region for all facets of the plan to work the same everywhere.
- Mass transit needs to be done. Our gasoline tax is already among the highest in the country. How will the federal government help us with transit and light rail?
- Township governments are redundant and could be easily eliminated. Are you recommending this? Also, fire departments can share equipment. Are you proposing this? Also, Pace and Metra need to communicate better.
- Does the plan ask local municipalities to pass resolutions supporting it? How will the plan recommendations be communicated to local developers and other private organizations? Can your website list who has committed to supporting the plan?
- You need to let local planners know what data you’re making available to them.
- One audience member suggested that Ralph Martire of the Center for Tax and Budget Accountability might be a candidate to consider for the taxation task force.
GO TO 2040 DRAFT Feedback Form for CMAP Staff

Meeting:
Kane County GO TO 2040 Meeting

Meeting Date: July 21, 2010
Submitted By: CMAP STAFF

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES
The following areas were introduced and/or discussed:
- Achieve greater livability through land use and housing (Redevelopment Projects)
- Expand and improve parks and open space
- Manage and conserve water and energy resources
- Promote sustainable local food

PART 2: REGIONAL MOBILITY
The following areas were introduced and/or discussed:
- Invest strategically in transportation
- Increase commitment to public transit
- Create a more efficient freight network
- Major Capital Projects

Names of capital projects identified at meeting (notes can be added on other side if needed):

PART 3: HUMAN CAPITAL
The following areas were introduced and/or discussed:
- Improve education and workforce development
- Support economic innovation

PART 4: EFFICIENT GOVERNANCE
The following areas were introduced and/or discussed:
- Improve access to information
- Coordinated investments
- Reform state and local tax policy
**QUESTIONS/COMMENTS:**

About 50 people in attendance

- There is potential for increase in gas tax to help with road work projects. Where would the increase in tax money go? 7-county area or Springfield? Can you ensure/guarantee that it will stay in the 7-county area so that Springfield does not take it and we don’t get our fair share?
  - CMAP response: We hope it stays in the 7-county area but there are no guarantees. It’s important that our region gets it’s fair share.
- I have little faith in Springfield. Do you coordinate with other regions to get projects done, for example, with high speed rail?
  - CMAP response: We, as a region, want to have more control.
- Parents used to be able to go to Madison, WI on a train (in the 30’s or 40’s). Is this type of travel in our future?
  - CMAP response: The federal government is looking into it but funding is dire.
- There is a focus on liveability/smart growth but also looking to keep transportation options where they are. In Montgomery, we look at smart growth but to meet the needs, we need rail expansion.
  - CMAP response: right now, the existing infrastructure needs to be addressed. Communities need to retrofit to be more welcoming for transportation. Also the idea of modern systems should be explored to promote alternatives.
- Looking at long-term history, Kane County had 2010, 2020 and 2030 plans. NIPC was also involved but now we’re facing a depression.
  - CMAP response: right now is a good time and opportunity to avoid mistakes. Real estate development is at a halt and we hope this plan can be a fresh look for many options in the region.
- Financing is enticing but at some point, the investment is no longer viable so projects stop. There is no local control and building sites are abandoned. Also industrial parks are abandoned. How do we stabilize the job market with exports and relocated sources?
  - CMAP response: Tax policy and other workforce development pieces are key to answer this point.
- Trickle down CMAP to counties to 200+ municipalities will be important to ensure this is an effective tool and not just a study.
  - CMAP response: CMAP has no local control and we have outreach meetings to hear back from implementers. The next phase of the plan is the implementation and provision of assistance where needed.
- It’s frustrating that we have counties, municipalities, states, townships all doing road construction that is uncoordinated. For example, it South Elgin we had road work completed.
that was then destroyed by another project for building a bridge. Similar case in Campton township where new roads where destroyed for piping. There is a lack of coordination between governmental units with respect to utilities and how do we prevent this in the future. Utility companies need to be part of the equation too.
  - CMAP response: Coordinated investment is important and utilities are involved in the dialogue.
- I am supportive of housing recommendations but the ability to achieve these, at least in Kane, Will and Kendall, is for CMAP to take a stronger hold on transportation. This includes 1) system of connected streets vs. U.S. highways, and 2) paying more attention to mass transit counties and build high density to support transportation options around the new sites. Transit areas promote livable communities.
- **GO TO 2040** supports compact development near transportation and yet most folks like in single-family homes with lots. Have you seen change in attitude for living in mixed-use developments in the suburbs? More dense housing?
  - CMAP response: We know transit nodes promote density, but this may take time.
- Considering federal money, rail expansions and the increase of freight and the Prairie Parkway, which is earmarked, is anyone looking to get three sets of rail tracks in that area vs. CN trying to build in existing areas? Setting up strategic lines could prevent traffic in the region. These are huge federal projects that could impact Chicago and also relieve congestion.
  - CMAP response: We are looking at the instances of truck freight and rail freight and seeing how facilities could accommodate this.
- There is one clear goal in this: an additional 150,000 acres of open space. Have we already determined what we need for this? As the economy recovers and local food goals are established, how do we prevent going back to where we were so we can protect open space and prevent development? Is there talk about public-private partnerships with farmlands?
  - CMAP response: In terms of open space, we hope to preserve land as farmland, forest preserves and community parks.
- Any time you put a number in a plan, people say we need to be there, etc. To say 150,000 acres of land means that generations will say open space will be there. Also, most of this open space will be in Kane, Kendall and Will counties.
  - CMAP response: We also include endangered areas and streams in those figures.
- Randall Road was a limited access freeway at one time; is there any foresight to use as a highway? We’re wasting resources on development of road corridors and need better planning and foresight.
  - CMAP response: We are looking for modern highways.
- Water recharge issue: For the past 5 years, developers say wastewater retention ponds can do this. But to do so, we would need to re-evaluate the storm water runoff practices used today.
Jobs have not been filled today and there is high unemployment. They say community colleges can help with the void but where are these students actually working? There is a lot of false hope with community colleges and their programs are not solving problems but they sound good when politicians promote them. But this does not take care of communities.

- CMAP response: We are looking to track more information from Community Colleges across the region.
Meeting:
Kendall County GO TO 2040 Meeting

Meeting Date:  
June 29, 2010

Submitted By:  
CMAP STAFF

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010.

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES
The following areas were introduced and/or discussed:
- Achieve greater livability through land use and housing (Redevelopment Projects)
- Expand and improve parks and open space
- Manage and conserve water and energy resources
- Promote sustainable local food

PART 2: REGIONAL MOBILITY
The following areas were introduced and/or discussed:
- Invest strategically in transportation
- Increase commitment to public transit
- Create a more efficient freight network
- Major Capital Projects
  Names of capital projects identified at meeting (notes can be added on other side if needed):
  PRAIRIE PARKWAY

PART 3: HUMAN CAPITAL
The following areas were introduced and/or discussed:
- Improve education and workforce development
- Support economic innovation

PART 4: EFFICIENT GOVERNANCE
The following areas were introduced and/or discussed:
- Improve access to information
- Coordinated investments
- Reform state and local tax policy
QUESTIONS/COMMENTS:

- Lack of Prairie Parkway or any major capital projects in Kendall County as the fastest growing county-main topic of discussion. Questions about how Prairie Parkway would be funded. Asked how the capital projects were prioritized.
- Congestion is a major problem for the area. Inquiry about congestion pricing. Concern as tollway pricing goes up, trucks will just find alternative routes that will add to congestion. Need for additional roads. Brought up the importance of the Oswego train station.
- Regional Tax Policy Task Force is a waste of time.
- Concerns that by having CMAP cover a wider array of local issues (such as health, local food, education) that we are duplicating the services of other local organizations. Need to use funding strategically.
- Need to define perimeters around data and what information it will be able to provide.
- Concern that the ability to have a walkable downtown is being killed by all these roads being built.
- Land for agriculture and urban agriculture contradicts the growth policy.
- There was interest in the $25 million dollar Energy Block Grant and what would be eligible.
- Side note: There is a Kendall County Zoning Survey on Yorkville website-July 30th.
GO TO 2040 DRAFT Feedback Form for CMAP Staff

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<td>June 22, 2010</td>
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<tr>
<td>Submitted By:</td>
<td>CMAP STAFF</td>
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The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES
The following areas were introduced and/or discussed:
- [ ] Achieve greater livability through land use and housing (Redevelopment Projects)
  - [ ] Expand and improve parks and open space
  - [ ] Manage and conserve water and energy resources
  - [ ] Promote sustainable local food

PART 2: REGIONAL MOBILITY
The following areas were introduced and/or discussed:
- [ ] Invest strategically in transportation
- [ ] Increase commitment to public transit
- [ ] Create a more efficient freight network
- [ ] Major Capital Projects
  - Names of capital projects identified at meeting (notes can be added on other side if needed):
    MILWAUKEE DISTRICT NORTH LINE IMPROVEMENTS PROJECT
    RT 53 EXTENSION

PART 3: HUMAN CAPITAL
The following areas were introduced and/or discussed:
- [ ] Improve education and workforce development
  - [ ] Support economic innovation

PART 4: EFFICIENT GOVERNANCE
The following areas were introduced and/or discussed:
- [ ] Improve access to information
  - [ ] Coordinated investments
  - [ ] Reform state and local tax policy
QUESTIONS/COMMENTS:

About 25-30 people in attendance

- Congestion pricing would negatively affect people who have to drive because of their type of work, that’s not fair
  - CMAP response: need to seek out innovative financing ideas because current system is not sustainable to maintain roads at a safe minimum standard
  - Could have also responded that even though they are forced to pay and don’t have other travel options, the influence on other drivers would lead to reduced congestion so they would benefit from fewer cars sharing the road with them

- Is open space preservation of 150,000 acres additional open space or total?
  - CMAP response: Additional

- Capital projects – the Milwaukee District North line improvements project (currently on fiscally unconstrained list) should be on the constrained list. It is just as good as the UP-N line project; it just doesn’t affect as many people because the communities aren’t dense enough. But it’s a Catch-22 because without better rail, the density won’t happen.
  - CMAP response: The focus of capital projects is to maintain, improve, and modernize the existing system and there were many factors that were considered in the evaluation of the projects and number of people affected is an important factor and CMAP can work with communities to create comprehensive plans that foster a compact, walkable environment that will make transit more viable. Also, you can go online and read more about each project and how they were selected, and you can also submit your comments there.

- How does this plan relate to the 2040 Plan?

- How does CMAP handle coordination with the private, not for profit sector?

- Politics causes a lot of inertia, what strategies does CMAP have to overcome politics to implement this plan?

- Where does CMAP’s “political clout” come from?

- I recommend the expansion of councils of governments such as BACOG – we have been very successful in the Barrington area. Do you see CMAP expanding the role of such groups?

- Where can I find population and employment forecasts in the Plan?

- In your regional mobility section you plan to charge people for not using public transit. The blue collar communities are penalized. Transit isn’t a good option; you can’t take a lawn mower on the train.
• Why are you asking for our email address at sign-in?

• Can we get a copy of the PowerPoint to use at our village board meetings?

• Comment to Joy during the open house portion of the meeting, from David Husemoller, Sr. Planner, Lake Co Dept of Planning Building and Development: I take exception to CMAP referring to the IL 120 corridor improvements as an expressway link along with the north extension of IL 53. This road has an important role apart from a connection to a future IL 53 extension. We have recently finished up a 3 yr study with all the communities along the route and have agreed to a four lane boulevard section (gave us map/brochure). You can’t just throw away a consensuses view and start over.
**GO TO 2040 DRAFT Feedback Form for CMAP Staff**

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<th>Meeting:</th>
<th>Submitted By:</th>
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<tbody>
<tr>
<td>McHenry County GO TO 2040 Meeting</td>
<td>CMAP STAFF</td>
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</tbody>
</table>

**Meeting Date:**

*July 13, 2010*

*Submitted By:*

*CMAP STAFF*

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*The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010*

*Please use the check boxes below and note any questions or comments we received.*

**PART 1: LIVABLE COMMUNITIES**

The following areas were introduced and/or discussed:

- Achieve greater livability through land use and housing (Redevelopment Projects)
- Expand and improve parks and open space
- Manage and conserve water and energy resources
- Promote sustainable local food

**PART 2: REGIONAL MOBILITY**

The following areas were introduced and/or discussed:

- Invest strategically in transportation
- Increase commitment to public transit
- Create a more efficient freight network
- Major Capital Projects

*Names of capital projects identified at meeting (notes can be added on other side if needed):*

**PART 3: HUMAN CAPITAL**

The following areas were introduced and/or discussed:

- Improve education and workforce development
- Support economic innovation

**PART 4: EFFICIENT GOVERNANCE**

The following areas were introduced and/or discussed:

- Improve access to information
- Coordinated investments
- Reform state and local tax policy
QUESTIONS/COMMENTS:

- Did the plan address broadband internet access? Pointed out that present service in rural areas offered poor access.
- Satellite connections were problematic in the county.
- Several comments offered by a participant: A- the speaker offered some history noting Larry Christmas and previous plan efforts – plans are made how do you make them happen;
- B- Sited the Ill 47 conservation Design plan as a good effort but Huntley did not follow any recommendations from this plan. C- Discussed ground water Commission and conservation design indexes.
- Discussion on work force development: areas and region need a catalyst to get employers and the various schools and apprenticeship programs etc together to provide realistic and necessary training.
- Need to implement ideas in relation to water conservation and in reducing the costs of repairing the systems.
- Need to have ways to gather innovations and distribute the technologies etc to the public and business and government.
- Overall comments: There was little or no controversy on the plan itself. A number of the audience noted the broadness of the plan and were impressed with the programs and policies discussed.
- Does the plan address the need for broadband? Portions of McHenry County don’t have high-speed internet access, due to land use (?). A: probably will be addressed in innovation section, but it doesn’t specifically include the need to expand broadband.
- How does the plan turn into action? Participant gave several examples of past plans and efforts that have been ignored. He thinks the indicators and measurements will be important.
- The Director of the Workforce Investment Board of McHenry: Happy to see workforce development is included, but he thinks more emphasis needs to be on business development. The business community needs to be a more engaged partner so that workforce providers can better respond to needs.
- A business man says he needs funding for his new technology company, and he feels frustrated about the lack of capital and investment. How do we get organized and see results?
- Hard to get information on newer energy resources, including training for the energy industry.
- Thinks CMAP did a good job at covering diverse topics broadly, but also providing specific recommendations. Would be great to see a single source of information. Think about coordinating with libraries, especially for people that don’t have internet access.
- Supports wind farms, good source of revenue (taxes) for the county. Good way to support farmers, allowing them to continue farming.
- McHenry County College is a good resource for training, especially for conservation and alternative energy.
Meeting:
Northwest Cook/Arlington Heights GO TO 2040 Meeting

Meeting Date: Submitted By:
July 29, 2010 CMAP STAFF

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES
The following areas were introduced and/or discussed:

☐ Achieve greater livability through land use and housing (Redevelopment Projects)
☐ Expand and improve parks and open space
☐ Manage and conserve water and energy resources
☐ Promote sustainable local food

PART 2: REGIONAL MOBILITY
The following areas were introduced and/or discussed:

☐ Invest strategically in transportation
☐ Increase commitment to public transit
☐ Create a more efficient freight network
☐ Major Capital Projects

Names of capital projects identified at meeting (notes can be added on other side if needed):

ROUTE 53 EXTENSION
STAR LINE
O’HARE/SCHAYMBURG TRANSIT SERVICE

PART 3: HUMAN CAPITAL
The following areas were introduced and/or discussed:

☐ Improve education and workforce development
☐ Support economic innovation

PART 4: EFFICIENT GOVERNANCE
The following areas were introduced and/or discussed:

☐ Improve access to information
☐ Coordinated investments
☐ Reform state and local tax policy
QUESTIONS/COMMENTS:

23 people in attendance

- A few participants made comments when signing in that they thought the meeting started right at 6, and they left work early to be there but they knew others who wanted to attend but couldn’t make it until 7 and therefore didn’t come. Basically sounds like we missed some folks (same in Joliet) because people didn’t understand the “open house” concept or the event publicity.
- How does the plan balance the environmental impact for projects like Rt. 53? What about wetlands and open space preservation?
- Wayne, citizen from Des Plaines: senior citizens need transit and affordable housing because they have lower incomes, need affordable housing near mass transit.
- Charles Perkins, Planning Dept. of Arlington Heights: compliments to the people who worked so hard to put so much into this plan, overall it is good, but the transportation section is at odds with itself and is disappointing. The major cap projects list is what people are going to refer to the most in this plan, but it is the least progressive part, and, “it doesn’t jive with the spirit of the rest of the plan.” It seems like the transportation section comes from a separate group of road engineers, and the rest of the plan was written by CMAP planners.
  - CMAP says it wants to spend money on transit, but the constrained list has virtually no transit. He encouraged CMAP to move STAR Line up on the funding list. Also, the O’Hare – Schaumburg line is in direct competition for dollars with the STAR Line and is categorized the same in the plan, but it is not as a good a project because it would not support nearly as many people and doesn’t have the same community support. Congestion pricing should be a part of the funding formula for the STAR Line.
- Director of Transportation in Schaumburg: “What is it going to take to get the STAR Line on the constrained list?” There are so many communities along the proposed route that support it and want to do TOD but they need transit to kick-start such projects. [Ross suggests that maybe a PPP would be a good funding solution.]
- General Planner for the City of Evanston: Overall, the plan needs to be more specific about what it is recommending. It needs to put the politics aside and be more visionary.
  - We planners on the local level need a document we can take down to Springfield and show our reps. If we are going to get money from the State, we need a document we can point to that helps back up what we are asking for. He realizes that part of CMAP’s mandate is from the federal level and they have to focus on capital versus operating costs, but he is asking for some section about op projects to keep transit going, help restore higher frequency of bus lines, etc. The plan has too much emphasis on the construction of new roads, especially when we have existing bus lines that are constantly being threatened and service is being cut. He wishes the plan were more specific about these kinds of things because that would be a more robust, useable document for planners like him.
• CMAP should reframe the conversation: have the plan make it clear that we’re not providing an alternative and forcing people to change with congestion pricing, but instead that we are giving them a guarantee of a certain commute time. “Congestion pricing” is misleading; you are really talking about HOT right?

• Mayor Arlene Mulder, Arlington Heights: to quote a recent media piece, “we have the spokes, but no wheel.” The STAR Line, in its completion, would serve a huge swath of the region, and I know I’m biased because it would be a great thing for Arlington Heights, but the plan is being irresponsible by leaving it on the unconstrained list.

• We need to consider all the Boomers – her generation that is going to live 35 years longer than the generation before them the last time this planning process occurred. Her shuttle for senior citizens is flooded with demand, and we have to really think toward affordable housing and mass transit for them

• There is such a disparity between the money that is sent to Springfield from this region and the money that comes back. Gives example of how Oklahoma City raised their sales tax by 1% and directed it toward the redevelopment of downtown. What if we were to have some legislation that skims some money off the top in this way and directs it toward supporting the unfunded projects in the plan, like the STAR Line? This kind of tax seems to be possible (other example of 0.4% sales tax increase in Denver to pay for $4.7 B of mass transit projects for the region over the next two decades, a big public success) when the citizens see the results of the tax positively impacting their lives. Something for the Tax Policy Committee to consider.

• Bob, bike advisory guy, Schaumburg: Widening the roads is only digging the hole deeper, creates more that we have to maintain. Also one thing that seems to be missing from the plan is specifics about bringing more information technology to the region. If local communities make high optic fiber or wi-fi networks a priority, and they make it really easy to put up cell towers, the Verizons of the world will want to locate here.

• Planning Commissioner from Wheeling: These comp plans often end up on the shelf; it all comes down to available funding, and he wonders if the revenue from the HOT/managed lanes go into transit investment?

• Someone asks about the regional Freight Authority, and what the exact mechanism of the self-financing is. Who will really be running it, where will it be housed?

• Does the plan talk about reducing the number of at-grade freight crossings, because of the local traffic and safety hazards it creates?

• Citizen from Woodstock: The STAR is the wheel, and we really need the spiderweb to interconnect all the spokes. “I don’t hear anything about thinking outside of the box: monorails. Golf carts for senior citizens. A People Mover. These are the kinds of projects we need to be thinking about.”

• Robert Munson, CAC: The other side of this transit discussion is that we need the demand, we need to be sure there will be people to use it.

  • The plan should address land use more specifically, I know politically it is difficult because they don’t want to step on municipalities’ toes, but we need the plan to more
directly state that our region needs compact growth, and then CMAP should support the communities that want to work toward that by renewing their comprehensive plans and giving them tools/zoning ideas/model ordinances...
GO TO 2040 DRAFT Feedback Form for CMAP Staff

Meeting:
Southwest Cook/Palos Hills GO TO 2040 Meeting

Meeting Date: Submitted By:
July 27, 2010 CMAP STAFF

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010.

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES
The following areas were introduced and/or discussed:
- [ ] Achieve greater livability through land use and housing (Redevelopment Projects)
- [ ] Expand and improve parks and open space
- [ ] Manage and conserve water and energy resources
- [ ] Promote sustainable local food

PART 2: REGIONAL MOBILITY
The following areas were introduced and/or discussed:
- [ ] Invest strategically in transportation
- [ ] Increase commitment to public transit
- [ ] Create a more efficient freight network
- [ ] Major Capital Projects
  - Names of capital projects identified at meeting (notes can be added on other side if needed):
    - STAR LINE
    - I-55 EXTENSION TO O’HARE
    - ILLIANA EXPRESSWAY

PART 3: HUMAN CAPITAL
The following areas were introduced and/or discussed:
- [ ] Improve education and workforce development
- [ ] Support economic innovation

PART 4: EFFICIENT GOVERNANCE
The following areas were introduced and/or discussed:
- [ ] Improve access to information
- [ ] Coordinated investments
- [ ] Reform state and local tax policy
QUESTIONS/COMMENTS:

21 ATENDEES

- What is the predominant housing option that CMAP is promoting? What is stopping a community from only putting in single family and not having “affordable” housing? How will the rest of the region fill in the gaps of this? How will the region achieve a balance?
- What is the preferred method for residents to pay for transportation? Gas tax, sales tax? How much are they willing to pay for better service?
- There is work being done at the state level for tracking workforce development, to track students from primary school through college.
- 8 cents not a bad price to pay for transit and less traffic. Tolls based on time of day and indexing gas tax is a good idea.
- This all sounds good but municipalities have a very tight budget and less staff. What assistance is CMAP going to provide to these communities? What are they providing for water related issues, sprinkling, etc?
- Will CMAP be advocating for standardizing taxes throughout the southwest area, across county lines? Similarly consistent sales tax across the 7 counties...
- Talk about the Starline and why it isn’t on the major capital list.
- What are the major capital projects for the southwest?
  - Talked about I-55 extension and Elgin Ohare
- Talk about the process of getting money for major projects and how there is a relationship with the fed and certain timelines associated with that. Takes a while to actually build these capital projects. Need to streamline process in order to build projects quicker.
- Talked about the benefits of BRT.
- How could our transportation money be used better?
- There will always be tension between the car and mass transit, biggest problem is dealing with IDOT.
- Inquired about why Chicago region hasn’t privatized mass transit that other European counties. Will the region partner with a private company?
- How is this plan being rolled out to the business community?
- How will CMAP be accessible to the public after August 6th?
- Need political will to get transportation projects built not just money.
- Type of options for housing in maintaining communities;
- Use of Available land (considerations toward redevelopment);
- Public Transportation;
• Education – directions to jobs and job training (Governor signed bill on tracking job trainees) need for more work force development;
• Water Conservation (offered the water study on several issues) Sprinkler use etc.;
• Question on whether CMAQ would be a source of ordinances that could be adopted by municipalities? Amy responded that the Water Resources Study did have an ordinance available for adoption in whole or part);
• More activity was needed in the promotion of ordinances, discussion of issues, and providing a place where information on resources can be accessed;
• Discussion on technical assistance (Livable Cities grant);
• Discussion on taxes in the seven county region – would there be any standardization in taxes assessed (Sales and Property). It was noted CMAQ would be addressing this issue through studies and expert panels;
• Transportation discussions on short term and long term – revenues 45/55 split, major projects mentioned Star Line and Illiana. Question - why transit not considered for the I-355 corridor. Support was offered for several of the transportation tax increases.
GO TO 2040 DRAFT Feedback Form for CMAP Staff

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<tr>
<td>Meeting Date:</td>
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<tr>
<td>July 20, 2010</td>
<td>CMAP STAFF</td>
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</table>

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES
The following areas were introduced and/or discussed:
- [ ] Achieve greater livability through land use and housing (Redevelopment Projects)
- [ ] Expand and improve parks and open space
- [ ] Manage and conserve water and energy resources
- [ ] Promote sustainable local food

PART 2: REGIONAL MOBILITY
The following areas were introduced and/or discussed:
- [ ] Invest strategically in transportation
- [ ] Increase commitment to public transit
- [ ] Create a more efficient freight network
- Major Capital Projects
  - Names of capital projects identified at meeting (notes can be added on other side if needed):
    - BLUE LINE EXTENSION
    - J LINE BUS TRANSIT SYSTEM

PART 3: HUMAN CAPITAL
The following areas were introduced and/or discussed:
- [ ] Improve education and workforce development
- [ ] Support economic innovation

PART 4: EFFICIENT GOVERNANCE
The following areas were introduced and/or discussed:
- [ ] Improve access to information
- [ ] Coordinated investments
- [ ] Reform state and local tax policy
QUESTIONS/COMMENTS:
- The majority of the focus was on transportation related issues.
- There were questions on what the current plans are for the Eisenhower expressway by Dave Moehring. Board member, Alan Bennett was in attendance and fielded questions.
- It was noted that widening of the expressway is currently listed as one of IDOT’s planned projects.
- Alan discussed RTA, IDOT and West Central who along with DuPage have taken the lead on the Cook DuPage Corridor Study.
- One attendee mentioned that he was concerned that the City of Chicago has several transit projects that are not listed in the Plan. It was stated that the Plan is all talk if CMAP can’t get all the other agencies to coordinate planning efforts.
- John Donovan discussed coordinated efforts by all the agencies and the evolution of discretionary programs, specifically Tiger 2 which emphasizes collaboration of governmental groups. No one group can tackle large projects alone.
- The bottom line was that $385 billion is not enough funding for transportation in the region.
- It was mentioned that the Plan does not emphasize the downtown Chicago tax base.
- There was an example given on how a sustainable food system is working in Michigan and the group was told that more information can be found at Michigan Land Use Institute website: MLUI.org, Patti Cantrell or Jim Dazlo contacts.
GO TO 2040 DRAFT Feedback Form for CMAP Staff

Meeting:
WILL COUNTY GO TO 2040 Meeting

Meeting Date: Submitted By:
June 23, 2010 CMAP STAFF

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES
The following areas were introduced and/or discussed:
- [ ] Achieve greater livability through land use and housing (Redevelopment Projects)
- [ ] Expand and improve parks and open space
- [ ] Manage and conserve water and energy resources
- [ ] Promote sustainable local food

PART 2: REGIONAL MOBILITY
The following areas were introduced and/or discussed:
- [ ] Invest strategically in transportation
- [ ] Increase commitment to public transit
- [ ] Create a more efficient freight network
- [ ] Major Capital Projects

Names of capital projects identified at meeting (notes can be added on other side if needed):

- STAR LINE
- ILLIANA EXPRESSWAY
- PRAIRIE PARKWAY
- PEOTONE AIRPORT
- ROUTE 53 EXPANSION

PART 3: HUMAN CAPITAL
The following areas were introduced and/or discussed:
- [ ] Improve education and workforce development
- [ ] Support economic innovation

PART 4: EFFICIENT GOVERNANCE
The following areas were introduced and/or discussed:
- [ ] Improve access to information
- [ ] Coordinated investments
- [ ] Reform state and local tax policy
QUESTIONS/COMMENTS:

- Woman who was school teacher and concerned about Ryan Warehousing (?) expanding from 2 lanes to 6 lanes along Rt. 53: “What trucking improvements are you thinking about?”

- Steve Lazarra: just something to keep in mind: those who are happy with 2.5 acre lots and want to maintain lower density development aren’t the type of people who come to these public meetings, so when you are considering public input this summer, remember that not everyone is coming out to voice their thoughts.

- Tom Thanas, City Manager of Joliet: Will you be showing examples of all the good things going on here in Joliet or around Will County? We have a new intermodal facility, we are consolidating government buildings, etc. and we often feel like the “ugly step child” of Chicago down here in Will Co. So if there are going to be a collection of best practices, we’d like you to remember to highlight Will County.

- General comment from an administrator/planner from Crete about the constrained list of cap projects; asking where the Illiana Expressway is on that list when there has been so much planning for it. Erin did a good job of explaining that there is still $$ for engineering for the unconstrained list and that Illiana could be moved up the list in years to come...

- John Greuling (of Econ. Dev. Committee): he said that people in Will Co. likes and wants TOD just as much as the next guy, but that they just don’t have the transit lines to support it. Sounded like he was just trying to push for transit and transportation projects that would better connect suburban communities (he mentioned STAR line, Prairie Parkway, Illiana). He also started asking about why the third airport wasn’t being pushed for in GO TO 2040.

- Another administrator/planner (maybe from Joliet?): “it is good when something in a plan like this surprises you…I’d expect that transportation and land use would be central features of the plan, but I’m not sure how the Local Food recommendation fits into all of this?” There was some discussion of how they are more concerned with having a good chain grocery store on the East side of Joliet than they are with starting banana farms and other urban agricultural policies.

- Some concern about the idea for a Regional Freight Authority: why should someone from McHenry Co. be commenting on and shaping policy about freight when most all of the intermodal facilities and freight traffic goes through Will County? Just a general concern about the make-up and structure of this kind of authority, and a suggestion that a Will Co. Authority might make more sense. Erin encouraged him to send in a formal comment.
GO TO 2040 DRAFT Feedback Form for CMAP Staff

Meeting:
Minority Session for GO TO 2040

Meeting Date: Submitted By:
July 30, 2010 CMAP STAFF

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES
The following areas were introduced and/or discussed:
- Achieve greater livability through land use and housing (Redevelopment Projects)
- Expand and improve parks and open space
- Manage and conserve water and energy resources
- Promote sustainable local food

PART 2: REGIONAL MOBILITY
The following areas were introduced and/or discussed:
- Invest strategically in transportation
- Increase commitment to public transit
- Create a more efficient freight network
- Major Capital Projects
  - Names of capital projects identified at meeting (notes can be added on other side if needed):

PART 3: HUMAN CAPITAL
The following areas were introduced and/or discussed:
- Improve education and workforce development
- Support economic innovation

PART 4: EFFICIENT GOVERNANCE
The following areas were introduced and/or discussed:
- Improve access to information
- Coordinated investments
- Reform state and local tax policy
QUESTIONS/COMMENTS:

General Comments

- Some of the comments received were on issues that cannot be addressed in the regional plan; however there was a lot of concern about how elected officials address planning issues, the lack of understanding of the process amongst elected officials and the issue of equity across the board as it relates to infrastructure, data access, and capacity building.

- It was acknowledged that the plan may be too broad to accurately address specific needs of African American communities, because the plan assumes a level of quality of life and employment opportunities that are not present in many minority communities.

- The following points were discussed:
  
  o The plan should incorporate more quantitative and statistical measures, as well as some metrics to measure the success of different projects. The plan should avoid generalization when proposing policies for the region.

  o The plan should consider some regional “best practices” in other metro areas that are comparable to Chicago, such as another major American city that has implemented policies similar to the ones being proposed.

  o The plan needs to address specific areas and recommend specific approaches that can be considered as best practice of regional innovation.

  o There are too many regulations that prevent communities from implementing green projects. The plan should recommend creating clear and standardized guidelines for the green industry that can encourage communities to experiment with green technology.

Governance

- The plan should recommend mechanisms for involving community residents, local elected officials in the development of capital and major projects
The plan should incorporate ways to involve community members in the decision-making processes of planning organizations, perhaps by mandating that a certain percentage be representative of local minority groups in the region.

The plan should incorporate mechanisms to train politicians on the regional planning process. This will hold them accountable to their communities.

**Livable Communities**

- The plan should put more emphasis on addressing Fair Housing issues among minority communities, particularly the high rates of foreclosures in many of these areas that have yet to be addressed.

- The plan should combine the promotion of sustainable food systems with other priorities such as education and healthcare. This could be done through integrating local food production with schools and healthcare centers in urban communities, through a series of workshops and community events.

**Regional Mobility**

- The GO TO 2040 plan seems to focus predominantly on the middle class, and middle income residents of the region. The plan should also keep in mind the needs of the lowest classes as well. For example, when proposing transportation measures such as tolls or gas tax, the plan should consider how these programs may have a disproportionate impact on the poor residents of the region, particularly the minorities.

- The plan should encourage grassroots involvement in major capital projects and recommend the infrastructure for achieving such involvements. Every major capital project should have a strong representation of local residents in planning and decision making. For example, the success of the DCP’s (Developing Communities Project) work on the Red Line Extension is due largely to the grassroots effort and community involvement in the area.

- The plan should address the issue of equity among different communities, particularly regarding transportation. For example, many African American communities are located in transportation deserts, which contribute to their areas being underserved with basic services. The plan could advocate for some
kind of “equity index” as a measure of how different communities compare to each other.

- There is a need to explain, through an organizational chart, the interrelation between the different agencies that deal with transportation so that the general public can comprehend who is responsible for what. -- The plan should explain how the various transportation agencies in the region (IDOT, CTA, RTA, METRA, CDOT, and CMAP) relate to each other

- There is very little coverage on the proposed high speed rail which is a major development in the region. More information is needed.

- The plan should incorporate more ideas regarding the types of developments that will go around major transportation investments. It should not just promote the capital projects themselves in isolation. The approach should be similar to how TOD (Transit Oriented Development) plans emphasize the quality of the surrounding environment as much as the transportation investment itself.

- You cannot push people to ride public transit when the ridership experience and quality of the facilities are poor. The plan should promote and emphasize the need for alternative mobility programs.

**Human Capital**

- The plan should emphasize the need to increase opportunities in manufacturing and construction sectors. The plan pushes the growth of high tech jobs and puts very little emphasis on construction and the retention of manufacturing industries.

- While pushing for the growth of certain industries, it’s important to recognize the possibility of “occupation deserts” that have occurred in areas like Detroit. The plan should support workforce development programs that develop broader and more transferable skills.

- In addition to workforce development and education improvements, the plan should also advocate human and social services planning. These are two key areas that are important in low income communities yet the plan places very little emphasis in them.
- The plan should address how the region can draw young minority professionals to Chicago, and create policy recommendations with this in mind. There is a large minority population in the region but many of them move out of Chicago to seek employment in other cities. What does the plan have to say about retaining this workforce in the region?

- The plan should emphasize green jobs training in community colleges, and provide other measures to train young people to work in the green economy.

- In addition to education recommendations, the plan should include ideas for improving schools’ physical infrastructure through weatherization and new construction to enhance the learning experience in public schools.

- Incarceration is taking minorities away from the workforce in their prime ages, it is important to address the implications this has on the present and future workforce in the region.