ON TO 2050 Outreach Appendix

This appendix is a compendium of all feedback gathered during the initial public engagement phase of ON TO 2050, which kicked off on March 2 and ran through August 15, 2016. It includes comments from workshops and other engagement activities, a summary of the online MetroQuest survey, and public comment on the draft Emerging Priorities for ON TO 2050 report that was released on June 29, 2016. This feedback was used to shape the content of the Emerging Priorities report and inform the ON TO 2050 development team’s understanding of regional challenges and opportunities.

The appendix contains four parts:

**Part 1: Workshop Comments.** Transcription of all comments received during workshops and other in-person engagement activities

**Part 2: MetroQuest Feedback.** Summary of the feedback received via the MetroQuest online survey

**Part 3: Email Comments.** Transcription of all comments received via email on ON TO 2050 development generally as well as public comment on the Emerging Priorities for ON TO 2050 report

**Part 4: Organizations Contacted.** List of all organizations contacted during the engagement period
Part 1: Workshop Comments

This part of the appendix lists all comments received during workshops and other engagement activities, organized by the following themes:

- Economy
- Transportation
- Land Use and Housing
- Environment
- Governance

Economic  Belmont-Craigin is struggling with erosion of income in community and 2/3 is housing-burdened, one of the highest in the city.

Economic  Cooperation is one-sided bet city and suburbs; city is poaching suburban businesses.

Economic  Good education in suburbs supports land use values.

Economic  Interest in Route 66 should motivate communities to prepare area for auto and bike tourism, economic development opportunity.

Economic  Need to be friendlier towards business.

Economic  Need to educate kids for advanced manufacturing jobs.

Economic  Keep improving schools to keep and attract young families.

Economic  Need to work together to attract corporate HQs.

Economic  Need to synergize work and educational opportunities.

Economic  Need to invest in cultural resources to attract millennials.

Economic  Unsafe abandoned buildings.

Economic  Demolish unused and abandoned buildings, build parks, grocery stores, eliminate food desserts to create jobs.

Economic  Address debt, employment, and job opportunities.

Economic  Be an economic leader in the nation (IL debt stalls progress).

Economic  Can't do much without economy.

Economic  Forgive economic debt.

Economic  How to make the best use of vacant development such as Dominik's.

Economic  Time recession (a factor to consolidation of goods and services).

Economic  Strong foundation to build in.

Economic  Retail shrinking.

Economic  Education is an asset.

Economic  How do the benefits of suburb to city correlate?

Economic  Need more job opportunities.
Economic Address equity issues
Economic Encourage sustainable businesses
Economic We have the economic engine to progress
Economic There is a lack of manufacturing
Economic Bring local jobs to neighborhoods
Economic Keep jobs in the country
Economic Unskilled workforce means unemployment at a price
Economic Disinvested areas means not enough jobs
Economic Is this region sustainable? We've become too dependent on economic growth
Economic Crime is a major issue
Economic Where do community services fall into the picture?
Economic Regarding economic development challenges, one causes the other
Economic Regarding economic development, the biggest challenge is the systemic change
Economic A big asset is collaboration or organizations that can leverage resources
Economic Disenfranchised communities versus people
Economic See opportunity in inclusive growth
Economic Improve lives of groups with disabilities
Economic Chicago has natural assets: lake and freight hub
Economic Need to leverage the region’s core strengths
Economic The region needs the manufacturing base to succeed
Economic Make our hospital systems more nationally competitive
Economic Chicago is better located than Minneapolis
Economic The region can't take its strengths for granted, need to leverage them
Economic People are exiting the region because of lack of economic opportunity
Economic It's easier to grow existing industry clusters than start new ones; focus on metals and logistics
Economic The region's financial services sector is shrinking
Economic Need to look outside our comfort zone for economic growth opportunities
Economic Closer alignment between higher education and industry
Economic More access to professional services can positively affect quality of life
Economic Other cities are able to attract international immigration
Economic Water critical to economy/commerce (tourism, transportation, etc.)
Economic Take care of the core, focus on service to make core more accessible
Economic How are we integrating Latinos and seniors into the conversation about ON TO 2050 and future of the region?
Economic Need retail to fill vacant stores and to find ways to support Latino businesses.
Economic Need to work with County to build clinic at Hanson Park, which can also serve the undocumented.
Economic: Need job training for ex-offenders
Economic: Need to address commercial vacancies
Economic: Need livable wage jobs since there's little industry left.
Economic: Restore jobs lost to outsourcing.
Economic: Job training opportunities are too far away - need local training for residents.

Economic: Need an asset-needs map of distressed areas.
Economic: Need protections to keep predatory developers from displacing locals.
Economic: All schools are overcrowded at elementary, but under-enrolled at High School. Need new CPS school.
Economic: ONTO2050 doesn't touch the most pressing issues on the South East side: immigration, education, safety
Economic: Anti-violence programs for the youth.
Economic: Impact of telecommuting on land use/office
Economic: Identify need of next generation
Economic: A major assets would be a unified, excellent school system to reduce centration of power, and improve access to jobs, housing, safety, and upward mobility of youth

Economic: Need residents to support local retail and higher density as incentive to development
Economic: Filling vacant office space, driving employers
Economic: Neighborhood factors like crime and schools have a lot more to do with where people decide to live and work than Transportation access
Economic: Changing economy - information economy, pulling communication left behind

Economic: Attract jobs
Economic: Fair educational funding as equalizer
Economic: Life marginalized populations
Economic: Equity overlay
Economic: Address demographic trends
Economic: Healthcare/wellness access systems
Economic: Investment in southwest suburbs
Economic: Develop more gathering places where people want to be
Economic: Focus on underserved areas to provide what other counties don't offer
Economic: Inequity, lack of economic opportunity drive violence
Economic: Too many people and even whole communities don't feel they have a stake in the economy
Economic: The region's central location in the US is an asset
Economic: The region's neighborhoods are assets
Economic: The region's architecture is an asset
Economic: Development (Ogden Ave Corridor in Naperville)
Economic: The region's community colleges are assets
Economic Workforce training can help companies fill open positions i.e., manufacturing

Economic Better work force training
Economic There is an employee/employment mismatch in the county
Economic Pursuing sustainability and energy efficiency in industry could grow jobs in the county

Economic Engineer more social interaction and integration
Economic Eliminate barriers to people gathering: security, location
Economic Healthcare/wellness access systems
Economic Crime in neighborhoods
Economic Parents who aren't engage create children at risk
Economic Pessimism prevails when working people can't afford to send their kids to college

Economic The region's people is our most valuable asset
Economic Make investments as a catalyst for other investments and jobs
Economic Address Violence!
Economic Address jobs/companies leaving for Indiana
Economic Keep jobs in community
Economic Decline in use of the food pantry indicates that low income populations are moving away

Economic Perceptions around issues of sustainability
Economic Disparity of how money is distributed
Economic Digital hubs (telecommunications, web technology)
Economic Should be focusing on how to support local, smaller industries, like a dairy farm, than just focusing on manufacturing or large companies. Hard to operate a dairy farm here.

Economic CMAP focuses too much on freight and improving freight movement, but helping the big companies who benefit from more efficient circulation of goods hurts the small community businesses because it makes the bigger companies more efficient and profitable

Economic Rural areas of Lake County need access to internet
Economic Public policy intervention in "sharing" economy (i.e. bike sharing, etc.) to enforce equity. Communities with "sharing" resources are more affluent.

Economic Increase access to jobs
Economic Address disparity, i.e. suburban poverty in the south suburbs
Economic Address Health Issues - Include a HEALTH SECTION IN ON TO 2050 PLAN!!!
Economic Address Public Health as a separate topic
Economic Make affluent places more equitable.
Economic Look at Nashville MPO for addressing Health Issues & Chicago Public Health Department

Economic The term segregation is suggestive

Economic Diversity in its economy
**Economic**

- We need job training and skills programs (ex. Germany vocational training programs)
- Stronger connection between program and jobs
- Increase partnerships with other stakeholders (ex. Chambers)
- Industrial policy to attract this type of industry (Ex. Rockford)
- Health disparity to get and keep jobs
- Digital hubs (telecommunications, web technology)
- There is an equity issue. It is easier to develop.
- Asset: diversity in industries
- Asset: jobs
- World class city
- Asset: urbanization and built environment
- Communities can't attract retail/commercial development because of red-lining, crime perceptions, race
- Vacant properties depress property values, affect economic opportunities
- Address disparity, i.e. suburban poverty in the south suburbs
- End homelessness
- How do we balance regional and municipal outlook in economic development, for example, we might want retail clustered in certain areas but that creates communities of have/have-nots
- A trained workforce is important to economic resiliency
- Regional public and private health systems are an asset
- Trade schools in Fox Valley Career Center is a cooperative among several high schools that exposes students to job training from a young age; this is an asset and model to be replicated
- We have and need to preserve the many educational opportunities available, e.g. trade schools, IMSA (high-achieving private school), and community colleges
- The region is losing jobs and people
- People are leaving the region because of lack of economic development
- Tax burdens
- State not promoting economic development
- Economy, jobs, and housing will follow if quality of life issues are addressed
- How does the economy of McHenry County compare to the rest of the region?
- Asset: diversity in industries
- Transit activity is lacking in McHenry County which may be the reason why the county might be lacking in economic recovery
Differences/disparity in communities are by those by the Metra line and those who are not. Lifestyle doesn't match cost of living. Tourist attraction such as Chicago's downtown is a major asset. Don't mess with Lucas Museum. Other major issues: violence. Other major issues: crime (different from violence). Health and social welfare major challenge. Promoting economic diversity in a community is just as important as promoting racial diversity; Englewood today v. Englewood many years ago is still majority (No Suggestions), but what has changed is the number of middle income (No Suggestions). Financial qualifications too high for many housing options (pub housing only remaining option). Most affordable housing families carry the highest tax burden and they will only address this issue when they learn to read their tax bills (issues of financial literacy). Age of the housing stock in Chicago is disproportionately high in poor communities, therefore, creating housing options and helping people secure housing requires a lot more rehab (but these are people without those resources). Therefore, they need different types of help. When the home you want to buy needs rehab it is undervalued, making it harder to secure the necessary capital. Tax structure in the South Suburbs of Chicago has a high tax burden that it can't support, low-capacity communities. EMS don't serve our neighborhood. Education subpar and crime too high. We need to create businesses in our community, perhaps business incubators that offer affordable space. Youth entrepreneurship critical opportunity (that if undercapitalized can become a challenge). Startup funding needed for new businesses. Our community has a low credit rating overall and isn't attracting investment, we need open bank loans. We need entrepreneurship training.
Economic  Financial literacy and training needed, people need to learn how to invest their money
Economic  Grants and available money are well-advertised in our community, they should advertise in the Pullman Post
Economic  There should be more funding for schools
Economic  Youth jobs needed in our community
Economic  Too much segregation
Economic  Hard to find a trustworthy person to guide you to the home buying process, too many scammers
Economic  Failure to ensure security in neighborhoods is discouraging homeownership in the community
Economic  Quality housing requires quality schools
Economic  Retail is too slow to arrive
Economic  Opportunities for children/youth - access to amenities of region/community
Economic  Crushing debt
Economic  Equity is a critical priority - addressing disparity
Economic  Education/information sharing and CMAP's role - divvy vouchers?
Economic  Align education and workforce jobs
Economic  Equitable education could solve a lot of planning issues
Economic  Certain investments, like the 606, seem to be pushing people out because property values are increasing
Economic  Health care
Economic  Need diversity/multi-cultural
Economic  Small specialized products
Economic  Micro-economy
Economic  Decentralization
Economic  Changing economy - information economy, pulling communication left behind
Economic  Abandoned property
Economic  Political state of Springfield doesn't encourage investment
Economic  Assets - manufacturing - shipping, fire?
Economic  Workforce development - automation of warehouses, jobs, GEDs, understanding of tech, prepare current generation to jobs in future
Economic  Tech driven - productivity, food, robots, self-driving cars, localization, services
Economic  Economy - segregation, access to jobs
Economic  Referendum for the region to independently raise funds for capital projects and investments
Economic  Assets: people and lake
Economic Repercussions from national security, security events; security
Economic The jobs in our community [Austin/West Side] are min. wage
Economic Ex-offenders are locked out of economy, or offered jobs that barely pay min. wage (or not even that)
Economic Economic development should start with CDCs and other community-based groups who know how investment should happen, esp. CDCs that focus on rehab
Economic We need to invest in building the capacity of community-based nonprofits so they can become community developers
Economic No high schools in the area to train in skills or offer a liberal arts curriculum, which is the first step to creating a strong workforce
Economic We only look at unemployment, rather than looking at employment, which is only 54% in Austin. Unemployment only measures those still looking, but many people have given up looking
Economic Large pool of youth without any work experience
Economic Poor training for STEM and other jobs that are replacing traditional industries
Economic Westside Health Authority works with population returning from prison, b/c they need extra support, they can't get public housing or jobs, but are middle-age and need both, despite having no experience
Economic Instead of just bringing in outside resources to communities, ON TO 2050 should discuss how to build the capacity of communities by investing in existing organizations, like CDCs, to develop local business, local housing, and local infrastructure
Economic Youth are an untapped resource: how can we engage them in planning to 1) show them how things work, 2) give them a voice in the process, 3) use them as mentors for future work
Economic Education should be more exciting and engaging, who wants to go to school today? Education today isn't practical and transferable and relevant to the real world
Economic Top priorities: crime/guns, education, taxes
Economic Biggest opportunity is new construction in the city
Economic We are neck and neck with Houston. May become the 4th metro area in the US
Economic Machines are going to be making everything that needs to be made
Economic In Illinois, we’re fighting a huge education issue.
Economic Biggest density of college students (besides Boston)
Economic People don’t want to hire in certain communities
Economic Taxes - economic disparity (who is leaving the city) new development is happening downtown, all over the city but yet we're losing population
Economic Be mobile economic region
Economic Losing industry/machines will build/take jobs
Economic We want to pay more taxes for better education
Increased density of college students. Educational institutions
Training the workforce more realistically
More education
Business owners have said that they've got this job that they can't fill.
Big businesses coming to west loop due to Rahm’s push and transit

How does gentrification affect the West Loop?
Economic collaboration
Ford Heights is having terrible economic issues

Schools in Wilmette, kids are learning coding. Doesn't happen in so. Suburban cook
Money is keeping CPS/other districts from enhancing education
Statewide reform of school funding
Access to broadband
Opportunity to advance the learning curve based on kids growing up leaving basic tech skills/internet
Where do we put those incentives that spur economic growth?
Capitalizing on the structures, bring people together across the region
Increase incentives for green tech
Encourage telecommuting
Too much investment already coming to Chicago. No shortage of economic development
All are important economic development challenges
Good paying jobs can't find quality people to fill the jobs
Big tech companies helping to fill vacant building and bringing jobs w/them
Communities are pretty parochial
Improve public education/rich vs. poor education levels
Broadband Wi-Fi to accommodate everyone
Baby boomers vs. millennial use technology/how do we capitalize on this
Where can we place the incentives to spur growth
Capitalize on structures/working together
Create nation infrastructure bank/matches public money
Use online services more
Infill is more expensive to areas that need investment (contamination, soil)
We can't create jobs: it is a function of the market
Online shopping is taking over because of taxes, convenience
Economic Philanthropists, lenders need to become more regionally invested in our communities, the funders need to think broadly and what that means long-term

Economic Austin is lacking employers. Biggest employer is CPS/Hospital. Need more employment streams/opportunities

Economic Don't see much economic development happening. Need partnerships w/businesses not more organizations

Economic A plan has to figure out if it is willing to disproportionately invest in this community because it needs more. If it doesn't encourage business development here, they will continue to experience disinvestment

Economic Empowering residents to purchase properties through faith-based orgs to help purchase properties. No taxes/back taxes. Cash deal. No bank involvement.

Economic TIF dollars aren't being used.

Economic TIF/SBIF - why aren't they being used on the west side or communities of color? Why west of western money isn't being invested in communities?

Economic People won't invest if it has one project at a time. A comprehensive plan for this community, this area first.

Economic Violence is a by-product of our incapacity to build a community

Economic Don't see economic wheel. Investors don't come here for multiple reasons. "Other" as all of the above.

Economic Oak Park is invested in building a bridge over the Eisenhower and traffic calming on Madison. They are doing this in a vacuum with no care about the implication it has on the Austin community.

Economic Strategy has been to demolish urban blight (usually means small commercial resources)

Economic In Oak Park they have store fronts. Austin lacks walkable communities because they demolished all the commercial structures. They are overwhelmed by too many unkempt housing stock w/ornate details that need maintenance.

Economic Estate planning. No wills, no trusts in place for families left behind after a loved one passes.

Economic Ask questions about inclusion and equity.

Economic Education is huge factor in where people choose to live

Economic Increase capacity for people; jobs w/ existing infrastructure

Economic Less competition

Economic [survey] economic development is always an "all of the above" situation; rather than picking one priority, the bigger challenge is sequencing the various activities

Economic Business attraction should not be a priority, it does not add value
Economic Need soft access as well as hard access for economic opportunities (networking opportunities to learn about jobs, rather than just the training and skills to fill the position)

Economic Need a greater focus on trade, anything that is traded outside the region, and how to boost this trade, especially additional support to increase foreign exports

Economic Disenfranchised communities #1
Economic "Other" = loss of manufacturing base, higher minimum wage, education funding inequity

Economic How to get people to live closer to jobs?
Economic Greater need for human capital investment and investment in social services

Economic Implement/develop a small business district in every neighborhood

Economic More education funding to develop a qualified workforce
Economic Need for greater family support and capacity building

Economic More activities for at risk youth to decrease violence
Economic Stem the flow of outward migration, mitigate the violence
Economic Think about education as a single cohesive K-14 system
Economic Need education beyond 12th grade
Economic Education, quality of life
Economic Does infrastructure upgrades include e-technology (apps, Wi-Fi?)
Economic None
Economic Some people are still trying to recover from housing crisis. What is the equity in this?

Economic Assets: citizens are our greatest asset!
Economic More economic development that thoughtfully brings jobs to people (ex: Mariano's)

Economic Stronger and more local employment policy
Economic What does the accountability of this look like? Ex: Evanston hired consultants to oversee this.
Economic Increase micro loans to disadvantaged residents to become entrepreneurs

Economic Provide more resources to young entrepreneurs to be able to do their jobs "innovation hubs" ex: sunshine enterprises

Economic Think about consumer and expandable income
Economic How do you increase the affordability of the must-haves? (broadband infrastructure)
Economic: Broadband is very important to the success of the region. A lot of legal back and forth which is a basic utility at this point.

Economic: Difference between public vs. charter schools.

Economic: Uniformity in school education.

Economic: What changes in demographics are projected with IL and Chicago demographics with IL financial problems?

Economic: Discussion of Airbnb - and helping adding to house owner income.

Economic: Folks include cultural institutions and discussion of some museums are also educational institutions.

Economic: Involve kids in city planning initiatives. They are our future!

Economic: Need to understand demographic trends (migration, diversity).

Economic: Region needs a better PR campaign to convince companies to move here or stay here.

Economic: How do we help people connect with opportunity, and bring them back into the city? According to Uchicago Prof. Ronald Burt, Chicago is a closed network with all "high-value" people concentrated in impenetrable networks.

Economic: Metropolitan Mayors Caucus and CMAP need to implement the recommendations from the immigration integration toolkit they developed and released.

Economic: How do we integrate immigrants into society.

Economic: What are the consequences of a widening economic gap and the suburbanization of poverty?

Economic: Need to do a better job of documenting incarcerated immigrant populations, especially where they are going, this is a pop that is not tracked but needs considerable support.

Economic: Failings in infrastructure affect populations of color the most, e.g. lead in water systems are hurting school students in poor minority communities.

Economic: Disenfranchised communities.

Economic: Support for true small businesses doesn't really exist.

Economic: Access to capital isn't available for small businesses under 75k.

Economic: Dependency on retail in center towns, shopping centers are starting to disappear.

Economic: Economic incentive: NE Illinois region going after companies as a conglomerate instead of 'infighting'. Collaboration as a region instead of municipalities fighting for businesses.
Role of educational institutions and leveraging their resources. Use the universities for footing.

Is there ever any way that planning overlaps with policing?

A significant portion of population that sees no future for themselves; you'll continue to see issues.

This is a bilingual city and this should address more.

How do you plan for the city of the future if you can't engage in the social issues of today?

[Does CMAP] meet w/various communities and groups?

Without a strong economic base, the gov't doesn't have the resources to make changes

Still a challenge to attract investors. CMAP does a good job to paint a picture of what's best for the region

What exactly are you projecting? For population growth, what do you think the changes are?

Noticed that top 3 are equity issues. Observed living in so. Suburbs, Walmart is leaving one area to move to another. 3 Walmart’s are moving - that's disturbing. Vacant Malls, Matteson Mall, ex.

Investors think Park Forest is too far away

Park Forest has been neglected vs. Chicago & N. Suburbs

Stigma that low-income people are in S. Suburbs

Economic red-lining occurs in S. Suburbs

Getting people to support assets that are already in Park Forest

Lack of support for local businesses

There used to be more businesses in Park Forest

Impacts of online shopping on local businesses

If there are good jobs - people will come

Equity (Robbins, Harvey)

Too many big box stores - lowers community standards

Need to support small business growth

Need to keep $ in our communities
Economic Policies & incentives & programs to support entrepreneurship & skills development

Economic Identify enterprise zones & sync w/transit
Economic Small business development - creates local employment & keeps $ in community

Economic Funding education (community colleges) - solving budget issues
Economic Systemic change re: how we fund education
Economic Overemphasis core education - need arts, music, technical trade skills
Economic Equity overlap - policy
Economic Supporting social entrepreneur, B-Corps, LC3 - Austin area

Economic Business corridor development. Coordinated economic development, inter-gov't collaboration

Economic Planning for demographic changes.
Economic Inclusive growth
Economic Have an economy based on private enterprise to spur economic development in the region w/consistent development plan.
Economic Employment/jobs
Economic W/a good economy, you'll have governance that will work w/you.
Economic Isolated communities by ethnicity - are they considered isolated?
Economic Wealth is central and needs to be spread
Economic Opportunities need to grow in the Southside
Economic Downtown is just fine, they need to find a new focus
Economic (city/state government) made it very difficult small businesses to start & thrive

Economic Innovation to improve cities - companies are learning the importance of this
Economic Chicago has an existing fiber optic network but won't use it due to politics w/Comcast & at
Economic We would save $$$ if we used our own infrastructure
Economic Comparison to other metros in the country, by 2050, likely going to be passed by Houston and become the 4th largest region in the country.
Economic Houston is going to surpass us as tech hub
Economic Should my kids stay here as adults? I don't know.
Economic Things that humans create (human capital)
Economic Chicago is largest collection of public arts in the country
Economic Crime - Shootings. Over cultural things that you can't get out of people heads no matter where you're at.
Economic Schools: effects all of this
Economic Tale of 2 cities. If you're not experiencing it, it's not something you can aggressively address.
Economic Local business within residential communities
Economic Businesses that provide goods/services we need
Economic Align education w/workforce demand
Economic CTE/Vocational training
Economic Educational responsibility
Economic Microloan programs/access to micro capital
Economic Shop local
Economic Education funding reform
Economic Local currencies/barter
Economic Student loan forgiveness
Economic Health care costs for businesses
Economic Need more business development and attraction to pay for other costs
Economic We can't reverse segregation without access to opportunity and lack of access promotes segregation
Economic Automation eating up lots of jobs
Economic Sluggishness in economy, is it student debt?
Economic Attracting other business and industries
Economic Cultural resistance to integrating - everyone wants to live near people like them
Economic Integration requires top-down approach to get people to do it, need someone else to blame for integration
Economic The jobs are low-paying and disappearing, especially high wages, so that's making housing less affordable - not housing changing but national economy
Economic Diversity - all types
Economic Wide-range of education, from U of C to Elgin Community College
Economic Why would a company move? To more congested suburbs like Arlington Heights vs. Elgin?
Economic As a retiree, I think we are in bad shape, what type of opportunities do our children have? Not as many as when we were younger.
Economic People fall underemployed
Economic Slow recovery
Economic Economies drive communities and make them desirable places to live

Economic Businesses influence policy (positively and negatively), they are important to strong communities

Economic Prioritize internet fiber extension

Economic Not all activity should focus on Randall road corridor; some plans at the county level don't make sense at the municipal level

Economic Economic development drives communities, business important to influence policy

Economic Sports, Brookfield zoo

Economic You get an education, not as bad as other places

Economic # of college options, community colleges and expenses

Economic Good only because of technology - it's going to save us a lot in the future

Economic Poverty rate in Chicago is high. The availability of jobs is just not there. Housing is a pillar to a person’s well-being, education, sustainability. A lot of inequities in this. Economic development in land use and the way it could be used: parking lot vs. playground

Economic Other: Gentrification, blighted communities and empty lots

Economic Other: NIMBYism, communities that are not accepting of mental facilities. In Chicagoland this is prevalent. Mental health is at the bottom of the barrel.

Economic Other: A lot of empty spaces where innovative development could take place but because Chicago is such a segregated city, huge opportunities for revitalizing development are missed.

Economic Having people provide infrastructure for economic development... thinks about the tax break that Boeing got to come here... and the empty lots for a $1... if there are tax breaks for people to do that for a low tax rate for entrepreneurs... better use for small business development and economic development.

Economic Acknowledgement of human capital and the health of human capital in go to 2040. Afraid that it is disappearing in on to 2050... has to be a shift in the way we think about human capital... what is it going to take to encourage human capital.

Economic Equestrian industry as an economic driver

Economic Align education w/ equestrian industry

Economic Economic disenfranchisement

Economic Segregation, pioneering investment b/c are linked. Look at retail leakage

Economic Create destinations

Economic Community-led, can't be externally driven
Economic Commercial development very difficult for our residents to find jobs. There is an available labor pool but no outlet
Economic Strong diversity adds to attraction
Economic Economic development success should be shared regionally
Economic Business development should not count more than people
Economic Higher education in the region is an asset
Economic Cultural institutions are assets
Economic Incentives for sustainable development
Economic Small business development is challenged by internet, big box
Economic Losing our trades, need to develop those skills
Economic More people need more central places to get together, gathering, and pubs!
Economic Community design and human design
Economic AbbVie, etc., are bringing diversity to Lake County
Economic Want more human interaction
Economic Future local economies will be trades-based
Economic Infrastructure for a competitive economy
Economic Secure sustainable economic development not shopping centers and factories that are abandoned after 20 years.
Economic Address demographic changes
Economic Align educational programs with future workforce needs
Economic Increase the number of jobs in the region
Economic Why isn't education included in the list of CMAP priorities?
Economic Public Health/Health care needs to be included
Economic Safety, gun violence
Economic Decline of schools keeps us from attracting young upwardly mobile people. Our area is being forgotten. People come to buy homes & see disrepair and are detoured.
Economic Chicago State is decaying. Everywhere else where a university is present, it is well kept. And the universities are vibrant.
Economic Closed schools are an issue.
Economic Are you recommending things to happen in this neighborhood? Because we need economic development
Economic We feel like we've been left out.
Economic Restaurant closings are an issue
Economic Cost 1.2 million to open a pizza place. Why?
Economic What can we do to open a business to employ our children and grandchildren?
Economic Where is the IL equivalent of the "Pure Michigan" campaign
Economic High perception of criminality
Economic Retailers are sheep to the numbers: "what's the traffic count"? Even incentives can't overcome that (for national/regional retailers)
Economic Until we see job creation we won't see housing construction/sales pick-up
Economic Region has diversity of skills and people have diversity of interests
Economic Crowd sourcing ideas leads to best ideas
Economic Release data that CMAP creates - make it into a game/contest like Divvy
Economic Look at Irvine CA to protect from gentrification
Economic Education institutions bring young, talented people who stay
Economic Look at the cultural plan/cultural plan & special events (DCASE)
Economic Find Passion that people can tap into
Economic Give developers incentives/not necessarily money (to develop data-related games/apps)
Economic If overlaid w/equity, those opportunities can start where they're needed & build a more just world.
Economic Educate people to lead and be in any job w/o institutional oppression
Economic Techniques and tactics need to include communities
Economic Better educational systems w/less debt
Economic Inclusion of any and everyone
Economic Futuro para los ninos
Economic Comprehensive planning on the lakefront
Economic Equity along the lakefront - access to public land
Economic Challenged by institutional players like FBI, Navy Base, AbbVie
Economic Need to align development w/vision
Economic School funding reform
Economic Segregation is linked to jobs access
Economic High education important to advancement, but it needs to be accessible
Economic Support green jobs, local food systems
Economic Vocation training
Economic Environmental opportunities are economic opportunities especially when overlaid w/equity considerations
Economic Need to welcome people of all backgrounds
Economic Education should be open to everyone
Economic Our "Environment" includes public safety, crime, and violence
Economic Workforce development
Economic How to keep developers from leaving?
Economic Inclusive growth
Economic Incentives to improve the appearance of storefronts
Economic Teach civic and soft skills in school
Economic Local collaboration between schools and businesses, perhaps via parks
Economic Prepare local students for real jobs
Economic Acknowledge the resource wall in education
Economic Encourage businesses to hire locally
Economic Inclusive hiring for workers in reentry, disadvantaged constituencies
Economic Expose students to careers BEFORE high school
Economic Provide schools with jobs data
Economic Disinvestment in education puts communities at a disadvantage
Economic Bad funding models for municipal services, education
Economic Train/educate students for future jobs
Economic Collaboration between businesses and education (as in Lexington, KY)
Economic Prioritize economic development investments
Economic Address the mental health needs of youth and the effects of homelessness on employability
Economic Implement effective education programs to adopt to a changing job market
Economic Increase capacity for businesses to collaborate with schools
Economic Professional jobs only but no low/mid.
Economic Jobs/education match lift all
Economic Big divide between classes.
Economic Workforce doesn't match needs of new economy,
Economic IL sees net loss from outward migration.
Economic Jobs are not accessible
Economic Creating opportunities for all.
Economic People to do jobs.
Economic Keeping a strong economy.
Economic Human capital development.
Economic Business growth.
Economic Funding infrastructure.
Economic Slow
Economic Competitive jobs
Economic Job creation
Economic New jobs.
Economic Unused storefronts.
Economic Transitioning to new technology & economy.
Economic Loss of low-skill jobs in manufacturing.
Economic Business within the community, motivation for job training.
Economic Equity
Economic opportunities that incentivize kids from getting off the streets.

Developing local economy - crime & vacant spaces are barriers.

Developing manufacturing.

Jobs that employ many vs. few.

Jobs in challenged communities

Jobs.

Living wage jobs'

Jobs for those w criminal records.

Lack of employment within 'hood.

Not enough jobs & commerce.

No jobs or resources.

Taxing according to income.

Less Jobs

Benefit for all

Reliance on ever-growing economy

Sustainability in industry increases, renewable incentives increases

Jobs changing, capitalism changing how motivate/support

More conducive supportive to job creation

Decreasing budgets

Lack of growth

Loss of good paying jobs in region

Inequality of wages and job opportunities

Jobs

Availability of jobs locally

Diversifying businesses; providing community space that is desirable/functional

Outreach, set examples through communities, businesses, create incentives

Hard to sustain local economy - which is more sustainable

Preventing? Where costs of complying with regulations/requirements turn away potential business

Job centers in places that aren't transit accessible

Reaching disinvested areas

Make more diverse

Equitable development invest in disinvested communities

Leverage resources

Lack of jobs for those w/out education, low minimum wage

So many connecting people w/jobs

Disinvestment reduces productivity and shrinks metro GDP

Many weak local economies. Attracting development. Local work base.

Jobs transition away from small business model
Economic Pension fund??/education
Economic Slipping because of government
Economic Jobs & education
Economic Poaching from suburbs to urban Midwest to sub belt
Economic Preventing collapse, disinvestment on mass scale
Economic Connectivity and accessibility of economic opportunity
Economic Developing Opportunities for underserved populations
Economic Stimulating the economy
Economic Need to attract jobs - dilapidated infrastructure access to opportunity
Economic Our economy hasn't grown on a par with our peer regions
Economic Pension crisis, school budget
Economic State of Illinois!
Economic Fostering growth & inclusivity
Economic State government impacts - deficit
Economic Uncertainty
Economic Growth of US products
Economic Getting businesses closer to where people live w/o damaging neighborhoods
Economic High taxes are forcing business out of Illinois
Economic Mall area and Randall road doesn't stay the same
Economic Continuing state/Fed level mandates without funding consideration
Economic Encourage small to mid-size businesses to build middle class
Economic Growing jobs
Economic Jobs for all
Economic Growth of US products
Economic Tax burden
Economic Lack of jobs in urban areas
Economic The lack of jobs; low wages
Economic Stimulating poor income
Economic Employment opportunities, equity of wages across group, higher minimum wage
Economic Not a lot of employment/education opportunities.
Economic Austin is a low-income community w/very limited employment opportunities
Economic Need for jobs training & business that reinvest into the community
Economic Living wages for individuals
Economic Lack of jobs in urban areas
Economic Not enough jobs around the community
Economic Unemployment rate among youth & minorities
Economic Jobs, education, health. 52% unemployed
Economic Employment
Economic Bad, aging
Economic Employment for undereducated
Economic No jobs for youth & low-skilled workers
Economic Service industry/regional mfg.
Economic Economic Development in poor regions.
Economic Better education.
Economic Set the example - min. wage.
Economic Create jobs/livable wages.
Economic Educational support.
Economic Increase transportation/construction projects.
Economic Wages same - no increase
Economic Location & transportation access.
Economic Established storefronts to short businesses.
Economic Training.
Economic Develop new employment training involving technology.
Economic Transferable skills training.
Economic Minimum wage
Economic Economic opportunities available within community.
Economic Large unskilled workforce.
Economic Bring more manufacturing & retail in blighted areas.
Economic Build industries in hoods that supply these jobs.
Economic People want to work
Economic Tax policy to spur new businesses to locate here.
Economic Job training is available.
Economic New forms of business
Economic Redefine "growth" renewable energy
Economic Market demand for renewables, local sourcing's
Economic Water-food stormwater develop
Economic Existing economic infrastructure including factories
Economic Funding more creative solutions
Economic Universal Wi-Fi. Car sharing
Economic Being centralized located in the county
Economic Manufacturing
Economic Jobs in improving infrastructure (modern WPA or citizens corps)
Economic Junior college training for job openings
Economic Green jobs, vitality of walkable areas. Local production
Economic Green jobs, need more policy to support
Economic Small business creation is sustainable
Economic New sharing economy
Economic Inclusive growth
Economic Collaboration w/agencies
Economic TOD supportive policies
Economic Broader investment grows the GDP pie for the whole region
Available land strong connections to community colleges
Invest in growing support of small, local business
IL has water and infrastructure
Collaborate w/industry/ communities/ sources of capital in the region
More business moving into suburbs
Diverse economic base, strong institutions
to lower crime, foster safe neighborhoods
Bi-Partisan leadership
Incentives for development of infrastructure investment
Transform our economy to greater innovation across sectors
New sectors offering new jobs/business/products
Educational & training opportunities
Projected population growth
Need to have more opportunities for becoming a manufacturing area
More control at local level
Employment
Incentives
Developing of businesses in urban communities
To increase fiscal responsibility
Large population of people who need jobs
Being the largest community in Chicago, the opportunity for development of streets, grocery stores is eminent
to build a solid business development network for business that will contribute to.
To be able to sustain their needs
Try to create more jobs
Public works, project infrastructure development, skills training
Create dynamic technologies
Vocational/business training in public schools
Education.
Immigration
Education - to make sure that next generation is self-sustaining.
Education
Development = displacement.
Local production
Quality of life - improving lives of disability, better quality of education
Quality of life
Focus on holistic community development
Violence in certain communities
Poorest communities have been disinvested oh so many fronts: transportation, jobs, housing & government
Education need stronger more supportive system
Economic To train youth for changing job market.
Economic Sharing economy, how to expand it to suburbs
Economic Integrate better health as a long-term goal for the plan (along w/ economic prosperity, better air quality - whatever your indicators) a health orientation for ONTO 2050 would be in line w/trend for making health impacts a major focus. PLEASE include public health departments in this discussion (perhaps even as a separate working group? Cook, Kane, DuPage + Chicago health depts. are highly well versed in this topic.
Economic Push for quarterbacks, collective impact, etc.
Economic Cost reductions realized by investments (ounce for prevention/pound? For cure)
Economic Attracting young people to Chicago (leverages additional investments)
Economic Attracting and retaining young professionals
Economic Civic & cultural amenities for communities
Economic Creating amenities for young professionals: housing, transit, entertainment
Economic How to attract and keep active residents? Create car-free recreational activities
Economic McHenry County has fewer resources which affects the level of municipal services, which affects the county's ability to attract residents and businesses
Economic More cultural opportunities/amenities to attract young people.
Economic Need to attract young professionals who live here, but work elsewhere (only 30% live and work in McHenry County)
Economic Re-image (re-brand) for city's "Facelift" - Attract new people - re-energize community.
Economic Diverse local economy with many anchor institutions.
Economic Strong anchor institutions including universities & research centers.
Economic Allowing businesses freedom to grow. Fewer restraints.
Economic Attract & incentivize for companies to invest here.
Economic Attract new businesses.
Economic Better environment to attract businesses.
Economic Cost of doing business & investment.
Economic Design it right and economy will come.
Economic IL is seeing a net loss of people.
Economic Keeping small businesses.
Economic Slow growth, population and businesses relocating.
Economic Slow growth. Regulations.
Economic Small business.
Economic Strive to make the state business friendly
Economic The general business climate is noncompetitive. Let's make sure our region is different.
Economic Companies who make capital investment create jobs & stimulate the economy.
Economic Create "destination" communities where businesses want to be.
Economic Harness the future entrepreneurship with good access to capital & grow businesses.
Economic We have a competitive job market - we should promote that to bring people into the area & raise tax revenue.
1. Invest in more economic incubators.

Create a friendly environment for small business.

Improved business climate in the state

McHenry County is experiencing flat growth, unable to attract new businesses from outside the region

What incentives would encourage corporations to bring headquarters to McHenry County?

Another bubble.

Depression

Financial crisis.

Prevent economic depression.

Prolonged recession.

Blockbusting, redlining.

Class-segregated housing.

Diverse and segregated.

Divided land use, based on income, race, controlling sprawl.

Economically integrating the suburbs.

Equitable housing.

Equity

Expansion of above market luxury housing in working class 'hoods.

Fair Housing Act not enforced. High segregation - racial & economic.

Gentrification

Gentrification

Gentrification control.

Gentrification.

Gentrifying neighborhoods cause higher house prices.

Housing needs gentrification but that will mean lots of people will be left with no place to live.

Lack of economic integration.

Myth that it’s poor people's fault there poor.

NIMBY, segregation/racism, red tape/politics.

People getting kicked out of their neighborhoods.

Racial and economic segregation.

Racial/economic segregation.

segregation

Segregation & funding.

Segregation.


Trying to stop gentrification

Address historic discrimination. Educate on virtues of diversity. Dispel myths.

Address segregation

Be conscious of addressing segregation & economic disparities.

Beware of gentrification when redeveloping neighborhoods. No displacement of current residents.
Economic  Get people motivated to be part of equity transformation.
Economic  Increasing gentrification.
Economic  More homes are built but are available to certain people/group; inclusive areas.
Economic  Need to address economic & racial discrimination.
Economic  Poverty
Economic  Segregated land use.
Economic  Segregation. Good schools/jobs/employer cannibalization.
Economic  Access & creation of living-wage jobs & regional growth.
Economic  All the money is at the top.
Economic  Bifurcated economic development
Economic  Capitalism. Neoliberal cooperation must be overthrown.
Economic  Class divides.
Economic  Creating & retaining jobs for lower & middle class.
Economic  Creating opportunities for all.
Economic  Declining middle class.
Economic  Economic development that is more inclusive = a more resilient economy.
Economic  Ensuring inclusive growth.
Economic  Ensuring there's still a place at the table for those without a college education.
Economic  Equitable distribution.
Economic  Equity fair-use wages. Attracting businesses.
Economic  Equity on job development.
Economic  Growing inequity.
Economic  How much money people have/earn.
Economic  Inclusive economy - more opportunity for low income. Living wage & education.
Economic  Inequality.
Economic  Inequality.
Economic  Job creation for low-income communities
Economic  Lack of jobs in poor communities.
Economic  Living wage jobs. Inclusive economic growth.
Economic  Loss of middle class & upward mobility.
Economic  Not enough well-paying jobs.
Economic  Raise minimum wage
Economic  Redistribution of wealth.
Economic  Reviving the middle income group.
Economic  Southside needs help & far Westside.
Economic  Varied.
Economic  Growing gap between upper & lower classes.
Economic  Increasing segregation.
Economic  Groups working on strategies to redistribute.
Economic  Introduce new socialist agenda.
Economic  Movement toward racial equity.
Economic  Raise minimum wage state-wide; Equal pay for women; Paid time off; Equal public school funding; Support public buildings & higher ed schools.
Economic Reassess state/regional priorities & fund those programs that fund underserved.
Economic Set the example - min. wage.
Economic Incentivize movement of middle class into lower income areas.
Economic Control gentrification.
Economic Reuse & gentrification of Chicago
Economic Achieve health equity
Economic Address "Equity" and call it out in the plan including each item.
Economic Address equity in each aspect of the plan
Economic Address Equity within each aspect of the Plan i.e. Participation representation policy etc....
Economic Address gentrification
Economic Address the race issue.
Economic All work done through lens of racial equity.
Economic Be "intentional" about diversity
Economic Be very intentional about addressing diversity issues and engaging diverse groups/communities.
Economic By specifically using social justice metrics.
Economic Create a tax incentive for more emphasis on equitable development - especially in areas that need more - such as Southside - West side, by revitalizing public spaces - increasing security - making transportation more connected between the west and north side -
Economic Despite the use of terms such as "inclusion", it's difficult to get a sense that the plan or activities are impacting West and Southside communities.
Economic Economic segregation at play in Lake County
Economic Engaging impoverished communities in their own health. Not forced but helping them want it.
Economic Equity should be foremost then government efficiency.
Economic How to include the lowest income earners in the Chicago area?
Economic Ignore the political climate and go for policies that make sense. Make programs and policies that explicitly support women and minorities.
Economic Integrated neighborhoods
Economic Integrated neighborhoods
Economic Integration of communities - racially and economically.
Economic Lake County: tensions between urban and rural, affluence and poverty
Economic Low-MOD Communities
Economic More "plans" for the South side :)
Economic More outreach to participate in the plan with underserved communities, so there is true representation of the region and its diversity.
Economic More strategies for the South and West sides of Chicago.
Economic No concentrations of poverty.
Economic One 2050 Big Idea: Have all the communities in the South Suburbs look like those in the North and West as far as Quality education, infrastructure improvements; job opportunities and diverse and quality retail. This will take lawmakers and leaders to be unselfish and unfortunately this will never happen. Doesn't hurt to dream big...
Economic Present policy impact/implications to marginalize groups/communities especially of color. Intentional engagement of economically disenfranchised groups.
Provide useful info/data on how to address EQUITY in a gentrifying community. Humboldt Park
Racial Equity and Inclusion
Racial segregation in Lake County
Racism
Reparations for housing discrimination
Segregation of communities...Equity across the region.
Suburbanization of poverty
The cost of living continues to escalate. Current trends show that jobs pay less. If this trend continues more people will fall into the poor category and will struggle to survive. This is a challenge that must be addressed.
This is Chicago, Let's be honest it's not the most equitable place, which is a shame.
Traditionally non-engaged populations related to issues. South/Westside residents
Transportation equity
Unaffordable land use due to gentrification
Economy.
All of the other issues hamper growth.
Can we sustain growth given obstacles
Economic development
Grow.
Help grow & expand.
If economy does well so people aren't upside-down, but rather prospering
Iffy
Keep strong/prosperous economy
Stagnation. Lack of investment.
Economic development.
If economy does well then people can invest & grow.
Long term benefits
New development
New industry
Thinking to the future.
Globalization
Attract foreign investment & trade.
Foreign investment.
Global market access. Incubation R&D efforts.
Allowing development to create jobs
Create new well-paying jobs.
Creating enough jobs.
Debt. Job opportunity.
Employment
Jobs
Jobs are not accessible.
Economic Need to create jobs that allow people to live & raise a family.
Economic Over-reliance on service economy or low-wage retail jobs.
Economic Provide jobs
Economic Create jobs & livable wages.
Economic Improve/add jobs that attract people with certain skills.
Economic Keep jobs locally.
Economic Might increase the expansion of jobs & labor force.
Economic Access to jobs and economic development
Economic Bring and retain more industry and jobs to Chicago and the State
Economic Bring Jobs Back.
Economic Higher wage levels
Economic More jobs
Economic We need more jobs.
Economic Inflation, not enough money
Economic Lack of economic base which can supply secondary sector jobs.
Economic Lack of funds.
Economic Lack of money/funds.
Economic Not enough money to pay for all the expenses.
Economic Price of living is very high, yet we don't have enough money to fund necessities.
Economic More grants/loans & public/private partnerships.
Economic Use of various funding/grants
Economic Increase Enterprise Zone to more communities
Economic Highlight strategic economic location.
Economic Locational benefit to make it a hub for service industry.
Economic Nation's trade hub.
Economic Use our central location as in past
Economic Attracting businesses to fill manufacturing.
Economic Deindustrialization, financialization & inequality.
Economic keeping a strong regional economy without manufacturing base
Economic Revitalizing areas depended on steel processing.
Economic Industrial jobs moving out.
Economic Create incentives for industrial development in McHenry County
Economic Big company leaving.
Economic Delays, lost productivity.
Economic Failing businesses. People downsizing.
Economic Increasing market volatility. Lack of demand
Economic State budget, population loss, aging infrastructure.
Economic Fundamental changes in economic environment.
Economic Communication - govt to business.
Economic Create strong economic cores.
Economic Develop best practice toolkit
Economic Economic recovery in certain sectors allows for improvements.
Effective use of available resources is better than spending on new ones.
Invest in worker- & community-owned businesses.
Take advantage of new markets while retrofitting strip malls & industry.
The city of Chicago as a driving force.
Entrepreneurial incubators.
Flexible work location.
Business incubator that support youth, seniors, unemployed.
Communities need the resources to invest, consistent with policies
McHenry County needs better wayfinding signage to support tourism
Brick & mortar stores going to disappear.
Not enough quality retail
Long-term feasibility of brick & mortar retail
Struggling commercial districts in small downtown areas.
Boutique small retail.
Bringing larger stores & chains away from malls/strip centers.
More retailers & restaurants.
Shopping local.
Ghost commercial development
Change in economy
Controlling a market that is changing due to technology advances.
Transition into an economy that can withstand new conditions (TPP)
Provide access to high speed internet access.
Innovate & incubate new industry/technology.
Innovation
Looking for new sectors of employment.
Technology
Makerspaces/innovation centers and incubators
Address changing workplace - no office needed in some cases
Continue infrastructure and fiber improvement
Expand the existing fiber optics network to support local businesses, schools
Fiber extension throughout county
Improve access to telecommunications infrastructure in McHenry County
Improvements to tech and telecommunications infrastructure; cell phone reception is poor
Improvements to telecommunications infrastructure will support economic development in McHenry County
Inclusive access to mobile technology is an infrastructure that must be built. The digital divide, unfortunately, is alive and well.
Metro-wide encouragement of policies (such as flex-time, telecommute) to decrease peak demand would benefit all forms of transportation, including needed capital outlay for wider highways or more buses/bus facilities.
NEED - CMAP leadership for local city/county "Dig Once" ordinances (+ Tech Assist) to adopt state standard for row cooperation for fiber & lot.
There is little institutional support for working at home in McHenry County
Integrate businesses into colleges so businesses can train for specific jobs that they need that may not be taught in a regular setting. Open programs to teach specific skills.

Multiple options to retrain workers.

2. Strengthen cooperation between community colleges and local businesses and include training coordination.

3. Support NGOs that invest in developing human capital.

Access to Education

Address high African-American youth unemployment

Affordable housing/workforce -- develop skilled and non-skilled

Better access to schools for children in low income communities.

Better job skills training for all

Better Schools

Build more learning centers rather than jails/prisons.

Education / address school funding

Education, capacity building, and social services need more attention especially now as people turn inward. Reinventing gathering spaces is an interesting challenge in today’s era of cell phones, iPad, big screen tvs and declining church attendance.

Eliminate Poverty in the Chicago Metro Area - Better schools - Workforce development - Access to higher education

Excellent work on human capital, especially workforce development & focus on cluster analysis.

Focus on job creation business attraction and workforce training. Very Important!

Free, Quality public education from pre-K thru undergraduate study

Fund education in a manner that ensures all children have access to high quality, safe education

Invest in kids K-3 grade for future success in school / life skills.

Invest in plans for CPS.

McHenry County should leverage educational resources

More relationships between youth & mature adults.

NEED - CMAP leadership on "civic engagement" in library and community college (innovation and skill classes) assets involvement in goal-setting for a tech business - fun learning" incubator (like Blue 1647) in every community (especially underinvested).

Need a focus on regional job training to supply the regional jobs

Need to coordinate the efforts and data of all higher education institutions across the region - be sure to include the community colleges.

Reduce dependency on property taxes to fund schools.

Reduce Education inequities across the region

Teach history to kids about various cultures.

Work with innovation and learning areas (in community college areas), such as via incubators like Blue 1647 (in underinvested areas)

Workforce needs: skilled production employees, low-skill production employees, engineers, IT professional
Youth disengagement in poorer communities
Address discrimination/segregation
Deep dish pizza - region's biggest asset
Good city services - clean streets
Sports teams are a big asset
Arts, culture, and food are big assets
Health, Chicago's Public Health
Violence, education issues, equity
Gentrification
Focus on Chatham
Public health: Diabetes/hypertension
Eating healthy is expensive.
Manufacturing clusters
Repeal NAFTA, we need US jobs
Local manufacturing
Proximity to Indiana - business climate
Valuation of jobs: sustainable vs outsource
Quality full-time jobs
Lack of jobs, attractiveness of the market
Businesses, economic development organizations are needed.
Crime is a major deterrent to economic development
Market our community as a diverse and welcoming place. Require private property maintenance and ensure public property maintenance. Attract a diverse range of businesses and services that would be attractive to a diverse population and provide jobs for residents.
Our area is diverse but starting to trend a majority minority population. The main problem in the south suburbs is attracting a Caucasian population. I think that many are turned off by the lack of diverse services and retail options. We have a hard time attracting those services and we believe a large reason is our majority minority population.
Lack of public investment in R&D
Reinstate matching SBIR funds; Create an Illinois Research Park authority, authorize with construction bonds; Create a program within the DCEO like NYSTAR; Permanently extend R&D credit, increase to 8-15%; Establish the Illinois Council on Aerospace, Life Sciences, Nanotechnology, etc.; Pass the Microloan Program Act; Land Bank Act; Green Jobs Training Fund Act; Community Bank of Illinois Act, etc.
I'd like to see a map that gives a sense of where the most opportunity is for repopulating a city, like Bronzeville. Where should we concentrate new development? Where would growth be most affordable and beneficial to the public? That seems like the essential basis of design for any urban planning in Chicago.
Predictability and sustainability, preferably without requiring constant adjustment due to being unlinked from inflation.
Tax businesses less and lower the obstacles to their healthy functioning. We should be treating these “geese that lay golden eggs” as the invaluable assets to collective/inclusive prosperity that they are. It might be politically impossible to propose - let alone effect - such adjustments that will be seen as indulging capitalists. But their creation of value is
the one and only source of anyone's prosperity.

**Economic** This is a "feel good" topic for sure, but I fear it's impossible to ensure that everyone is "included in prosperity". Supporting our economic engines is certainly essential. But there is no substitute for personal initiative.

**Economic** Is the funding source durable? Can the funding source turn a profit from its investment?

**Economic** User fees are more equitable. Providing the mode remains popular, it will be more self-sustaining. Of course, traditional sources from taxing bodies will always play a part and represent funds from non-users and users.

**Economic** Food, water, education. Have to get the foundation right.

**Economic** Nonprofit, academic, civic, labor, and grassroots thought leaders who have the courage and vision to re-think tax, education, and economic policies so that all neighborhoods and people can achieve economic security and community prosperity. The ON TO 2050 plan should include ways to increase access to safe and affordable lending to small businesses, which create the most jobs in our economy and create amenities that make neighborhoods places of choice.

**Economic** Every business that wants to employ people

**Economic** Want to get the economy moving, we’ve got to address the government.

**Economic** What is the underlying cause? Why are people far from where they need to be? Housing crisis, education? The real issue may be less of a infrastructure, it may be development.

**Economic** One of the best ways to increase development is to improve CPS to make it so that people will want to live in Chicago.

**Economic** Critical infrastructure – energy, transportation but DATA. Chicago is one of the largest when it comes to data in telecommunications. Nothing else would function without it.

**Economic** ComED has a lot of telecommunications as part of their network even though they’re an energy-based company.
Transportation
Infrastructure funding impact quality of community and ability to provide services such as road construction, sidewalk paths, water, and bike paths

Transportation
Bike funds go to Chicago

Transportation
Opportunities include Elgin O'Hare, 55 managed lanes, roadway investments

Transportation
Bike connections between neighborhoods to get people out of their cars

Transportation
Location of RR: at-grade crossings, noise, not sensitive to land use around the RR

Transportation
EOWA- need to connect to western edge of O'Hare, $2B to move Blue to west of O'Hare. RR still an obstacle to improving connection to O'Hare and surrounding areas

Transportation
TOD around Metra lines in an opportunity

Transportation
Chicago doesn't have a formal Transportation Demand Management program, no 511 program, both challenge and opportunity

Transportation
Replacing infrastructure: interlockers (Metra) and water systems

Transportation
Municipalities need to be willing to pay for transit service, i.e. Kendall County and RTA

Transportation
I-80 & I-55 are over capacity; fed and state DOT way behind the curve fixing problem and so they want Joliet to fix the problem, which isn't feasible

Transportation
Young professionals are leaving because travel time is too high

Transportation
Will County is huge, in eastern part of county there is nothing so it's a trek to get anywhere; tried to work with Pace, but they need fixed routes; moved from a township based system to a municipality-based system, so they still want call and ride

Transportation
Trains connect to Loop; SW line service far below quality compared to Burlington Northern or other northern line. Heritage Line is even worse. 3 or 4 trains in and out each day, but we all pay taxes to RTA

Transportation
Next wave of projects for CREATE needed to eliminate conflicts with freight/land use in southwest

Transportation
Need more data on what people need and where they want to go in order to improve transit

Transportation
Freight on I-55 and I-80 has been forgotten, need the Star Line and Illiana

Transportation
How do we connect South and North of region, b/t suburbs and suburbs and loop

Transportation
Municipalities are doing Phase I/Phase II, not the state, municipalities bearing the burden b/c state won't/can't include it in their multi-year capital program, though it is a state road

Transportation
Need to annex NW Indiana and expand cross-border transit routes

Transportation
Need more info on best practices for public works projects

Transportation
Be strong on infrastructure investment in ON TO 2050: roads and water

Transportation
Not enough $ for transportation

Transportation
Need transp. b/t city and suburbs AND suburb to suburb

Transportation
Need stable transp. funding
<table>
<thead>
<tr>
<th>Transportation</th>
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<tbody>
<tr>
<td>People commute in for work and then leave, how do we create more neighbors</td>
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<tr>
<td>Economy depends on public transit but RR connections hard to make, especially the first/last mile</td>
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<tr>
<td>Need to invest in bike/ped projects to improve walkability and public health</td>
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<td>Transit connections b/t service providers needed b/t suburbs needed</td>
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<td>Need to improve high speed trains and better connect to hubs</td>
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<td>Green buses</td>
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<tr>
<td>Concrete roads/infrastructure hubs</td>
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<tr>
<td>It's hard to get to a place in one way</td>
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<tr>
<td>There are many stops to make before getting to your destination</td>
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<td>Public Transportation is hesitant and can make people uncomfortable</td>
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<tr>
<td>You should make a central hub of Transportation</td>
</tr>
<tr>
<td>Create incentives to make people want to use public transportation &quot;clean up&quot;</td>
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<tr>
<td>Low public transit ridership, congestion, maintenance and safety issues</td>
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<tr>
<td>More modes of transport (high speed rail like Europe)</td>
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<tr>
<td>Increase lighting in Transportation</td>
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<tr>
<td>More express and faster transit services</td>
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<tr>
<td>More connections</td>
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<tr>
<td>Infrastructure projects that create jobs, Transportation to jobs</td>
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<tr>
<td>Transportation is not available to everyone</td>
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<tr>
<td>Lack of space to fix congestion</td>
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<tr>
<td>Safety-perception of transit</td>
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<td>Timeliness of Transportation</td>
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<td>Where does parking money go?</td>
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<tr>
<td>Increase bus stops</td>
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<td>More frequent bus service</td>
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<td>Roads are too big, not space for bikes</td>
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<tr>
<td>Build better more sustainable roads</td>
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<tr>
<td>Roads are over capacity during traffic hours</td>
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<tr>
<td>No coordination between municipalities (east to west road construction)</td>
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<tr>
<td>Master planning of Transportation roads</td>
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<tr>
<td>Better roads mean better jobs</td>
</tr>
<tr>
<td>Connectivity from BRT to suburbs &quot;all comes down to the money&quot;</td>
</tr>
<tr>
<td>Improve infrastructure of underperforming systems</td>
</tr>
<tr>
<td>Germany is an example of how improvements to infrastructure are being made</td>
</tr>
<tr>
<td>High-speed rail is not getting enough attention</td>
</tr>
<tr>
<td>Infrastructural challenges in hardest hit communities</td>
</tr>
<tr>
<td>Outdated transit system</td>
</tr>
</tbody>
</table>
Transportation
Congestion pricing doesn't incorporate inclusivity

Transportation
More efficient routes for public transit such as bus rapid transit

Transportation
How about more express buses?

Transportation
Improve roadway conditions

Transportation
Need funding for Transportation

Transportation
Understand the connection between transit and roads

Transportation
Link workforce to opportunities where people can better themselves

Transportation
Freight trains holding commute with coal and oil

Transportation
Improve the city versus suburbs Transportation

Transportation
O'Hare -- need cheaper and more direct flights

Transportation
Capital plan only funded one year at a time, so you're always playing catch up

Transportation
On southwest side, the bare bones are there, but we need to invest in those areas to bring transportation to attractive/valuable standards

Transportation
Need to keep Gary as the third airport

Transportation
First/last mile issues must be resolve if we are to expand the economy

Transportation
With the death of malls, first/last mile is now a question of small vans to small stores, v. large trailers going to one destination

Transportation
Need to improve barge transportation, move to water traffic

Transportation
New Metra at 79th could spur TOD & small businesses.

Transportation
Want to see a Metra station at 79th

Transportation
Parking/land use

Transportation
Aging in place better with transit connections

Transportation
Public transportation between suburbs needs expansion

Transportation
Freight safety

Transportation
Biking not viable--needs improvement

Transportation
Public transit needs improvements/modernization/reinvention

Transportation
More options for mobility besides cars

Transportation
Sharing Economy - Bike, Car

Transportation
Improve public transit in suburbs (starline), north-south connections

Transportation
More regular bus/rideshare/BRT systems

Transportation
Improved rail/commuter transportation

Transportation
More express trains with more cars

Transportation
Safe transit

Transportation
Locomotive emissions

Transportation
Safer infrastructure

Transportation
Driverless cars

Transportation
Too many Transportation challenges

Transportation
Bike accessibility downtown

Transportation
Bike access between municipalities

Transportation
More comfort bike riding (infrastructure for commuters)

Transportation
Multiuse trails for commuting

Transportation
Bike trails need more connections
Transportation
Walkability to grocery stores, better for aging in place

Transportation
Public Transportation between suburbs needs expansion

Transportation
Townships expressed that they do have some capabilities to aid with municipal or conservation district road repairs and maintenance

Transportation
There are challenges to delivering services more efficiently through service sharing because people don’t want to give up control by cooperating with other entities

Transportation
One example shared was about opportunities to coordinate road salt application.

Transportation
Improved rail/commuter Transportation

Transportation
Any service sharing tactics should be sensitive to employment – shouldn’t lay people off

Transportation
Locomotive emissions

Transportation
The region’s freight economy is an asset

Transportation
The region’s transit system is an asset

Transportation
East coast states do a better job of leveraging their transportation systems

Transportation
We need to make a stronger commitment to transit so it’s an option for more people

Transportation
Young people increasingly don’t want to rely on cars

Transportation
Residents who wish to age in place prefer to live where a care is not required

Transportation
Huntley expressed one of their top priorities remains an Amtrak rail through Huntley and onto Rockford

Transportation
A Woodstock Metra rail yard is a priority for Woodstock and McHenry County to move a good number of the idle trains out of Crystal Lake and increase the number of trains going to Woodstock

Transportation
McHenry County College also places regional transportation as a priority. Automobile is the only form of transportation to the college (a bike path is in the process of being completed).

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McHenry County College also places regional transportation as a priority. Automobile is the only form of transportation to the college (a bike path is in the process of being completed).

Transportation
Need for more community outreach around bike paths and trails and identified this as an area of intergovernmental collaboration

Transportation
Efforts should be made to move from a recreational mindset to seeing bike paths and trails as a transportation option
Transportation

There is a need for collaboration among governments to promote and publicize information about the new McHenry County trail, as it connects many towns.

There is a need for collaboration among governments to promote and publicize information about the new McHenry County trail, as it connects many towns.

Transportation

Mismanagement of public finances means public universities aren't meeting their mission.

Transportation

Future bike lanes just be painted stripes on the road and not separated with a median so that they can also be plowed.

Transportation

Incorporate more bike lanes into roads and that it is an area ripe for possible collaboration.

Transportation

Bike paths/sidewalks should be part of development deals with municipal planning commissions and developers.

Transportation

Including bikes in road and development projects should come up earlier in the planning process at the local city level.

Transportation

More connections to Metra to address first-last mile issues.

Transportation

Better connections between housing and transportation.

Transportation

Limited transit stops on Green Line.

Transportation

Need a bus on Washington Street.

Transportation

Need express buses.

Transportation

Need Metra stop @ Central.

Transportation

Look at current plans to improve Blue Line by CTA.

Transportation

Address Eisenhower congestion at Central and 1st Ave.

Transportation

Expand Blue Line to Mannheim.

Transportation

Increase access to jobs.

Transportation

Utilize transportation network.

Transportation

Is there a collaborative approach to the coordination of infrastructure?

Transportation

Public transportation and lack of connectivity between communities to everywhere but downtown.

Transportation

Connectivity of bike routes in the county.

Transportation

East coast states do a better job of leveraging their Transportation systems.

Transportation

McHenry County College also places regional Transportation as a priority. Automobile is the only form of Transportation to the college (a bike path is in the process of being completed).

Transportation

Efforts should be made to move from a recreational mindset to seeing bike paths and trails as a Transportation option.

Transportation

Increase safety in crosswalks.

Transportation

How to make communities more inclusive to pedestrians.

Transportation

Increase physical mobility.

Transportation

Fixed routes in transit are an obstacle, why not have dial-a-ride service to better meet the needs of transit-riders.

Transportation

Car-sharing, ride-sharing, and van-sharing are opportunities to be explored.

Transportation

Increase river mobility.

Transportation

Utilize transportation network.

Transportation

Improve funding and transportation connections.
<table>
<thead>
<tr>
<th>Transportation</th>
<th>Increase bus routes = fastest way to build capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Look at Niles Free Bus prototype</td>
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<tr>
<td>Transportation</td>
<td>Stop building new roads and highways</td>
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<tr>
<td>Transportation</td>
<td>Improve TDM (Transportation Demand Modelling)</td>
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<tr>
<td>Transportation</td>
<td>Address walkable/bikable TODs becoming a luxury of affluent neighborhoods</td>
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<tr>
<td>Transportation</td>
<td>Look at TOD at 63rd and Cottage Grove</td>
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<tr>
<td>Transportation</td>
<td>The condition of infrastructure and connectivity go hand-in-hand</td>
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<tr>
<td>Transportation</td>
<td>Why do new things when old infrastructure funding is needed?</td>
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<tr>
<td>Transportation</td>
<td>Slow infrastructure needs to be improved. This is a national challenge.</td>
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<tr>
<td>Transportation</td>
<td>Public Transportation and lack of connectivity between communities to everywhere but downtown</td>
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<td>We have the second best transit system around the country not doing enough around the transit stops</td>
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<td>Transportation</td>
<td>Explore where the jobs are and how people get around</td>
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<tr>
<td>Transportation</td>
<td>Asset: rail</td>
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<tr>
<td>Transportation</td>
<td>Quality of transit</td>
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<tr>
<td>Transportation</td>
<td>Transit boards should represent the region’s demographics</td>
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<td>Improve funding and Transportation connections</td>
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<td>Increase bus routes = fastest way to build capacity</td>
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<tr>
<td>Transportation</td>
<td>Extend rail (light rail?) past 95th Street on the south side</td>
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<tr>
<td>Transportation</td>
<td>Intermodal connectivity with commuter rail lines</td>
</tr>
<tr>
<td>Transportation</td>
<td>Connect Metra to O’Hare</td>
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<tr>
<td>Transportation</td>
<td>Transit schedules should accommodate non-traditional work schedules</td>
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<tr>
<td>Transportation</td>
<td>Do transit schedules’ service for only traditional work schedules disadvantage low-income commuters?</td>
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<tr>
<td>Transportation</td>
<td>Universal availability of transit benefits (pre-tax dollars)</td>
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<tr>
<td>Transportation</td>
<td>Transit benefits to incentivize public transportation, rather than use of personal autos</td>
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<tr>
<td>Transportation</td>
<td>Upgrade transportation infrastructure</td>
</tr>
<tr>
<td>Transportation</td>
<td>Reduce rail/train noise through communities</td>
</tr>
<tr>
<td>Transportation</td>
<td>Upgrade safety at rail crossings</td>
</tr>
<tr>
<td>Transportation</td>
<td>Public transportation between suburbs</td>
</tr>
<tr>
<td>Transportation</td>
<td>Safety is a key factor, people are more willing to get out and walk around b/c we don’t have safety issues in Kane/Kendall Counties. Peace creates an opportunity for growth</td>
</tr>
<tr>
<td>Transportation</td>
<td>Why is the Central St. Blue Line station closed? All stations should be open, especially in poor areas like Austin where people need to be able to get to work</td>
</tr>
<tr>
<td>Transportation</td>
<td>Manufacturing jobs in the area are inaccessible by transit, such as near Island and Gersley businesses</td>
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<tr>
<td>Transportation</td>
<td>More investments in roads</td>
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<tr>
<td>Transportation</td>
<td>Well-rounded transportation system</td>
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</tbody>
</table>
Transportation

We have the second best transit system around the country not doing enough around the transit stops.

"Artificial density" park and ride.

Frequency issues/getting in the right direction.

Lack of parking encourages different modes of transportation. The real question is how do we make them work together?

Elevated roads in congested areas.

Joint planning with Metra, PACE.

Light rail is prompt but very expensive.

Central business district need to be expanded out, don't make McHenry County an island!

More funding for Metra.

There is a transportation problem when trying to get in and out of communities.

State of good repair is backlogged; needs to be addressed.

Why not improve existing train lines rather than build new ones?

Aging infrastructure.

53/120 needs to get built. Safety is an issue and infrastructure needs help.

Upgrades are needed to address congestion and freight.

Increase bus service to/from Our Lady of Angels.

Address Congestion.

Joliet train station is underutilized.

Transit benefits to incentivize public Transportation, rather than use of personal autos.

Upgrade Transportation infrastructure.

Better Metra connections to city.

When will LaGrange Ave. be done?

Improve freight traffic around Joliet warehouses.

Public Transportation between suburbs.

Scheduling/frequency in transit.

Routes for transit (access to jobs, schools, etc.)

Condition of viaducts.

Street resurfacing, not just poor for driving on but suggests disinvestment, disinterest, which is discouraging to Economic Development.

Too many detours and bypasses from construction.

Potholes.

Coordinating repairs and infrastructure improvements among the various utilities and agencies working in public realm (road gets torn up more than it should).

Need better access to jobs outside the community.

Need better access to jobs in our community too.

Poor quality transportation: not just where it is going, but the frequency too.
Cleanliness and safety on transit an issues, especially compared to D.C.

Modes of transport

CTA - 80% of staff

Suburban transit is an equity issue

First/last mile access to stations

Intermodal connections need to be predictable

Information is important for facilitating ridership

City's system is good to build on other cities would love to have what we have

Public/private partnerships (shuttles)

Lack of high speed rail

Chicago is the only large city in US not currently planning new lines

Lack of resources to transit

Money for the state of good repair prohibits $ for expansion

Sprawl and low density makes public transit unworkable in some parts of region

Linkage/partnerships between transit and UBER/Lyft

Leapfrog to new transit models

Autonomous vehicles - potential to alter land use patterns

How do we pay for transit?

Connectivity between CTA/Metra

Condition of roadways/bridges

Logistics

Infill stations

Need for E-W connections, restoring connections between neighborhoods

Access to open space via transit

Well-rounded Transportation system

Lack of parking encourages different modes of Transportation. The real question is how do we make them work together?

There is a transportation problem when trying to get in and out of communities

Communities have come a long way in TOD (more acceptance especially around good Transportation systems)

Driverless cars and rideshare could lead to more congestion and have privacy issues, possibly safety issues

Strong generational differences

Lots of increase in senior population – autonomous vehicles may preserve mobility
City street capacity won’t be meaningfully increased by vehicle tech – we have the streets we have. We should focus on what we want our built environment to look like and have policies to encourage transit and walkability.

Competing regions are building more transit (NYC, LA, Houston, Minneapolis, Denver) – either we’re doing something wrong or they are... Where do we want rail capacity? Should the system be so Loop-focused?

Take advantage of under-utilized transportation investments through land use and economic development measures – also make future investments that leverage past investments.

TOD ordinances maybe be encouraging more use of already-strained transit capacity.

Neighboring out of state towns and regions are getting our residents.

Neighborhood factors like crime and schools have a lot more to do with where people decide to live and work than transportation access.

Jobs in the freight hub.

Geographic centrality of Chicago (rail, Mississippi/Great Lakes basin, etc.) still key.

Regional coordination of trails.

Sharing Economy - Bike, Car.

Transportation - condition of infrastructure.

Transit connections with in Chicago.

Too many transportation challenges.

No 24-hour public transit, but the jobs that are available require 24/7 or 3rd shift availability.

There aren't enough stops, too far to walk to the train.

Improvements to public transit could create jobs generally.

No active transportation infrastructure: Divvy, bike lanes, etc.

Lots of pot holes on major streets, for example Madison, which makes it unappealing for new businesses.

Public works projects, e.g. train station construction, should employ neighborhood residents.

Roadway and freight/rail congestions could be separated. People may not care about one as much as the other.

Jocks under 30 will want to use the bicycle (in response to concerns around questions about sex and age).

South suburbs - there’s no congestion but more rail/freight is on the way. 3rd airport would be a big boon for so. Subs.

All of the new bike lanes are awful - not useable 4-5 months of the year, kids are getting hurt, segregate lanes, and traffic jams on Roosevelt are awful.

Roads are already narrow, then they added bike lanes.

Using very inadequate approach to fund biking.

Strongly disagree that biking is a 5-6 month activity. People bike year round.
Transportation: Need a lot more public transit infrastructure to develop meaningful infrastructure that is well funded to give people the education they need.

Transportation: New York is making it so that deliveries can only be made at night so the trucks don't block the road.

Transportation: Congestion pricing/inner loop pricing for driving into downtown.

Transportation: Region has best transit

Transportation: Transportation: roadway and freight are two different things to city vs. suburbs. Affects each area differently

Transportation: Not enough PACE bus routes/times

Transportation: So. Suburbs there are no rail, in south vs. north. Geographical imbalance

Transportation: Bike lanes are not usable 4-5 months of the year. Dangerous/make them more segregated

Transportation: Transportation, infrastructure is inadequate. We need a fund!

Transportation: Transportation deliveries at night

Transportation: Increase pay for congestion, high traffic areas

Transportation: Transportation: condition of infrastructure, congestions.

Transportation: Providing ped & bike friendly condition

Transportation: Can't see how to upgrade if what is already in place is bad.

Transportation: Young people living closer to transit don't need cars.

Transportation: Last mile connections

Transportation: High speed rail

Transportation: Set up national infrastructure bank that attracts investors; to build high speed rail; expressways; good investment opportunities

Transportation: Increasing transit options in burbs

Transportation: Expand pedway

Transportation: move freight crossing to reduce delays

Transportation: Bike & road safety

Transportation: Providing pedestrian and bike friendly opportunities

Transportation: Integrated into the creation of infrastructure

Transportation: Transportation is an education shift

Transportation: The suburbs aren't TOD accessible so not affordable

Transportation: Regional plan for infrastructure (walkability)

Transportation: Increase transit options

Transportation: Make it easier for people to run errands in all weather

Transportation: Telecommuting to reduce need to drive/transit

Transportation: Culture shift for road & bike safety

Transportation: Funding for transportation options

Transportation: Lack of transportation to get to jobs

Transportation: Trans hard to get/ lack of connections

Transportation: Expansion of transportation

Transportation: Reason Austin existed was due to ideal transportation and location. The road back is the transportation which makes the businesses possible.
Transportation

Austin in a perfect transportation area but lacking the jobs. Jobs are in areas where transit doesn't exist. We need to bring these together.

Transportation

In transit-rich area. The later it gets (in the day), the harder it is to get out (using public transit). Not enough bus and trains going out after peak hours.

Transportation

Lack a strategic plan in how that works for local economy.

Transportation

Need express buses to the Loop.

Transportation

Blue Line @ Central is closed and makes that whole section a dead space for transit

Transportation

No stop between Harlem and Keddie since 1970

Transportation

Asked Metra about adding stop at Green line. Was met with excuses of how much it would cost.

Transportation

Coordination with community groups for infrastructure development

Transportation

Would like to take public transit

Transportation

BNSF line delays, freight congestion, equipment maintenance: Aurora

Transportation

Don't ride CTA because it's not safe or clean, means don't get as much exercise

Transportation

CTA buses are crowded

Transportation

Street Congestion impair bus convenience

Transportation

No real east-west CTA connections

Transportation

Tough to get Logan Square to lakefront

Transportation

Lack of east-west CTA connections creates segregation

Transportation

More regional planning for freight

Transportation

High speed rail

Transportation

Only connections are between city and out, not between suburbs

Transportation

First class light rail with frequent trains

Transportation

Chicago's transit system compared to the world is abysmal: outdated, rickety

Transportation

Bolingbrook to Elgin commute on public transportation isn't possible

Transportation

Accessibility of the system could be improved for riders needing access

Transportation

CTA is affordable and I would be willing to pay more if I saw improvements

Transportation


Transportation

High-speed rail: Better intercity connections, but not at expense of in-region transit

Transportation

Connectivity, reliability, speed: difficulty with north-south, e.s.?

Transportation

London underground is best example where people don't have to travel downtown

Transportation

Promote TOD with bicycle/od

Transportation

Buses as alternative

Transportation

Denser development by increasing connectivity

Transportation

Driverless cars: trucks

Transportation

Redesign transit governance: RTA with power, CMAP power!
<table>
<thead>
<tr>
<th>Transportation</th>
<th>[survey] roadway/freight/rail should be tackled together, can make progress discretely</th>
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</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>[survey] should emphasize the need for a multi-modal system</td>
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<tr>
<td>Transportation</td>
<td>Self-driving cars, greater desire to take public transit</td>
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<td>Transportation</td>
<td>Alternative work schedules to accommodate congestion</td>
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<td>Transportation</td>
<td>Confusion between existing infrastructure conditions vs. need for upgrades</td>
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<td>upgrades and transit connections</td>
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<td>Confusion between road/rail congestions</td>
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<td>Transportation</td>
<td>Discern &quot;where&quot; and &quot;for whom&quot; we are making transportation investments?</td>
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<td>Transportation</td>
<td>Where are the transit deserts?</td>
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<td>Transportation</td>
<td>Improve BRT plans, Jeffery Jump is not much faster</td>
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<tr>
<td>Transportation</td>
<td>Transit connection between different parts of the region such as Cook to McHenry</td>
</tr>
<tr>
<td>Transportation</td>
<td>US is lagging behind other countries/needs to be more efficient</td>
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<tr>
<td>Transportation</td>
<td>Transit options are expensive &amp; options are not in place</td>
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<td>Transportation</td>
<td>As we start working at home more frequently, will we need public transit a few years from now?</td>
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<tr>
<td>Transportation</td>
<td>All other modes of transit are sometimes faster than public transit (decentralizes public transit)</td>
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<tr>
<td>Transportation</td>
<td>Public bus transit system are too confusing/ no clear signage better direction</td>
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<tr>
<td>Transportation</td>
<td>Transportation in the region needs to be looked at as a whole (transit connection, not being able to use one ticket to get to your destination)</td>
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<td>One app for all public transit systems in the cities universal fare card not only for the nation but the region</td>
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<tr>
<td>Transportation</td>
<td>Fare card app should be available not only on Ventra</td>
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<td>Connections within the city by transit</td>
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<td>Extend CTA transit/network</td>
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<tr>
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<td>TOD near affordable housing</td>
</tr>
<tr>
<td>Transportation</td>
<td>Weird traffic patterns, need to better manage conservation and preservation</td>
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<td>Invest in transit to connect to jobs and visit other parts of the city</td>
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<td>Increase transit apps that show you how to get around</td>
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<tr>
<td>Transportation</td>
<td>Skepticism on driverless cars</td>
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<td>Demand pricing/congestion</td>
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<td>Better connections of the spokes for public transit</td>
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<td>Better utilization of PACE buses</td>
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<tr>
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<td>Dedicated bus lanes</td>
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<tr>
<td>Transportation</td>
<td>Better service on CTA #31 Bus Line</td>
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<tr>
<td>Transportation</td>
<td>Let the Illiana die a peaceful death.</td>
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<tr>
<td>Transportation</td>
<td>More protected bikeways across the city</td>
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</table>
Transportation
Remember: There is life south of 95th Street -State Rep Al Riley
Transportation
P3’s for infrastructure like Canada!
Transportation
Create LRT in North-River West Loop
Transportation
Make construction a winter project only!
Transportation
Pavement & Bike lanes!
Transportation
Add rails to the I-90 highway instead of more traffic lanes
Transportation
Expand BRT to suburbs
Transportation
Create a geographically equitable transportation system!
Transportation
More sidewalks in the suburbs
Transportation
Too much bus bunching on CTA
Transportation
Top 4 priorities: Environment, Housing, Transportation, Economy
Transportation
Other - Equity, Induced growth & demand
Transportation
2040 is mobility focused: switch to accessibility in 2050? Any increase in that kind of language?
Transportation
Connection to transportation: strange that Metra doesn't connect to anything.
Transportation
Offer a universal fare card.
Transportation
Make Metra and CTA connect
Transportation
East-west connections are poor.
Transportation
Condition of infrastructure
Transportation
Increasingly seeing communities with infrastructure out of shape.
Transportation
Municipalities are struggling
Transportation
Stuck/frozen switches on tracks, bus bunching
Transportation
Concerned about riding Metra and the infrastructure. Prays when crossing over the call-sag river hoping the bridge doesn't give way to the weight of the train
Transportation
Limited transit opportunities in the burbs
Transportation
Roadway network is multi-jurisdictional
Transportation
Looking at doing last-mile improvements
Transportation
All of these things are in the plan but can't be handled by the locals and the locals don't have funding/capacity to handle
Transportation
Not just road infrastructure, its transit.
Transportation
Coordination of depts. and money
Transportation
Having flexibility on spending (for road/infrastructure projects)
Transportation
Services are being depleted and not going in the right place.
Transportation
Metra should have jobs along lines and a mixture of housing and jobs should be land
Transportation
WITH the formula structure, it's a challenge. Need to find projects instead of leaving it
Transportation
Improve connections
Transportation
New Transportation Options
Transportation
Orland Park/ Kankakee/Indiana have lots of retail but it’s not well distributed. Increases traffic.
Transportation

- Tax incentives to adopt more sustainable practices (like electric cars)
- Solve crumbling infrastructure (bridges, roads, etc.)
- Do not outsource jobs
- Affordable housing placed where jobs are - TOD
- Freight issues - tied to climate resiliency
- Expand TOD to include bus infrastructure
- Connecting our bike trails - n/s DesPlaines River
- Bike infrastructure
- Transit - higher density development. Make it beautiful
- Issue of freight car/ tank disasters - planning
- Metra electric - bus rapid transit & congestion pricing. HOV lanes
- Transit future
- Circulator bus
- Dealing with traffic congestion - stoplight technology
- Traffic circles
- Now there's no place for water to go due to asphalt & over development
- Highway expansion needed.
- Highway expansion NOT needed. The more they expand the highways, the more congestion there will be
- Encourage more public transit
- Disconnect between where people work & live.
- Needs to be jobs in the suburbs to connect to transit. Jobs in places where people are more.

Transportation

- Fully fund CREATE
- There's no barrier except money
- Truckers have to report the fuel that they purchase outside of IL and pay the difference
- Lack of coordination and communication in general. Partners don't talk to each other & duplicating our work. CDOT ripped up bike lanes 2 times.

Transportation

- Equity
- Reduce reliance on cars
- Walkability/bike ability
- Congestion
- Aging infrastructure
- Pedestrian/transit friendly
- East-west connections are poor.
- Integrate CTA/Metra
- Non-traditional work schedule
- Last mile connections
- Congested air space - O'Hare
- Bus service declines. Higher demand.
- Bike path connectivity
Bus congestions
Bus bunching is an issue
Bike parking needed
ADA accessibility needed
Bridge condition poor - major conditions that aren't being taken seriously enough
Maintenance needs to be sustainable
How well are roads built - they seem to fall apart too quickly - what's the quality?
Suburbanites won't take the bus - especially children and young adults. Thinking how are we education our kids - build culture of transit appreciation
Not regular at frequent service - adults need education too on transit options
We have rail/roads/airport - but struggling public transit
I-90 golden opportunity
Cars are going to be more efficient and exciting, they will still be around in 2050
The footbridge over Harlem and Archer is scary is walk on, feels like it's going to fall apart at any moment
The roads in deep summit are terrible, too narrow for two lanes and not good for driving
Lots of unpaved alleyways, which is a problem because alleys are an important transportation corridor
Trains don't run frequently enough
I didn't even know Summit had a Metra station
The Metra station could be a nice place to be, it's right next to a park, but rather than being a gateway, it's hidden so most people don't know it's there
Better transportation connections between counties! Metro & Trains
Ongoing appropriation for CMAP
Add an exit at Route 23 on I-90
Widen Route 47 Huntly to Woodstock
Widen Randall Road
Add another interchange in McHenry County
Cars are going to be way better, cars are exciting, want my children to see what I drove
Foot bridge over Harlem and Archer
Deep Summit roads are terrible - too narrow
Lots of unpaved alleys
Why don’t you use public transit... would ride bike but can’t shower... Not a bike friendly city.
Afraid of ending up like the Chinese and walking around wearing masks due to pollution.

Dependence on cars... moves away from an economy based on roads and cars that would be great.

I love Uber because they will go to some places taxis won’t go... Feels safe with Uber and it provides more access. A way for people to make a living.

Multi-use trails - horse & bike uses are incompatible.
Multi-use trails should not combine horses with other uses.
Equestrian trails (plan for McHenry County)
Each developer responsible for infrastructure, compliant with county regional plan, municipal ordinances.
Last 1-5 mile challenge.
Aging water infrastructure.
Congestion is an issue.
Accessibility of retail malls.
IDOT coordination with municipalities.
Challenges: recognize each municipality's infrastructure issues & priorities.
Residential roads are used as if they are parks.
Appreciate local character in regional planning.
We’re way behind, especially high speed rail.
Future transportation pay per use.
Regional planning is important.
Improve all-weather access to Metra stations, walkability.
Improve frequency of Metra service.
Affordability of public transportation means many can't use it.
Low wages of many workers make public transportation unaffordable; they walk instead.
Reliability of the commuter rail system.
Transportation planners should think through the future implications of transit.

More local and thoughtful planning.
Freight safety, rail car contents.
Freight congestion.
Fewer at-grade rail crossings.
Cut carbon emissions.
Lack of policy imagination in transportation.
Route 45 needs pedestrian paths.
Walkability/bike ability.
Accessibility of strip malls to pedestrians and cyclists.
Threat of Rte. 53 extension is a major impediment to planning.
Impact of impervious surfaces from development.
More permeable surfaces.
<table>
<thead>
<tr>
<th>Topic</th>
<th>Description</th>
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<tbody>
<tr>
<td>Environmental consciousness</td>
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<tr>
<td>Dial-a-Bus</td>
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<td>Gurnee wants walkability</td>
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<td>Too many big streets destroy human habitat</td>
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<td>Traffic calming</td>
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<td>Older communities have narrower streets and denser neighborhoods</td>
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<td>We want to walk to services</td>
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<td>Trolleys</td>
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<td>More work from home</td>
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<tr>
<td>Walkability = sociability</td>
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<tr>
<td>We don't want Rte. 53 dividing our county (Lake)</td>
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<td>We want future transportation to support neighborhoods</td>
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<tr>
<td>Safe access to public transportation</td>
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<td>Better hours, expanded services, for public transportation</td>
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<td>Freight safety</td>
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<td>Make Rte. 53 a bikeway, instead of a parkway</td>
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<td>Dedicated commuter line, next to the freight line</td>
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<td>Light rail and electric trains</td>
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<td>Equitable access to transportation at all times</td>
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<td>Combine housing with transit in existing form</td>
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<td>We want more livable, walkable communities.</td>
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<td>We need mass transportation alternatives to highways that are more efficient, less expensive to maintain, and reduce the space devoted to cars in our communities</td>
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<tr>
<td>We do not want Rt. 53/120 extended through the center of Lake County</td>
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<tr>
<td>The Rt. 53 extension would destroy and divide communities, and superimposing it on the ON TO 2050 RTP has created massive controversy and planning gridlock</td>
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<tr>
<td>We want our mass transit stops to be safe and commuter friendly like safe pathways to them, platforms and shelters for people waiting</td>
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<td>We cannot afford to maintain the roads that we presently have.</td>
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<td>We want a transportation plan that responsibly and strategically recognizes the development response to transportation improvements</td>
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<td>We favor complete streets, improved roadway intersections and turn lanes, and grade separations rather than adding roadway lanes</td>
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<td>There were 924 people who lost their lives on Illinois roadways in 2015. That's almost three people killed on the roads every day. Despite safety advances, road travel remains unacceptably hazardous in the 21st century</td>
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<tr>
<td>Transportation improvements should be prioritized to support economic development with reduced trips and reduced commute distances, and not wasted to support long commutes or poorly planned sprawling development</td>
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<tr>
<td>We support bus rapid transit on existing routes between urban centers with planning to replace them with rail to revitalize our cities</td>
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</table>
We call for a transition to electrified mass transit to reduce the CO2 emissions from transportation, and improve the unhealthy air quality that we suffer.

We expect less space in our communities to be devoted to cars when autonomous vehicle technology enables fewer vehicles to support the same number of passenger trips.

Congestion pricing on toll roads is unfair, and considering the land condemnation powers granted to the Tollway by the state, should not be permitted. Instead, congestion should be managed by providing more efficient, predictable and reliable transportation options, and restricting access to highways so they operate at their rated capacity.

Counties and municipalities should have a comprehensive transportation plan that includes walk, bike, car and mass transit components, and integrate each development and transportation improvement project with all components.

Transportation agencies should not abuse their Clean Water Act exemptions by failing to avoid filling in waters of the US or Lake County waters.

Many lakes of Lake County are reaching impairment concentrations from road salt. Methods that reduce and eliminate application of sodium chloride and other pollutants should be required for all public road maintenance.

Transportation corridors should not become vectors for invasive plants, and open medians and berms should be representative of their native ecosystems.

Animals in Lake County, such as the Blanding’s Turtle and facing extirpation because of road mortality. Remedies to reduce mortality of such species should be implemented.

Capacity will never catch up with induced demand.

Limited road capacity must be allocated to drivers before they embark.

No Rte. 53, once drivers leave their driveway it’s too late.

Billions of federal disaster aid in Katrina, Sandy... Resilience alone is irresponsible. Our area is a major source of climate emissions.

We have the responsibility to reduce them and lessen climate change.

Transportation improvements priorities should support shorter, fewer road trips. Urban areas need more efficient trains and connections.

Preoccupation with unaffordable Rte. 53/120 has consumed $ resources & produced only controversy. Adverse zoning blocks density needed for vibrant cities.

People can live better if they can enjoy services, healthy environment, with less times traveling.

Protect our water resources (i.e. Lake Michigan Water)

Protect wetlands
Transportation
Control surface runs off as part of the planning process (charge surtax for parking lots that are hard surface, etc.)

Transportation
[Reduce the need for expansion of roads] In the older towns with existing mass transit encourage mixed use development such as in downtown Libertyville and Highland Park.

Transportation
Involve people with disabilities in the planning process not simply plan for them.

Transportation
More PACE type smaller buses and dial a ride programs for west and central Lake County.

Transportation
Combine housing, retail and transit in existing downtowns with mass transit. For example, the new METRA station in Grayslake on Washington Street should have been built in downtown Grayslake not in a farm field a mile or so outside of town on Washington Street.

Transportation
Make it easier for young professionals to get to where the jobs are

Transportation
What about bridges?

Transportation
Freight congestion - suggest overhead railways/bridges/viaducts

Transportation
Extension of Red Line, is that part of the plan?

Transportation
Bridges/viaducts along Cottage Grove are in bad shape.

Transportation
Streets underneath viaducts are in bad shape. And unsafe for driving.

Transportation
How do we know the viaduct on 100th/Cottage will be listed as priority? And will it be tested?

Transportation
Sink hole on 103rd/Wallace... Alderman says the street is 93 years old. But there’s a problem of neglect. Urban decay.

Transportation
No repairs on 95th/IL Rte. 20 since 2008 between state street and western. West of Western there is repairs every year. But not east of Western.

Transportation
Bike infrastructure needed

Transportation
Need to move beyond maintenance as a transportation priority

Transportation
Roads bridges need to remain a focus

Transportation
Funding for transit needed

Transportation
Need funding for maintenance

Transportation
Metra needs equipment

Transportation
Everything funnels to Chicago, need something to connect suburbs (e.g. Star Line)

Transportation
Region is very logistics dependent, we need to diversify

Transportation
Neighborhood opportunity fund-effort to create more density

Transportation
Infrastructure is not maintained

Transportation
Use of bad contractors

Transportation
Minnesota does not need to maintain roads like us

Transportation
If you don’t build parking, people will find an alternative way

Transportation
Should be areas to park car and leave it and go without

Transportation
Cap the Kennedy expressway with Green Space

Transportation
Loop link is dirty

Transportation
Proximity for types of transportation
Drivers & cyclists don't know law
Even though there are bike lanes, it's still not accepted on certain streets
Car still dominates
City should promote areas where cars are not dominate mode of transportation

People are intimidated by where to park bikes
Social cultural acceptance problems of bike riding
Look at Netherlands where everybody rides bikes
Uber recently started service to transfer bikes
Our culture does not fit Europe [in reference to biking]
We are not going to ween people off of cars
Building more highways is not the solution
Car sharing has opened up neighborhoods people would not have gone to
Used to get stranded relying on taxis
Would have bought vehicle if not for uber
Improve the suburbs public transit connections -critical
For people in Waukegan/NC who need transportation to jobs in Kenosha or other business parks; and expand hours to accommodate shifts. For well-paying jobs in ware houses etc.
Van pools, sponsored by the businesses to get people to jobs
[Van pools with] Private business park investments to solve this would help

Pace is hard to deal with in lower income strata
Wages come back into home communities
We want more livable, walkable communities, not Rte. 53. Denser cities, less single-family
Less car-dependent communities
Get rid of Amstntz?
Reconnect Waukegan with lakefront. Walk, trolley
Slim the buses? =Paratransit
Priority traffic light access for buses to intersections
Autonomous vehicles to reduce car ownership to 1/3
Express buses more frequent than 1/hour fewer strip malls
Autonomous vehicles open up lanes for ped & rail
Fix current infrastructure
Prioritize projects driven today
Lack of planning/lack of execution
Lack of integrated planning
Central hub for northern IL not WI
Greater corporate support/company bus
Corporate transportation subsidy
Shuttle bus
Designated bus lanes, bike lanes, reliable public transit
Transportation
Lakefront development- connected to jobs, housing, transportation
Transportation
Zion bus needs to go to the beach. (example of natural resources & economic development
Transportation
Return to access through public transportation to the beach
Transportation
Reduce carbon emissions - building new roads is not the solution to congestion. (No Rte. 53 extension.)
Transportation
Transportation should not follow development but be used to catalyze development
Transportation
Potholes in the road
Transportation
Poor RR system v. Denver & Asia
Transportation
Synching traffic lights
Transportation
Transit access
Transportation
Capital projects chasing sprawl
Transportation
Transit schedule e.g. Waukegan to college lake county, Chicago to Waukegan
Transportation
Lack of sidewalks
Transportation
Lack of vision & mode mix and aligning b/t the two
Transportation
Condition of bridges
Transportation
Universal fare card: Metra, cat, pace
Transportation
Driver-less cars
Transportation
Bike infrastructure, esp. on streets
Transportation
Air quality, including from buses
Transportation
Transit isn't profitable b/c there aren't enough people to use it
Transportation
How do we become Europe?
Transportation
Transportation - fix public transit, prioritize projects
Transportation
Trail-oriented development
Transportation
Creative ways to reduce carbon emissions
Transportation
Decommission Rte. 53 corridor
Transportation
Driver-less cars would eliminate need for parking & create other opportunities
Transportation
Express buses
Transportation
Public transit doesn't connect to jobs, business parks.
Transportation
Should sponsor shuttles, esp. true in less dense areas near Waukegan
Transportation
There is affordable housing, but not close to transportation, not connected
Transportation
Improve bike safety
Transportation
More protected bike lanes
Transportation
Modernize the transportation system
Transportation
Modernize the transportation system to improve safety
Transportation
Build transportation systems that don't require concrete
Transportation
Better connections among RTA/CTA/METRA
Transportation
Universal fare card for transportation
Transportation
Transit connectivity, schedule coordination
Transportation
Improve transit service to reduce wait times
Transportation
Congestion
Transportation
Continue to expand. Connect systems.
Transportation
Dirty, crowded, slower.
Transportation
Aging system.
Transportation
Doesn't access suburbs. Divvy not ideal in cold weather.
Transportation
Affordability, reliability, safety.
Transportation
Transit in the suburbs,
Transportation
Maintain railways signal systems
Transportation
Access.
Transportation
Local bus service.
Transportation
Limited reach
Transportation
Pedestrian friendly
Transportation
Difficulty of interconnecting transit activities.
Transportation
Accessibility.
Transportation
Congestion, not dependable enough to be effective
Transportation
Lack of transit in suburbs.
Transportation
Need trams. Reduce car use.
Transportation
EL extension south
Transportation
Make transit a more appealing option.
Transportation
Repairing the CTA.
Transportation
Parking
Transportation
Not enough late service on low income areas.
Transportation
Extend CTA trains west & south.
Transportation
Extend routes & use modern equipment.
Transportation
With many jobs in the 'burbs, it’s difficult for many to travel from inner city hoods.
Transportation
Crowding.
Transportation
Jobs are in suburbs but residents can’t get to them
Transportation
Not all transportation is viable.
Transportation
Not accessible to west suburban
Transportation
Accessibility for all
Transportation
Car mentality
Transportation
Focus on public transport, bikes, walking
Transportation
Greatly increase transit accessibility to major destinations/energy
Transportation
Over crowded
Transportation
Lake county is mostly country roads without sidewalks, so buses are not practical
Transportation
Changing mindsets. Improved flexibility (more options)
Transportation
Unused bussing
Transportation
Interchanges
Transportation
Transit plays 2nd fiddle to roads in terms of funding
Transportation
Ease of suburban networks to enable significant abandonment of car use
Transportation
Infrastructure for electric cars
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<th>Transportation</th>
<th>Increase availability in existing municipal infrastructure esp. rail for travel &amp; commute</th>
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<tr>
<td>Transportation</td>
<td>Funding and maintaining facilities</td>
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<td>Transportation</td>
<td>O+M</td>
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<td>Transportation</td>
<td>How to make it work in suburbs efficiently</td>
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<td>Transportation</td>
<td>Reducing CHC's alternative fuels</td>
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<td>Transportation</td>
<td>Lack of parking near our train station due to space?</td>
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<td>Transportation</td>
<td>Making it viable alternative to driving</td>
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<td>Transportation</td>
<td>Not enough space dedicated to walking, biking &amp; transit</td>
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<td>Transportation</td>
<td>Lack of connection to jobs</td>
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<td>Transportation</td>
<td>Access for youth &amp; teens to move</td>
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<td>Transportation</td>
<td>Access to greater connectivity</td>
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<td>Transportation</td>
<td>Connections quality (city vs. suburban)</td>
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<td>Transportation</td>
<td>More rapid transit - better quality</td>
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<td>Transportation</td>
<td>Increase last mile service</td>
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<td>Transportation</td>
<td>Link with major travel hubs</td>
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<td>Transportation</td>
<td>Lack of access to public transit</td>
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<td>Transportation</td>
<td>Better connections</td>
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<td>Connectivity and infrastructure</td>
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<td>Transportation</td>
<td>We are not? On planning</td>
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<td>Transportation</td>
<td>Very poor road conditions throughout the city</td>
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<td>Transportation</td>
<td>Need non-stop service from O'Hare to city and other hubs</td>
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<td>Transportation</td>
<td>Infrastructure</td>
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<td>Transportation</td>
<td>Crumbling</td>
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<td>Suburb to suburb transportation</td>
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<td>Transportation</td>
<td>Improve connectivity of communities</td>
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<td>Transportation</td>
<td>Moving people in the greater cook county over</td>
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<td>Transportation</td>
<td>Availability in suburban areas</td>
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<td>Transportation</td>
<td>Providing connections to transit</td>
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<td>Transportation</td>
<td>State of good repair need to expand</td>
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<td>Transportation</td>
<td>Under investment in rail</td>
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<td>Transportation</td>
<td>Little available</td>
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<td>Transportation</td>
<td>Metro area too spread out to serve all efficiently</td>
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<td>Transportation</td>
<td>How can we expand and efficiently mover people in region</td>
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<td>Transportation</td>
<td>Sprawl (lack of density) and aging</td>
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<td>Private or public</td>
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<td>Aging infrastructure</td>
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<td>Moving people efficiently</td>
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<td>Transportation</td>
<td>PACE goes only some places but doesn't go to all needed (library)</td>
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<td>Transportation</td>
<td>Too diverse, wide-spread development patterns prohibit efficient expansion</td>
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<td>Transportation</td>
<td>Reducing reliance on autos</td>
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<td>Transportation</td>
<td>Lack of bike infrastructure/old infrastructure transit deserts</td>
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<td>Transportation</td>
<td>Poor, not 24 hour operation</td>
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<td>Transportation</td>
<td>Funding</td>
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<td>Transportation</td>
<td>Availability in minority areas. Make stops needed throughout community</td>
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<td>Transportation</td>
<td>Cyclists aren't able to safely share the roads with cars on major roads in Austin</td>
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<td>Transportation</td>
<td>CTA is one of the systems that doesn't care about their riders &amp; their needs</td>
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<td>Transportation</td>
<td>Poor economy</td>
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<td>Transportation</td>
<td>Upgrading and expansion</td>
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<td>Transportation</td>
<td>Efficiency with modern equipment &amp; $$ for it</td>
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<td>Transportation</td>
<td>Faster, more frequent &amp; designated land usage</td>
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<td>Transportation</td>
<td>Do not run with convenient schedule</td>
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<td>Transportation</td>
<td>Need fast rail &amp; clean.</td>
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<td>Transportation</td>
<td>Growing population of users.</td>
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<td>Connect paths.</td>
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<td>Safe pedestrian access across rail lines.</td>
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<td>Expand,</td>
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<td>More riders</td>
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<td>A more effective &amp; economical alternatives to autos.</td>
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<td>Transportation</td>
<td>To improve air quality.</td>
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<td>Transportation</td>
<td>To break down racial income barriers.</td>
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<td>Transportation</td>
<td>Creation of more walkable neighborhoods could ease congestion.</td>
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<td>Transportation</td>
<td>Red line extension.</td>
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<td>Transportation</td>
<td>More jobs, more accessibility between neighboring communities.</td>
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<td>Transportation</td>
<td>Creating jobs for the community.</td>
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<td>Transportation</td>
<td>More mass transit.</td>
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<td>Transportation</td>
<td>Group transportation.</td>
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<td>Transportation</td>
<td>Creating more routes, extending route hours.</td>
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<td>Transportation</td>
<td>Greater access, more coverage, improved reliability.</td>
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<td>Transportation</td>
<td>People won't need to use it.</td>
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<td>Transportation</td>
<td>Create regional bus routes on main roads.</td>
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<td>Transportation</td>
<td>More stops on Blue and Green lines bring Metra stops.</td>
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<td>Transportation</td>
<td>Bus rapid transit - UBER/Lyft</td>
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<td>Transportation</td>
<td>Car sharing active trans</td>
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<td>Transportation</td>
<td>Plan for more public transit</td>
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<td>Transportation</td>
<td>Need many small buses and vans that can be subscribed to or ordered in advance like ADA for any individual</td>
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<td>Transportation</td>
<td>Subsidize business park access</td>
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<td>Transportation</td>
<td>Jobs</td>
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<td>Transportation</td>
<td>Less reliance on cars</td>
</tr>
<tr>
<td>Transportation</td>
<td>Shared use vehicles, use of uber/lyft carpool type services to better address suburban transportation</td>
</tr>
</tbody>
</table>
Transportation
Good transit except bus (pace) - kind of a letdown; Metra, CTA,, evens good

Transportation
Alt fuels

Transportation
Geography of Skokie lends itself to good public transit, similar to Chicago

Transportation
Create expanded train system

Transportation
More shared uses

Transportation
Trams between union station and south shore. More public trans

Transportation
TOD

Transportation
Connection to jobs throughout the region and jobs for improved infrastructure

Transportation
Better coordination of generally good systems

Transportation
Lots of money available to back a good plan

Transportation
Higher than average availability

Transportation
To be innovative

Transportation
Increase fares

Transportation
Repair/replace

Transportation
Existing system

Transportation
RTA, CTA, Amtrak seamlessly moving people on bus and train

Transportation
Coordinated agency efforts

Transportation
Develop more densely grand transit to meet growing demand for this lifestyle

Transportation
Private investment in areas near stations is strong, leverage that interest

Transportation
Recognition that transit use is cool!

Transportation
Flying cars

Transportation
Good backbone with existing RTA

Transportation
Innovate BRT, rideshare, etc.

Transportation
Train to Sugar

Transportation
Need to find funding & provide jobs for area

Transportation
More roads, more turn lanes like at Rakow & Pyott, public transportation

Transportation
Love high speed rails

Transportation
Focus on denser development patterns, strategic transit locations only

Transportation
Expansion of trains

Transportation
Transit future, help fund it

Transportation
Create employment

Transportation
To find new ways to improve

Transportation
Need and space

Transportation
Creating a bike lane on these streets

Transportation
For people to get around in the city from point A to point B without figuring out if buses are on that route

Transportation
Transit center downtown that connects rail, bus, el, bikes, roads, peds

Transportation
Increase and reduce car congestion

Transportation
Congestion.

Transportation
Multi-modal.

Transportation
Too many roads.
Transportation: Relieve congestions
Transportation: Get people to drive less
Transportation: Quality/funding
Transportation: Poor quality roads = constant construction
Transportation: Deteriorating roads and bridges
Transportation: Too many cars and trucks
Transportation: Reinvest in infrastructure
Transportation: Chicago land infrastructure is constantly band aided
Transportation: Non-competitive pricing
Transportation: Need improvement
Transportation: Congestion
Transportation: Improve road conditions
Transportation: Conditions continues to decline
Transportation: Upgrading roads to accommodate new technology
Transportation: Poor condition
Transportation: Crumbling infrastructure reducing $s
Transportation: How to pay for routine maintenance
Transportation: Some big roads don't have much around them. But small roads need more lanes because there is more housing and stuff.
Transportation: Funding existing and capacity improvements
Transportation: Limited multimodal aging
Transportation: Usage growth
Transportation: Aging infrastructure need for new roadways
Transportation: Building, funding, maintaining
Transportation: Inadequate funding and foresight, we don't advance-build capacity historically

Transportation: Maintenance
Transportation: $ 
Transportation: Help fund & support creating a network of connected protected bike lanes
Transportation: Funding
Transportation: Poor pot holes
Transportation: To repair streets with our communities
Transportation: Funding
Transportation: Size of lanes, potholes
Transportation: Too many potholes
Transportation: There are a lot of pot holes and congestion on major streets in the area. Chicago Ave. Cicero, @ Madison
Transportation: Potholes
Transportation: Deteriorating roads, bridges, highways
Transportation: Pot holes
Transportation: Holes in streets
Transportation: Built for cars & not bicycles
Effect of riderless cars
Sharing of the road between modes safely
Maintenance
Fewer new, repair old
Hazardous bridges
Make driving expensive.
Expand transit.
Lasts longer
More fund.
For access to jobs & training.
Build roads with alternate routes, emergency lane for accidents & express lane.
New materials that last longer.
Re-do roads
Fix our roads
Communities street paves
Street diet, complete streets
Make bike friendly
Roads are many lanes for cars. Convert lanes to multi-use.
Plan for more public transit
No local control over freight trains
Walkability connectivity
More environmentally sensitive freight methods
Complete streets, creating community & increasing vitality with walk and bikeable streets
Generally good roads, some funding challenges
Adding bike paths
Ensure transportation $ is spread to non-road options
Potential for infrastructure investment and jobs
Go mass transit
Infrastructure improvements
Fair-pricing
Existing transit
Performance based funding criteria, coordinated agency efforts
PPP’s maybe not much else!
Continue look at all user, not just cars (bikes, peds, bus)
They could put a walking path or a bike lane
Good base - reinvest and grow smart
Closest to toll roads
Need to find funding, create jobs, provide connected infrastructure
That gets closer to neighborhoods. Walking a mile from neighborhood to Randall rd. bus stop is unrealistic
More road weather monitoring and travel planning for large freight
Transportation
Forward funding of capacity in advance of need
Transportation
Economic expansion
Transportation
Create jobs
Transportation
Create/repair
Transportation
More attractive roads can beautify the community and bring more businesses into the area
Transportation
Public works project, infrastructure development
Transportation
Make every effort to get cars off the road
Transportation
Repave with more expensive new composition that lasts longer
Transportation
Efficient transportation routes for freight.
Transportation
More traffic bridges
Transportation
Rail impact on other road transportation
Transportation
Chicago is a bottleneck.
Transportation
Support to grow economy.
Transportation
Stop coal & oil trains.
Transportation
Clogged intersections
Transportation
Unclog connectivity
Transportation
Rail focus. Rail safety
Transportation
Congested
Transportation
Must demand local control over trans from federal government
Transportation
Reduce
Transportation
Uber for trucks. More local manufacturing
Transportation
Improving rail for freight
Transportation
Crossings and trip disruption
Transportation
Crossings/delay traffic, oil train safety
Transportation
Reduce pollution, including railroads
Transportation
Congestion with road freight & passenger - need over & underpasses for freight
Transportation
Traffic
Transportation
Aging infrastructure
Transportation
No funds for better rail service
Transportation
Too many trucks
Transportation
Infrastructure
Transportation
Too much of it
Transportation
Too many at-grade crossings
Transportation
Developing south suburbs. TOD projects along with cargo oriented development
Transportation
Delays from congestions
Transportation
Need to prioritize improvements on freight corridors
Transportation
Congestion overly focused on rail rather than truck
Transportation
Remain nations freight leader by untangling slow time to traverse Chicago
Transportation
Moving goods through bottleneck that is Chicago
Transportation
Unsafe trucks on road wear & tear
The trucks are stinky when you are behind them
Maintaining regional hub as an economic in a safe, affordable way
High impact high cost to improve
Lack of rails for freight
Lots of freight on local roads
Expanding freight volume/at-grade crossing conflicts
Remove freight traffic from residential areas
Transformation
Improve through freight separating from passenger trains
Freight takes precedence over human transport
No oil tankers!
Inconvenient schedules
More traffic
By-pass routes.
Free flow connect
No-idling policy
Reverse flow of Chicago river shipping in decline.
Planning
Local production = dairy, bakery
More alternative fuels, electrification
Collaboration with other entities
Realign freight
Use rail
Has always been a hi point
Develop better rails & trains
Limit time to be on roads
Rebuild to remove
Link up 1-90, 94, 80, 57, 55, 88, 65 to move freight
More $ Fast Act infusion/attention
Special lane for the trucks and freight
We're the hub, leverage it
Create rail system outside populated area
Regional rail bypass around central Chicago region
To expand/improve freight
Update O'Hare - it's a driver to the economy
Continue development of runways.
Fix O'Hare airport. Western access. Real access
Need airport strategy. Finish western access to O'Hare. Improve to/from Midway congestion.
No delays at O'Hare
Promote the Rockford airport as the regional airport for McHenry County
Transportation
South Suburban Airport. A vital cargo and passenger airport creating thousands of jobs for South Suburban/Will County Area and a major job center for the Chicago Region.

Transportation
The Rockford airport is the regional airport for McHenry County, but its service is inadequate

Transportation
Work with Rockford airport to expand passenger options

Transportation
Bike-walk, trails for luxury, not in poorest areas.

Transportation
Promote walkability & community wellness,

Transportation
Increase bike pathways.

Transportation
Creating a culture where people expect to share the road.

Transportation
Include ped/bike.

Transportation
Incorporate improved bike/ped elements through planning, design & construction strategies.

Transportation
Integrating complete streets with all road improvements.

Transportation
Lack of walkability.

Transportation
Sidewalks.

Transportation
Too wide, bad for ped/bike.

Transportation
Doesn't access suburbs. Bike, walk, divvy not ideal.

Transportation
Increased bike transit,

Transportation

Transportation
Use the boulevards as bike paths!!

Transportation
Walkable/bikeable routes to Metra/PACE

Transportation
Lack of walkability.

Transportation
More bike paths & walking paths.

Transportation
Walkability.

Transportation
Walkability

Transportation
build walkable communities

Transportation
Complete streets (Incorporate ped/bike facilities into development)

Transportation
More projects like the 6060 or parks walk paths.

Transportation
More rails to trails.

Transportation
Complete Streets

Transportation
Expand access to active transportation.

Transportation
More alternative forms of transportation

Transportation
More non-motorized transportation

Transportation
More non-motorized transportation

Transportation
More sidewalks & bike paths to encourage healthy living.

Transportation
New commuter tires, bicycle access, walking paths, etc.

Transportation
Protected bike lanes. Road diets.

Transportation
Bikeway connectivity.

Transportation
Connect bike & walk paths

Transportation
Loving the new clearly marked bike lanes.

Transportation
Managed lanes, shared use.

Transportation
Regional network of paths/routes (signed).

A Chicago river trail to connect the region.

Accommodating bikes on trains

Better bikeways

Bicycle connections in the 'burbs'. Encourage multi-modal transportation.

Bicycle is the best 1st/last solution

Chicago River Trail and associated regional network.

Close the gaps in the regional trails and bike lane network

Connect existing bike/ped network to job centers and residential areas.

Connect strip malls with sidewalks or cross-access

Connected trails especially on the lake front and throughout the southlands. Sustainability is a must.

Continue bike lanes through an intersection with dotted lines instead of diagonal cutoff

Driverless bikes!

Encourage complete streets policies

Explore opportunities to connect bike routes among Skokie, Evanston and Wilmette

Extend transit benefits to bike share

Get Barrington Road project & Barrington Interchange project at I-90 connected by bike path to complete a 1st/last mile goal to the Pace Bus to Blue Line & O'Hare.

Get LTS (level of traffic stress) or the converse LBC (level of biking comfort) mapped on all designated bike routes

Get On To BIKES

Improved bike connections needed between neighborhoods

In 2050, Chicago is more walkable and owning a car is no longer practical.

Map the region into 3-zones A. Walkable B. Auto-Dominant C. Mixed/Hybrid and propose how to increase Walkable

More bike lanes

More bike lanes!

More bike paths

More bikes on Metra.

More destinations I can walk to.

More infrastructure for bikes, bike commuters

More people walking and fewer cars on the road

More sidewalks in Waukegan

Protective Bike Lanes (safety)

Reinvent the bicycle

Reinvent the bicycle by adding weather protection, motor, four wheels, and highway capable.

Require all road proposals to have Bike Level of Service and Pedestrian Level of Service analysis
Transportation
Require complete streets policies
Transportation
Retrofit the suburbs for more multimodal transportation options, walkability
Transportation
Road renovations should consider level of service for bikes and pedestrians
Transportation
Sidewalks to be walkable and safe.
Transportation
Suburban Metra stations need better pedestrian access; too many commuters walking in the road
Transportation
Try advisory bike lanes
Transportation
Use bike traffic signals at intersections with bike lanes, coordinate among communities
Transportation
Walkability :)
Transportation
Walkable/Bikeable Neighborhood Connections
Transportation
Congestion
Transportation
Congestion
Transportation
Congestion
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Congestion
Transportation
Congestion
Transportation
Congestion
Transportation
Congestion
Transportation
Congestion & thinking how to utilize underutilized existing infrastructure.
Transportation
Congestion on road & rail.
Transportation
Congestion makes it harder to do business in Chicago.
Transportation
Congestion.
Transportation
Congestion/flow problem.
Transportation
Creates gridlock.
Transportation
Freight congestion.
Transportation
Freight congestion.
Transportation
Gridlocked.
Transportation
O'Hare congestion
Transportation
One of the causes of congestion.
Transportation
Remove at-grade crossings to relieve congestion.
Transportation
Too much congestion. Causes delays & is bad for economy.
Transportation
Trains blocking roads for extended amount of time (traffic & environmental impact).
Transportation
Truck traffic leads to congestion and road repair
Transportation
Trucks are causing pollution & congestion on highways.
Transportation
Traffic
Transportation
A lot of traffic. Inefficient. Traffic congestion.
Transportation
Capacity/ congestion; delay
Transportation
Congestion
Transportation Congestion
Transportation Congestion
Transportation Congestion
Transportation Congestion
Transportation Congestion
Transportation Congestion
Transportation Congestion and no place to build.
Transportation Congestion reduction.
Transportation Congestion.
Transportation Congestion.
Transportation Congestion.
Transportation Congestion.
Transportation Congestion.
Transportation Congestion. Poor quality.
Transportation Congestion. Weather-related issues.
Transportation Congestion. Weather-related issues.
Transportation Congestion/gridlock
Transportation Congestion/traffic.
Transportation Gridlock in downtown.
Transportation Heavy traffic.
Transportation Increase in imports, causing congestion.
Transportation Increasing congestion.
Transportation Too congested.
Transportation Too much traffic.
Transportation Traffic is really congested & dense.
Transportation Traffic.
Transportation Congestion
Transportation Congestion.
Transportation Crowded streets. Too many cars.
Transportation Gridlock.
Transportation Not enough space, traffic congestion.
Transportation People spend millions of hours in traffic congestion every day.
Transportation Rail congestion.
Transportation Too much congestion
Transportation Traffic
Transportation Regional reduction of congestion and underpasses.
Transportation Less congestion.
Transportation Help congestion
Transportation Limits congestion.
Transportation Planning for less traffic congestion with other transit options.
Transportation Provide modern rapid transit to relieve congestion
Transportation Reduce roadway congestion.
Relieve congestion
Congestion affects recreational opportunities and amenities
Congestion affects the affordability of housing because it limits transportation options
Efficiently moving freight to eliminate traffic congestion
Find a solution to rail congestion
Freight congestion (Access) - Crossing grades, Separation
Improve traffic flow.
Less Congestion!
Railroad congestion caused by freight traffic. Possible remedies if any possible.

Reduce Travel Time
SOLVE CONGESTION MIT
There is congestion on the expressways
Realistic, long-term population/housing/employment projections.
Better use of big data, more accurate travel demand procedures.
Develop a plan tool to measure and identify where investments in transportation will be optional across all modes - i.e... Travel-Time/Distance, Reliability, Capacity, O-D or a dashboard of a combination of these.

Infrastructure optimization
Modernize assumptions for calculating needs for traffic and transit needs.
More performance measures
Transportation is big part of this.
Better connection from city/suburbs to suburban job centers.
You cannot build unless your employees can get there.
Build infrastructure and reduce crime for the economy.
Jobs availability to large worker population.
Connections between transportation and jobs.
Suburban areas are becoming less attractive due to longer commutes.
Amount of carbon footprint, even with transit. The # of cars on road.
Car emissions are changing the ozone layer and increasing global warming.
Congestion & emissions.
Cause a lot of pollution.
Dirty.
Environmental impacts of new infrastructure.
Gas, air, pollution
Pollution.
Trains blocking roads for extended amount of time (traffic & environmental impact).
Trucks are causing pollution & congestion on highways.
Shift to sustainable modes of transport.
A lot of emissions.
Impermeable surfaces.
Transportation Pollution
Transportation Pollution.
Transportation Weather.
Transportation Air & rail noise complaints.
Transportation Clean gas, hybrid, public transportation, green & clean buses.
Transportation Fund "green infrastructure"
Transportation Natural resources. Less oil.
Transportation Start w alleys - retrofit with permeable materials.
Transportation Construction of more environmentally-friendly ways of transport.
Transportation Lower pollution
Transportation Reduce pollution.
Transportation Consider the need to protect the environment when developing plans for addressing transportation needs.
Transportation Better regional controls.
Transportation Better roads.
Transportation Better routes
Transportation Bottlenecks
Transportation Chicago is a bottleneck.
Transportation Competition with growing cars.
Transportation Destroying our roads.
Transportation Efficiency, traffic.
Transportation Improve on-time or coordinate with passenger trains for fewer delays.
Transportation Improving freight delays and modernizes systems that lack funding & public support.
Transportation Lack of connection through area.
Transportation Logistics - One week to get through Chicago?
Transportation Maintaining & expanding current level of freight movement.
Transportation Many crossings with vehicles.
Transportation Natural and historic hub of activity.
Transportation Necessary for business to develop in the mid-west.
Transportation Need different routes for them.
Transportation Need more grade separation?
Transportation Problems with cars/traffic.
Transportation Rail noise complaints.
Transportation Railroads have too much power.
Transportation Reduce freight traffic
Transportation Reducing conflicts between freight and commuter services.
Transportation Region needs to invest to maintain rail freight supremacy among intermodal operations.
Transportation Separate train from general travelling public.
Transportation Separate use.
Transportation Service delays.
Transportation Sharing lines with commutes, massive yards.
Transportation Speed up
Transportation Too crowded.
Transportation Too crowded. Too much on freight.
Transportation Too many at-grade intersections.
Transportation Too many trucks.
Transportation Too much freight.
Transportation Too much road use,
Transportation Too much truck traffic.
Transportation We are a bottleneck
Transportation When mode shift happens from roads to transit, it might affect speed of freight.

Transportation Add more hubs & railways.
Transportation Better fuel economy
Transportation Better routes help economy.
Transportation Effective management of freight & regional traffic.
Transportation Employ differed type - high-speed? (Europe)
Transportation Enforce weight restrictions.
Transportation Epicenter of the US.
Transportation Explore bypass.
Transportation Invest in better rail infrastructure to keep industry here.
Transportation Location benefits of Chicago.
Transportation Lots of access to other parts of country.
Transportation Modernized rail & truck systems.
Transportation More efficient modes of transport.
Transportation Natural and historic hub of activity.
Transportation Need to manage it better.
Transportation New rail.
Transportation Outlying yards/switch tables to avoid crowded urban areas.
Transportation Rebuild the routes/hubs
Transportation Reduce pollution, also cost less & faster.
Transportation Remove grade crossings. Increasing double tracking.
Transportation Re-route to outer roadways & infrastructure.
Transportation Road infrastructure improvements can be paired with separation improvements to increase traffic efficiency.
Transportation Take advantage of zoning to ensure viability of industrial jobs.
Transportation Time of day & coordination.
Transportation Will improve commuter rail too.
Transportation Better shipping planning.
Transportation Analyze railway rights
Transportation Chicago Working port
Transportation Coordinate truck permitting across the region
Transportation Enhance programs like CREATE to alleviate freight congestion.
Transportation
Freight (freight consolidation) done equitability (truck -> rail *more rail, less truck)

Transportation
Freight rail doesn’t have the capacity to serve my company

Transportation
Grade separation for rail/road crossings

Transportation
Improve freight logistics with responsive rail operators

Transportation
It gets harder to secure rail cars for freight shipping

Transportation
My company bought property with a rail spur, but it has limitations for my business

Transportation
My company could plan the extra time to ship by rail, but we couldn’t get a rail car for the shipping

Transportation
Rail is the best option for my company to transport heavy freight, but it’s time consuming. So trucking becomes a primary way for my company to ship, but it’s more expensive

Transportation
RR vs. local communities: at grade crossings, noise, transportation that isn’t sensitive to land use

Transportation
The freight rail just isn’t as available to my company for shipping containers and I’ve had to revert to truck lines

Transportation
Truck regulations are an impediment to business growth.

Transportation
Trucking companies have trouble finding and retaining qualified employees which affects the reliability of truck shipping for my business

Transportation
Heavy user base

Transportation
Increasing traffic - auto, rail, truck.

Transportation
More flexible.

Transportation
Multi-modal.

Transportation
One of our area’s advantages - it needs to be at least preserved.

Transportation
Partnerships

Transportation
Transportation allows prosperity and growth

Transportation
Requires large investment & planning.

Transportation
All in the planning.

Transportation
All in the planning.

Transportation
Focus on larger improvement to the system.

Transportation
Great network.

Transportation
Improve areas of need, plan for other modes of transportation.

Transportation
Improve quality of life.

Transportation
Re use/repurpose

Transportation
Regional planning to arrive at best option.

Transportation
Regional solutions.

Transportation
Re-investment is cheaper.

Transportation
Accessible and efficient communities and transportation

Transportation
Emphasis on transportation - improvements, expansion, access

Transportation
Improve infrastructure.

Transportation
Increase mobility

Transportation
Infrastructure expansion, upkeep
Transportation

There are few east-west transportation options
Transportation

Transportation (act as one unit)
Transportation

Poor infrastructure & crime deters business attractiveness.
Transportation

Breaking down.
Transportation

Important to Chicago, but is ugly & run down.
Transportation

Infrastructure aged but without replacement.
Transportation

Infrastructure.
Transportation

Needs to be better maintained.
Transportation

60+ year-old facilities, costly to replace.
Transportation

Aging infrastructure.
Transportation

Aging infrastructure.
Transportation

Backlog of road repairs
Transportation

Broken roads.
Transportation

Capacity - condition funding.
Transportation

Capacity/condition.
Transportation

Condition & funding source.
Transportation

Condition of roads.
Transportation

Crumbling roads.
Transportation

Crumbling.
Transportation

Crumpling infrastructure.
Transportation

Degrading roads from snow & salt
Transportation

Depletion because of salt leading to potholes.
Transportation

Deteriorated infrastructure.
Transportation

Deteriorating roads/bridges.
Transportation

Failing infrastructure.
Transportation

Failing.
Transportation

Fill potholes - bad for cars & bikes alike.
Transportation

Fixing damaged roads.
Transportation

Good infrastructure. Needs to be maintained.
Transportation

Have to be repaved a lot
Transportation

Improved maintenance - potholes & sidewalks are poor.
Transportation

Infrastructure continues to deteriorate.
Transportation

Infrastructure degradation
Transportation

Lack of long-term maintenance.
Transportation

Losing infrastructure. Need to be improved.
Transportation

Maintenance is poor.
Transportation

Need to be rebuilt.
Transportation

Obsolescence.
Transportation

Old infrastructure.
Transportation

Poor condition.
Transportation

Potholes
Transportation

Potholes
Transportation

Potholes in low-income communities
Transportation
Potholes, aging infrastructure.
Transportation
quality of roadways
Transportation
Repair needed.
Transportation
Roads are in constant need of repair, but don't have the budget for it.
Transportation
Roads need repair, funding
Transportation
Worn out roads.
Transportation
Aged system
Transportation
Aging infrastructure
Transportation
Aging infrastructure.
Transportation
Aging stock & rail
Transportation
Aging system. Growing population of users.
Transportation
Infrastructure capital.
Transportation
Infrastructure is old, debt is high, yet it must remain affordable.
Transportation
L trains & tracks are deteriorating.
Transportation
Old infrastructure.
Transportation
Old systems that need to be updated
Transportation
Outmoded train infrastructure. Unreliable buses.
Transportation
Update facilities, costs.
Transportation
Fix old infrastructure.
Transportation
Road durability.
Transportation
A well-integrated system like MTA. Improve old infrastructure.
Transportation
Fix old infrastructure.
Transportation
Fix the roads!
Transportation
How should we deal with under maintained transportation infrastructure?
Transportation
Need a more robust examination of state of good repair for highway and transit
with honest needs appraisal.
Transportation
How can we lessen the number of unnecessary empty seats transported on
highways?
Transportation
Chicago could be the center of the narrow commuter vehicle industry. Inspiring.
Innovative. Enriching. Exciting. Educating. Elegant solution for congestion and
air quality improvement
Transportation
Narrow Commuter Cars
Transportation
Narrow commuter cars are the best 1st/middle/last mile solution for suburban
travelers.
Transportation
Offering narrow commuter vehicles can be provocative to challenge 100 year
old bad design of side-by-side car design driven by single drivers
Transportation
Offering narrow commuter vehicles will speed up my commute and improve air
quality.
Transportation
Right size cars for single occupant drivers
Transportation
Sharing bike lanes during winter with narrow commuter vehicles could inspire
new usage of bicycle lane
Transportation
Solve congestion and improve air quality with one amazing invention.
<table>
<thead>
<tr>
<th>Transportation</th>
<th>Who will build 100% electric, highway-capable standard windows and doors, roll-cage protected car to right-size cars for single occupant drivers?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Who will provide us a right-sized narrow commuter vehicle to improve air quality and eliminate traffic congestion?</td>
</tr>
<tr>
<td>Transportation</td>
<td>Affecting how people get around</td>
</tr>
<tr>
<td>Transportation</td>
<td>Construction in Chicago area.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Difference based on neighborhood (segregation); Maintenance.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Need more collaboration. Funding, projects operate in isolation. Uncertainty with smart cars, project reviews.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Stay ahead of population growth</td>
</tr>
<tr>
<td>Transportation</td>
<td>Urban/suburban differences</td>
</tr>
<tr>
<td>Transportation</td>
<td>Project approval process through IDOT is very lengthy. Permits from various agencies add delays.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Better management &amp; efficiencies of Toll Authority.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Develop best practice toolkit</td>
</tr>
<tr>
<td>Transportation</td>
<td>Look into better materials for longer sustainability.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Build a public space people can be proud of.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Develop best practice toolkit</td>
</tr>
<tr>
<td>Transportation</td>
<td>Chicago doesn't have a formal transportation demand management program, like a 511 service</td>
</tr>
<tr>
<td>Transportation</td>
<td>Coordination with taxis, livery, uber to have cars available at suburban train stations so downtowners can take trains to suburban meetings easily.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Don't let police and fire direct traffic at traffic signals</td>
</tr>
<tr>
<td>Transportation</td>
<td>Implement and formalize a Transportation Demand Management Program (TDM) for the Chicago area.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Increase Car Sharing</td>
</tr>
<tr>
<td>Transportation</td>
<td>infrastructure upgrades needed, such as the interlockers (Metra) and water systems, but none of this is particularly visible or appealing yet still needs to be done</td>
</tr>
<tr>
<td>Transportation</td>
<td>More accessible communities - more accessible transportation. More efficient communities and transportation. :)</td>
</tr>
<tr>
<td>Transportation</td>
<td>Require IDOT district engineers to embrace NACTO/CNU-ITE street design standards &amp; encourage early retirement.</td>
</tr>
<tr>
<td>Transportation</td>
<td>What are we doing to prepare for largest driving generation when they are no longer able to drive? Silver Tsunami has already begun. Need to figure out other models outside of dial-a-ride Pace or else seniors will be stuck at home.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Parking lots.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Too many parking lots &amp; wide roads.</td>
</tr>
<tr>
<td>Transportation</td>
<td>High parking cost.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Reduce parking requirements.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Appropriately priced parking</td>
</tr>
<tr>
<td>Transportation</td>
<td>Build in the true cost of free parking; overcome public perception of parking convenience</td>
</tr>
<tr>
<td>----------------</td>
<td>--------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Transportation</td>
<td>Cost/convenience/safety of parking and remote lots. - Oak Park expensive and not monitored. Forest Park cheap all day parking, but Blue Line dangerous. Lot needs resurfacing to eliminate huge potholes.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Encourage use of remote parking lots along CTA Rapid transit to reduce driving downtown. There's a remote lot @ Logan Square that's much underutilized.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Less strip malls and less surface lots</td>
</tr>
<tr>
<td>Transportation</td>
<td>Minimize parking requirements for big-box retail establishments</td>
</tr>
<tr>
<td>Transportation</td>
<td>Open roads faster after crashes!</td>
</tr>
<tr>
<td>Transportation</td>
<td>What will be the effect of driverless cars on parking requirements?</td>
</tr>
<tr>
<td>Transportation</td>
<td>Getting people to stop using cars &amp; more public transit.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Getting wealthy people to use public transit &amp; non-car modes.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Reducing usage of cars, ac</td>
</tr>
<tr>
<td>Transportation</td>
<td>Too reliant on cars.</td>
</tr>
<tr>
<td>Transportation</td>
<td>We rely too heavily on cars.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Don’t own a car.</td>
</tr>
<tr>
<td>Transportation</td>
<td>More people lead to more cars, leads to gridlock.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Over-reliance on cars, cultural ideas about parking, drives.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Too many roads, not sustainable</td>
</tr>
<tr>
<td>Transportation</td>
<td>Too many roads.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Too much driving.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Get people off roads &amp; onto public transportation.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Make driving expensive &amp; difficult.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Metro area's existing transportation network can be enhanced so more reliance is on train &amp; bus vs. cars.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Mode shifts.</td>
</tr>
<tr>
<td>Transportation</td>
<td>More human-scaled roads with less new road networks.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Reduce driving!</td>
</tr>
<tr>
<td>Transportation</td>
<td>Ban cars in Loop &amp; extend to neighborhoods.</td>
</tr>
<tr>
<td>Transportation</td>
<td>50% reduction in Auto-Ownership</td>
</tr>
<tr>
<td>Transportation</td>
<td>Change minds about driving.</td>
</tr>
<tr>
<td>Transportation</td>
<td>getting people out of their cars</td>
</tr>
<tr>
<td>Transportation</td>
<td>Make cars the least attractive transportation option.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Make it easy for people to not drive a car.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Penalize the use of fuel inefficient vehicles.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Q: Do we really need more/bigger highways? Who does this help? What communities? What class of workforce?</td>
</tr>
<tr>
<td>Transportation</td>
<td>Smart Growth - Reduce Sprawl and congestion</td>
</tr>
</tbody>
</table>
The future of transportation will come at the expense of investments in auto-centric transportation systems. The communities that thrive will emphasize pedestrian, bicyclist and transit mobility/safety/convenience at the cost of single occupancy vehicle travel. Failure to do so will result in catastrophic financial, economic and safety well-being.

High maintenance due to weather.
High maintenance, increasing growth of cars.
Highway construction disparately affection groups.
HOV lanes/increase lanes of highways.
Improving conditions, not tolls, bottlenecks.
Longevity
Maintenance
Maintenance
Maintenance & enhancements,
Maintenance upkeep
Maintenance.
More efficient highways.
Repair and expansion
Rocks don’t connect to each other. It’s hard to get from train to neighborhood.
Upgrade arterials with better signals
Upgrade infrastructure.
Better roads.
Higher speed limit.
Bigger/more efficient roadway use.
Build a road system to handle future needs instead of today's issues
Consider double deck.
Create a better plan going forward for how to replace roads.
Enhanced connectivity.
HOV lanes
Optimize traffic flow.
Repair.
carpool lanes
Review light timing & quantity.
Improve Express Ways
More emphasis on modernizing streets rather than maintaining them.
More traffic circles
Regional system of managed HOT lanes
We hate flashing red or dark traffic signals. Prevent these.
Accidents.
Congestion, safety
Congestion. Safety.
Dangerous intersections.
Transportation: Derail, unsafe, sketchy.
Transportation: Derailment.
Transportation: Public safety
Transportation: Railroad crossing safety. Hazardous materials.
Transportation: Safety issues. Abandoned railroads.
Transportation: Safety of infrastructure & efficient of modes.
Transportation: Some trains derails, which causes accidents.
Transportation: Dangerous intersections.
Transportation: Decaying infrastructure is becoming dangerous, will be more costly to replace.

Transportation: Traffic accidents.
Transportation: Not as safe or efficient as cars.
Transportation: The safety to use public transportation
Transportation: Access to trains needs to be improved. It's dangerous. Pedestrians cross streets without having respect for the light. Drivers can't safely navigate thru pedestrians. It needs crossing guards, or overpass/underpass to separate pedestrians and cars.

Transportation: Improve pedestrian safety.
Transportation: Rebuild & widen I55 & I290
Transportation: CREATE II
Transportation: CREATE! Move from truck to rail.
Transportation: EJ&E allows opening track rights for Metra.
Transportation: Outer belt.
Transportation: Build 53
Transportation: Extend 53
Transportation: Extend Blue Line to Schaumburg.
Transportation: improve N.B. I-294 to W.B. I-290 interchange
Transportation: Metra station @ Touhy.
Transportation: Blue line connection to Schaumburg
Transportation: Complete Elgin/O'Hare Bikeway into airport and other public trans options
Transportation: Continue Red-Purple Line Modernization project, funding
Transportation: Creating Blue Line access to the west would be great, if it could be accomplished, but nobody has the $2BN budget for that project
Transportation: EOWA: a western access to O'Hare is needed, for transit and for highways.
Transportation: Grand thought: A commuter train line possible along IL 394
Transportation: Improve condition of the freight line between Elgin and Belvidere
Transportation: Lake County needs better transportation connections
Transportation: Make Ashland BRT a real thing!
Transportation: Make ring mass transit on old EJ&E line going from Gary to Waukegan.
Transportation: Middle train system that would connect all the Metra lines with o having to go all the way to get on a different line.
Transportation: Need an expressway interchange at 90/23
Transportation: Need expressway exchange in McHenry County, bridge over the Fox River
Rapid Transit!! Maybe on Cormac Next? :)
Regional transit for 21st century - a new union station, with through-routing from the convention center to O'Hare, linking the 2 stations (U. Station and Northwestern) with Loop Trans. Center
Return Lake Shore Drive to a 40mph boulevard in park - by returning some right of way to park - fewer travel lanes. Construct road and transit tunnel from Hollywood to 63rd to appease high speed LSD commuters while maintaining beautiful parks. *combined with storm water tunnel construction.
Route 47 is congested
Rt. 47 Huntley through Woodstock
Some thought on mobility should be given to somehow reviving inter-metro area rail options for connecting urban corridors, e.g., Chicago-Twin cities on the Chicago - Iowa City Amtrak route. I know this is highly political and suffers from anti-Obama venom, but it is still a good idea no matter whose name is attached to it. And it would support economic development and reduce congestion.
The railroad bridge in Woodstock at 47 is inadequate for road demand
There is need for an east-west highway in McHenry County
There is no easy way to get from McHenry County to Lake Michigan
We need an express bus from Ogilvie TC/Union St. (1 stop) that goes to a central location, like Daley Plaza, and unloads. EXPRESS.
Technologies & improvements to road construction that doesn't require it are redone every couple years.
New tech
Transportation innovation
Long term -> ITS
New materials and engineering initiatives making roads more cost effective & energy-efficient.
New tech.
New tech?
New technologies.
Self-driving cars.
New tech,
Connected vehicles - V2V, V2I can do as much or more for stable traffic flow and capacity as pricing. CMAP should lead the way on regulation and be ready for this technology.
Driverless electric shared vehicles specifically to improve alt. transit on Southside
How are we planning for autonomous vehicles?
Transportation: How can this plan (& planners) incorporate emerging transportation technologies (e.g.) semi automotive vehicles, rideshare, ride rail, etc.) Into decision tools & major infrastructure proposals with 10-30 year construction windows.

Transportation: How do we prepare for autonomous vehicles?

Transportation: No personally owned cars - all sustainably powered @ region/local charging stations - Cars Drive / drive themselves order pickup when you're ready. 5 wait near

Transportation: Plan for Electric/Automated Connected vehicles!

Transportation: Self-driving cars would be awesome!

Transportation: Will the future bring driverless trucks for freight hauling?

Transportation: Increase mass transit.

Transportation: High backlog rate of transit agencies

Transportation: Public transportation is critical - more coverage, subsidies to make it affordable is needed.

Transportation: Better roads for better transit.

Transportation: More convenient public transit.

Transportation: Access

Transportation: Access to public transit.

Transportation: Accessibility for low-income households.

Transportation: Accessibility.

Transportation: Accessibility.

Transportation: ADA compliance, bus bunching.

Transportation: ADA compliance/accessibility. More east-west connections.

Transportation: Affordability, reliability & safety.

Transportation: Affordability and regular schedules.

Transportation: Alignment is racial into Chicago. Few options on suburbs.

Transportation: Antiquated spoke & wheel - only connects to Loop.

Transportation: Bad sanitation, no # to repair

Transportation: Better public transit.

Transportation: Better public transportation.

Transportation: Bus lane service on expressways.

Transportation: Connecting south suburban communities to each other

Transportation: Connections to Metra/PACE.

Transportation: Connectivity to Chicago.

Transportation: Continue to expand & connect systems. Multi-modal.

Transportation: Cost of monthly Metra passes not affordable or lack of parking for commuters. Need more buses.

Transportation: Cost of monthly Metra passes not affordable or lack of parking for commuters. Need more buses.

Transportation: Creating connections outside the city center to provide suburb to suburb and 'hood to 'hood linkages.

Transportation: Designing a sustainable future that will increase the population.
Transportation Dirty, crowded, slower.
Transportation Dirty.
Transportation Disparate, segregated services, limited cross border services by townships/local
Transportation Doesn't really reach those who need it most, inefficient.
Transportation Encourage more transit lines.
Transportation Expand & minimal impacts.
Transportation Expansion & equitability.
Transportation Expansion reverse commute
Transportation Good transit is the key to getting people out of cars.
Transportation Harden for disaster.
Transportation Helping suburbs look at transit as an asset. Embrace multi-modal
Transportation High car dependence, mistrust of CTA/RTA.
Transportation Improve transit that is severely underfunded and inadequate.
Transportation Incorporate in developed communities.
Transportation Increase connectivity towards suburbs through Metra.
Transportation Keep expanding bike/bus facilities in Chicago.
Transportation Keeping transit on regular schedule.
Transportation Lack of accessibility.
Transportation Lack of connection from one to another.
Transportation Lack of connection.
Transportation Lack of connectivity.
Transportation Lack of high-speed public transportation
Transportation Lack of high-speed public transportation
Transportation Lack of public transit connecting north/south burbs.
Transportation Last mile.
Transportation Less convenient for commuters
Transportation Limited public transit.
Transportation Linking transportation
Transportation Local transit system with set routes.
Transportation Low connectivity in developed areas. Need in future sprawl.
Transportation Low rate of ridership. Lack of coordination between CTA/Pace/Metra.
Transportation Maintenance/operations.
Transportation Make it easier.
Transportation Maybe not reaching out to poor communities.
Transportation Metra - horrible delays and unreliable, infrequent service. Totally centralized rail
Transportation More bus service.
Transportation More efficient public transit.
Transportation More inter-county access is needed.
Transportation More transit linking city/suburbs.
Transportation More transit options.
Transportation Need more
Transportation Needs to be available to everyone in our area.
Transportation Needs to go directly to the area the person wants to access.
Transportation No good cross-town transit.
Transportation No one uses transit. It's gross, complicated.
Transportation No real suburban mass transit.
Transportation No true connectivity.
Transportation Not as effective suburban transit.
Transportation Not available.
Transportation Not enough or sufficiently convenient service to reduce congestion.
Transportation Not entirely functional for commuters.
Transportation Not fast enough. Not enough stops for everyone.
Transportation Not generally convenient.
Transportation Not many people are using public transit.
Transportation Not many taking public transportation.
Transportation Not popular.
Transportation Old people don’t want to use it because it’s inconvenient.
Transportation Sometimes it is a longer commute taking transit than driving yourself.
Transportation Public transit in Chicago is great!
Transportation Public transportation routes.
Transportation Public transportation within the community, which makes housing work better.

Transportation Redesign cities for public transport with built in infrastructure
Transportation Regional connectivity.
Transportation Reluctance to take buses.
Transportation Reverse commute schedules do not give suburbs an opportunity to harness business growth.
Transportation Ridership, frequency of service funding
Transportation Rush-hour overcrowding.
Transportation Senior transportation
Transportation Some neighborhoods are left out of the transportation to the city.
Transportation South suburbs are left out.
Transportation Sprawl out areas are separated & lacks access to transit.
Transportation Suburb to suburb.
Transportation Suburban options.
Transportation Suburban public transportation that works. High speed rail
Transportation Suburbs/rural areas don’t have transportation access for work.
Transportation Takes too long - needs to be quicker option than cars.
Transportation Totally dismal
Transportation Tough for many lower class to reach better jobs.
Transportation Train access.
Transportation Transit that is not too expensive for all the people in the region.
Transportation Union Station is horrible.
Transportation We have very little overlap.
Transportation

Metra doesn’t run 24/7

Boost use of public transit.

Extend El lines.

Give more incentives for the use of public transportation & purchase of low emission vehicles.

Important transit questions, access, alternative fuel options

More public transit

Our public transit needs expansion.

Public transit!

Rail & Bus

Public transit infrastructure.

Rebuild/remodel trains, buses, diesel - to make jobs too.

Develop alternative transport, Find lower cost solutions

Emphasize transit.

Force more people to use public transit.

If more use public transit equals less on road -> less damage -> more money save.

Make public transit more available.

More alternative forms of transportation

Opportunity for transit.

A strong infrastructure in place.

Add train routes

Adding more routes

All in the planning.

Ashland & Wester BRT, other BRTs

Better access to jobs

BRT

Build additional transit routes including PACE, nearby residence.

Build around hubs.

Build new.

Community to community.

Compete with other successful growing cities, marketing to certain demographics.

Comprehensive public transportation.

Connect suburbs.

Connecting.

Coordinate services, remove duplicates, start @ sub-regional level w pilot cross-jurisdictional transit services open to general population

Determine transportation that people would use.

Develop in the suburbs.

Diverse mode of public transport available in city.

Existing public support and some infrastructure

Expand mass transit to collar counties.
Transportation
Expand.
Transportation
Expansion
Transportation
Explore BRT, express bus service from suburb to suburb to connect to opportunities.
Transportation
Extension to surrounding areas. TOD.
Transportation
Generate incentives for public transit. Gas tax for cars?
Transportation
Good network.
Transportation
Good rail system.
Transportation
Great existing infrastructure.
Transportation
Implement BRT, beginning with Ashland.
Transportation
Incentive for riding bus.
Transportation
Include transit when building communities.
Transportation
Increase investing & make public transportation easier to access.
Transportation
Increased job opportunity.
Transportation
Integrated fare system & bus/train tracker signs & apps to make riding easier and decrease wait time.
Transportation
Inter-suburban transit.
Transportation
Invest in making public transportation more accessible.
Transportation
It's cheap!
Transportation
Light rail
Transportation
Light rail along major corridors.
Transportation
Lots of jobs in other parts of region - get people to them!
Transportation
Lower cost of Metra.
Transportation
Might help redistribute population.
Transportation
Modernization
Transportation
Modernization. Capital improvements.
Transportation
More investment in train & bus infrastructure. BRT.
Transportation
More people drawn to public transit.
Transportation
More trains - removes cars from commute.
Transportation
More users
Transportation
Need fast rail & clean.
Transportation
Need quick bus service to Blue Line along with the Metra we have.
Transportation
New & improved train cars. Have buses expand to make them more available.
Transportation
New developments can be paired with access to transportation.
Transportation
New routes.
Transportation
Planning mass transit alternatives.
Transportation
Private partnerships.
Transportation
Provide many more transportation options.
Transportation
Public demand for effective & efficient transit systems.
Transportation
Referral system
Transportation
Reliable, efficient public transportation.
Transportation
Renovate - combine train stations too.
Revamp routes
Signage for better navigation to stops.
To get cars off the road and get seniors where they need to go.
Transit growth.
Transit is too far away from housing.
Transit to city.
Transports people effectively
Use mass transit to reduce time spent.
"Rural TOD" emphasizes the suburban centers as a function of transit development in the region. More alternative mode & accessible points of interest from regional compliance approach.

1. More investment in busing and connecting east and west.
1. Public Transportation (extensions westward on "L" and Metra".
100 new transit signal priority per year for buses.
3. Improvement in train service - frequency and track.
Access to public transportation affects employee turnover
Access to public transportation affects job opportunities for young professionals
Better integration between Metra and CTA.
Better interconnectedness by public transit between suburbs.
Better Metra scheduling (more frequent)
Better public transit
Better transportation options around suburbs and to train lines.
Break the stigma of "public transit" and encourage the use of transit in the suburbs! Pace
BRT (Bus Rapid Transit) is a core strategy for improving transit quality and reliability.
Bus rapid transit has potential to evolve into rail-like systems
Commuter rail: Beautification of region - along expressways train stations.
Connecting people who area underemployed to jobs using affordable housing and transit
Create more "last mile" connections in public transportation in McHenry County

Don't let crashes delay Metra trains for such a long time.
Even more Metra trains (running more frequently) - more bikes on Metra.
Expand transit to connect jobs to rail
Expanding regional transportation. Only county not served is Kendall.
Expanding transit beyond state of good repair
Expanding transit beyond the state of good repair.
Fast reliable no wait public transportation between communities & into the city.
Focus more on sub regional options - circumferential focuses - light rail, bus, rapid transit.
<table>
<thead>
<tr>
<th>Transportation</th>
<th>Free bike usage with Transit pass (i.e. France)</th>
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</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Give the Southwest suburbs more transit options</td>
</tr>
<tr>
<td>Transportation</td>
<td>Implement the CNRT recommendations for mass transit</td>
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<tr>
<td>Transportation</td>
<td>Improve experience of using transit in Chicago.</td>
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<tr>
<td>Transportation</td>
<td>Increase intermodal public transportation System and Suburban connections</td>
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<tr>
<td>Transportation</td>
<td>Increase Transit Oriented Development (TOD) and increase intermodal connections</td>
</tr>
<tr>
<td>Transportation</td>
<td>Invest in transportation infrastructure. The &quot;L&quot; isn't holding up! (compare our system to Seoul, SK)</td>
</tr>
<tr>
<td>Transportation</td>
<td>Last mile connections</td>
</tr>
<tr>
<td>Transportation</td>
<td>Make transit more reliable</td>
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<tr>
<td>Transportation</td>
<td>More inter-suburban public transportation</td>
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<tr>
<td>Transportation</td>
<td>More security on public transit</td>
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<tr>
<td>Transportation</td>
<td>Multi-mode = transit $</td>
</tr>
<tr>
<td>Transportation</td>
<td>Municipalities and counties that want better public transit need to be willing to pay for it, e.g. Kendall and RTA</td>
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<tr>
<td>Transportation</td>
<td>No reliable public transportation in Lake County on Sundays for lower-income workers</td>
</tr>
<tr>
<td>Transportation</td>
<td>Not a &quot;last mile&quot; issue, but a last-ten-mile issue for public transportation in Lake County</td>
</tr>
<tr>
<td>Transportation</td>
<td>Our CTA Light rail system is extremely inefficient with the cost of capital extremely low, major urban spaces looking to attract citizens and companies, and the benefit of dense neighborhoods, it is VITAL to Chicago's future to add more light rail lines #Tourism #Livable Community #Density</td>
</tr>
<tr>
<td>Transportation</td>
<td>Private, employer-run mini-shuttles requires infrastructure</td>
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<tr>
<td>Transportation</td>
<td>Private, employer-run mini-shuttles supplements public transportation</td>
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<tr>
<td>Transportation</td>
<td>Promote regional recreation activities, enable with public transportation</td>
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<tr>
<td>Transportation</td>
<td>Public transportation connections.</td>
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<tr>
<td>Transportation</td>
<td>Rethink paratransit</td>
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<tr>
<td>Transportation</td>
<td>The people with the skill sets for jobs outside Chicago don’t have public transportation access</td>
</tr>
<tr>
<td>Transportation</td>
<td>The region needs more public transportation between suburbs, not just between Chicago and the suburbs</td>
</tr>
<tr>
<td>Transportation</td>
<td>Transit connections are slow</td>
</tr>
<tr>
<td>Transportation</td>
<td>Transit is fragmented. Work for real regional transit, high-frequency all-day Metra, like in New York, SF Caltrain, Toronto, etc.</td>
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<tr>
<td>Transportation</td>
<td>Ubiquitous transit pass for tax policy, Like insurance card</td>
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<tr>
<td>Transportation</td>
<td>Upgrade Metra line signals</td>
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<tr>
<td>Transportation</td>
<td>Youth access to transit</td>
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<tr>
<td>Transportation</td>
<td>Steady, reliable funding sources.</td>
</tr>
<tr>
<td>Transportation</td>
<td>$ To pay for maintenance.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Budget</td>
</tr>
<tr>
<td>Transportation</td>
<td>Cost.</td>
</tr>
</tbody>
</table>
Transportation | Costly to maintain.
--- | ---
Transportation | Development money.
Transportation | Funding
Transportation | Funding
Transportation | Funding
Transportation | Funding & creating smart policy to sustain existing network and grow responsibly
Transportation | Funding for various types of projects.
Transportation | Funding opportunities
Transportation | Funding to repair and restructure.
Transportation | Funding
Transportation | Infrastructure funding.
Transportation | Lack of funding for maintaining.
Transportation | Limited funding.
Transportation | Money for infrastructure.
Transportation | Not enough $ & municipalities not wanting to pay.
Transportation | Steady, reliable funding sources. Realistic, long-term population/housing/employment projections.
Transportation | To develop funds to help maintaining pavement network conditions.
Transportation | Costs to keep up to date.
Transportation | Fund infrastructure needs
Transportation | Funding
Transportation | funding
Transportation | Funding SOGR
Transportation | Funding.
Transportation | Funding.
Transportation | Funding.
Transportation | Lack of self-sustainable funding
Transportation | Limited funding.
Transportation | Low funding and high maintenance.
Transportation | Need more investment.
Transportation | Services, fees
Transportation | Steady, reliable funding sources. Realistic, long-term population/housing/employment projections.
Transportation | Suggest allowing flexible match funding for all federal projects to give owners more flexibility with time and funding allocation.
Transportation | Build infrastructure instead of not paying attention to it.
Transportation | VMT based revenue. HOT lanes, revenue to extend transit
Transportation | More funds to upgrade the trains & rails.
Transportation | Bonds.
Transportation | Close certain roads to cars. Congestion pricing.
Transportation

- Congestion pricing.
- Creative funding
- Evaluate priorities, fund infrastructure.
- Fed funds?
- Funding enhancements! For all categories.
- Increase gas tax to support infrastructure improvements.
- Increase MFT. Increase tire sale tax.
- Invest in infrastructure to maintain & create better roads.
- Invest in maintaining roads.
- New funding methodology.
- Reinvestment (reliable funding)
- Stable funding.
- Tollways to generate revenue for upkeep.
- Use of federal dollars to supplement
- Budget
- Fed funds?
- Funding for constructing transit.
- Implementing a gas tax.
- Tolling, gas tax structure.
- 1. More funding for infrastructure - bridges, roads, bike lanes.
- A new discussion of fuel taxes and how best to modernize them and apply the revenue to sustainable mass transportation options would be very helpful.

Alternatives to MFT for street infrastructure funding

- Awareness of the true cost of public goods. User Fees!
- Better Advocacy/Lobbying re: Fiscal Policies - i.e. Gas Tax, Regional Sales Tax, Congestion Pricing, etc.
- Buy-in from local agencies, keep local control through COM & COG structure, and keep STP money local as it encourages complete streets at the local level.

CDOT & IDOT should transfer the maximum funding possible from STP sources to Transit

- Conflict between inclusive growths. Strategy and highway congestion pricing at peak times. How can counties be reconciled? Should express lanes be funded directly or is there a way for low-income residents traveling to work to get waivers. Dennis Mardo

- Congestion pricing - don't add more expensive lanes - price existing - More TIF districts for local community governance.

- Congestion pricing - Opposed - In conflict with inclusive growth - will negatively affect low-income south side residents travelling to NW suburbs for jobs. Roads should remain open to all.

Create a local value capture mechanism to share the burden of infrastructure investment with private sector beneficiaries. (Industry, etc.)
<table>
<thead>
<tr>
<th>Topic</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Dedicated funding from the STATE (not local governments)</td>
</tr>
<tr>
<td>Transportation</td>
<td>Does congestion pricing unfairly disadvantage the poor working class?</td>
</tr>
<tr>
<td>Transportation</td>
<td>Expand alternative for financing to help implementation</td>
</tr>
<tr>
<td>Transportation</td>
<td>FUND INFRASTRUCTURE - Value capture - .5% sales tax - small tax/toll on suburban commuters</td>
</tr>
<tr>
<td>Transportation</td>
<td>Fund infrastructure. Gas tax (higher) to help pay for it</td>
</tr>
<tr>
<td>Transportation</td>
<td>Implement managed freeways, not just managed lanes!</td>
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<tr>
<td>Transportation</td>
<td>IMPLEMENT: Raise the gas tax</td>
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<td>Transportation</td>
<td>Increase eligibility for CMAQ funding</td>
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<tr>
<td>Transportation</td>
<td>Increase funding for transportation infrastructure</td>
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<td>Increased transportation funding</td>
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<td>Transportation</td>
<td>Maintain local control over key transportation funding. Hands off STP.</td>
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<tr>
<td>Transportation</td>
<td>Money for transportation.</td>
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<tr>
<td>Transportation</td>
<td>More funding for Transit</td>
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<td>Transportation</td>
<td>Need more reliable sources of funding for infrastructure improvements</td>
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<td>Transportation</td>
<td>Need sustainable infrastructure funding.</td>
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<tr>
<td>Transportation</td>
<td>Opposed to congestion pricing. It allows rich people to quickly transport empty car seats while forcing poor people to transport empty car seats slower. In favor of building, leasing, buying and driving narrow commuter vehicles to right-size cars for single occupant drivers</td>
</tr>
<tr>
<td>Transportation</td>
<td>Prioritize spending of limited resources using performance measures</td>
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<tr>
<td>Transportation</td>
<td>Privatize tollway and use proceeds to pay pension debt.</td>
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<tr>
<td>Transportation</td>
<td>Separate the Road Fund from the general fund.</td>
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<td>Transportation</td>
<td>Stress need for funding (regionally)</td>
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<tr>
<td>Transportation</td>
<td>Toll existing expressway capacity. Use to fund transit expansion and operations.</td>
</tr>
<tr>
<td>Transportation</td>
<td>TOLL THE INTERSTATES FOR DEMAND MANAGEMENT AND FUNDING</td>
</tr>
<tr>
<td>Transportation</td>
<td>Tolls are expensive</td>
</tr>
<tr>
<td>Transportation</td>
<td>Transportation Funding for the &quot;little guys&quot;. Even small road projects have a big impact to city. Changes resident’s outlook on community.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Transportation Funding.</td>
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<tr>
<td>Transportation</td>
<td>Using P3 projects to build affordable infrastructure (i.e... Prince Georges County, MD, P3 program to address TMOLs reducing costs 407, through contract procurement &amp; regulatory changes)</td>
</tr>
<tr>
<td>Transportation</td>
<td>What is the role of the state partner? Congestion Pricing YES!!</td>
</tr>
<tr>
<td>Transportation</td>
<td>Connectivity, spatial plans that inhibit segregations.</td>
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<tr>
<td>Transportation</td>
<td>Incorporate routes with roads.</td>
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<tr>
<td>Transportation</td>
<td>Make them connect to the suburbs.</td>
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<tr>
<td>Transportation</td>
<td>TOD- lack of travel times, hard commutes.</td>
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<tr>
<td>Transportation</td>
<td>Have one centralized transportation zone/place to go.</td>
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<tr>
<td>Transportation</td>
<td>Expand water taxis</td>
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<tr>
<td>Transportation</td>
<td>How can we leverage the Chicago River for transportation?</td>
</tr>
</tbody>
</table>
The Chicago River is ideal for transit and commerce; it links the city's major train stations with various neighborhoods and hot spots. By 2050 we should see a wide network of RIVER TRANSIT from Irving Park down to Pilsen.

Better Access

Move transit to where people live

Fix it first

High speed rail

Expand public transit

Big bus over cars

Illiana is a crazy idea

Identify and support opportunities for shared operations resources

Plan the communications system

Establish regional funding pool for operations projects

Develop a regional operations plan

Support improved traffic management by emergency responders
Establish a traffic signal maintenance and modernization funding program

Toll expressways as a user funding source

Communicate through transponders to drivers who are operating at unsafe speeds relative to traffic

User pay a greater share of the actual costs

Funding the maintenance programs. Pursue a regional TMC or consultant contract to operate and provide these services by a third party

Accurate system data will be required

Selection of the highway corridors will be critical

Ensure all projects included the base communication infrastructure even in projects not connecting directly to a TMC at this time

The adoption of a 100% electric, narrow commuter vehicle build, lease, rent, sell, buy and drive program.

100% electric, narrow commuter cars promise the best results for CMAQ funding spent by simultaneously mitigating congestion and improving air quality.

Since single occupant driving dominates commuting choices, it's time for CMAP to promote and adopt a narrow commuting vehicle lease or rent option to right-size cars for single occupant driving.

What are the best opportunities for upgrading transit service and attracting drivers to transit? What corridors have the highest bus ridership per mile? Are there streets where bus riders are the majority but they're still stuck in traffic with cars?

Eliminate parking requirements from zoning. Decouple the cost of parking from cost of housing. Don't force people who don't want parking to pay for it.

I think we need both sticks and carrots, but you have the carrots in place before introducing the sticks. A carrot would be modernizing transit by upgrading the busiest bus corridors from bus stuck in traffic to light rail. Sticks would include congestions pricing and parking reform--- managing the demand for driving and
parking. Be clear about using the revenue from the stick to fund the carrot. Use the carrot to change the way people view public transit. Only then will they be willing to fully fund it.

Transportation Don't be afraid of demand management strategies. Designing to encourage more transit and less driving is not war on cars, it's urban planning.

Transportation I'd like to see an affordable and green version of the curb extension at crosswalks throughout the city. Where parking is not allowed in the last space before a stop sign (to protect crossing pedestrians), that space is often used anyway by ComEd, delivery, taxi, etc. That's a good place for a planter or a rain garden.

Transportation Focus on parking reform to make way for street trees and other green features. There's probably too much parking already in most places, but until we count it we can't tell. First count the parking, determine what the right amount is, then charge where it's free, then manage the spaces we have. That should make room for more street trees and rain gardens --as well as dedicated transit lanes, protected bikeways, and sidewalk cafes.

Transportation Vacant areas near downtown--specifically in places where it's affordable to provide rapid transit, schools, healthcare, shopping, and jobs.

Transportation Transit Oriented Development is a good public policy. However, any density bonuses should be reviewed by local communities and not be automatic. There must be associated planning by transit agencies to be able to handle increased ridership on public transportation including funding for additional employees and equipment.

Transportation The goal of all funding should be to get people out of their cars and onto public transportation. We should no long build additional road capacity.

Transportation A true high-speed Midwest rail system should be planned and implemented.

Transportation In order to encourage use of public transportation, it should be subsidized by increased tolls on highways and an increase in the gasoline tax.

Transportation I would like to know what has contributed to decreasing mode share for almost all modes other than driving alone between 1980 and 2014.

Transportation Bikes are an excellent first last mile solution as part of a fully utilized and accessible public transportation network. Bikes on trains needs to be 24/7, 365 days a year.

Transportation Enforcing driver rest periods is important. Drivers also are distracted by their communication devices. 80,000 pounds weaving on a road is a nightmare.
Transportation
Rail freight needs to be put on the inbound line servicing the receiver as far from Chicago as possible. Rail companies hold freight in their systems to maximize their profits, then turn loose cars in the middle of Chicago's hub in a free for all mess.

Transportation
Freight moves through out town fairly quickly with minimal waiting time. Longer trains on the periphery lines with their switching activities can block crossings way longer than 10 minutes, often 15 minutes or more.

Transportation
Multi-modal operations should be emphasized to the advantages each brings.

Transportation
The performance trend is more dependent on the time it takes to reach a destination. This is based on the accessibility of the place. An area like Chicago that is trying to attain maximum accessibility is also facing a real time issue called congestion. The transportation authority has to understand this and emphasize on the specified modes based on its demographics to increase the performance of each mode.

Transportation
The public understanding for transportation is the minimum speed and time take by a mode for a trip. Though the transportation technology has helped us identify the speed level for each mode that makes us plan our travel accordingly, we also understand that the technology should also help us solve the unintentional delays due to congestion.

Transportation
Bus and train time is an issue. Promote efficiency and on-time performance

Transportation
I plan to buy a house in the northwest suburbs soon but I work in the Loop. The Metra train ride I will use takes over an hour to get downtown. More express trains from farther out would be helpful.

Transportation
Having a train connecting Midway and O'Hare would allow for easier transfer of passengers.

Transportation
Having an "L" train run north and south without having to connect to the loop would be ideal.

Transportation
TMCs must communicate DIRECTLY with vehicles and travelers (machine to machine) using V21 and other communication media.

Transportation
Promote the adoption of Connect Vehicle technology throughout the region

Transportation
Connected vehicle technology can reduce congestion much less expensively than widening roadways can. It can reduce intersection delay at a fraction of the cost of other techniques. There are many other safety and mobility benefits that should be considered in ON TO 2050.
Information on updates to CTA rapid transit and bus service, especially station closures and bus line reroutes.

Northeast Illinois must continue to improve and expand it's public transit system, and at the same time, get more creative on ways to encourage people to leave their cars at home for most trips and take public transit. Getting cars off the road and expanding transit is perhaps the biggest step towards enhancing livability.

Land use as the biggest transportation issue... Where people are and where they want to be. TODs.

Correlation bt good transit and property values.

They don’t encourage alternative transportation modes in the suburbs.

Autonomous cars will take care of that!

Being a teenager in high school and not having a way to get around town. No way of getting to some other place other than school and house. (not encouraged to use alternative transportation)

Impacts of UBER/Lyft on land use and transportation: Job opportunities that are there for drivers. If there was ever a country that needed this, we do. For folks in between jobs...

Has encouraged people to get rid of their cars and turn to public transit

Ride share businesses are incentivizing for corporations. People are getting rid of their old hunkers.

Private financing incentive for ride share/smart cars.

How do I get rid of the car once I get to Oakbrook? How do I not pay for the idle time that the car is using while parked when I could just use my own car.

Divvy as a model for car sharing.

Portland has a smart car sharing model

Zip car is experimenting

Will need way more parking spaces than cars for it to work.

Taxing on shared vehicles is pretty high. Over inflated like the gasoline tax. The government isn’t doing any favors by having the high tax. Slapping the tax on it isn’t helping to promote and help it get off the ground.

They tax them like rental cars which screws locals.

How many of us have a reasonable expectation of what to get charged by zip car?

Communication infrastructure follows the transportation infrastructure.
<table>
<thead>
<tr>
<th>Land use and housing</th>
<th>Suburbs have affordable starter homes, which is an opportunity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land use and housing</td>
<td>Schaumburg has multi-family units</td>
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<tr>
<td>Land use and housing</td>
<td>Mt. Prospect and other suburbs lack multi-family; just rehab and townhomes, which are too expensive ($650K to start)</td>
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<tr>
<td>Land use and housing</td>
<td>Bias against rental units</td>
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<tr>
<td>Land use and housing</td>
<td>Lack of senior housing</td>
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<tr>
<td>Land use and housing</td>
<td>Day of corporate office park is past; when city gets business we have to recognize that this benefits suburbs</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Cheap land in suburbs is an opportunity</td>
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<tr>
<td>Land use and housing</td>
<td>Need more senior housing, but there is a stigma associated with multi-family housing</td>
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<tr>
<td>Land use and housing</td>
<td>&quot;fair&quot; housing v. market-rate (no desire for &quot;affordable&quot; housing in communities), residents want owner-occupied even when it's replacing a building that isn't liked (e.g. a strip mall)-- cultural bias</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Countryside-- rural large lots are turning into McMansions, losing character, people/density, affordability--how do we maintain balance?</td>
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<tr>
<td>Land use and housing</td>
<td>More multi-family housing for smaller households needed, but too much stigma around multi-family, both market-rate and affordable</td>
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<tr>
<td>Land use and housing</td>
<td>Aging a challenge and opportunity</td>
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<tr>
<td>Land use and housing</td>
<td>Housing prices is just part of issue, taxes second part</td>
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<tr>
<td>Land use and housing</td>
<td>Density is too high in some areas -- you walk outside and you might get hit by a car, there is so much traffic and it's fast-moving</td>
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<td>Land use and housing</td>
<td>Need higher density housing in suburbs</td>
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<tr>
<td>Land use and housing</td>
<td>CMAP should shift focus from downtown Chicago to suburbs like Schaumburg</td>
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<tr>
<td>Land use and housing</td>
<td>Lack of a walkable downtown w/ neighborhood, community feel in Schaumburg (compared to Naperville, Chicago)</td>
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<tr>
<td>Land use and housing</td>
<td>People cannot afford to live in their homes</td>
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<td>Land use and housing</td>
<td>Work with township to set regulations on how big houses should be</td>
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<td>Land use and housing</td>
<td>Deforestation and sprawl</td>
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<td>Land use and housing</td>
<td>Use vacant lands smarter, more parks</td>
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<td>Land use and housing</td>
<td>Tear down vacant buildings and build for housing and parks</td>
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<td>Use vacant buildings for housing</td>
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<td>Land use and housing</td>
<td>How to integrate development and use of property to the best use of the community</td>
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<td>Land use and housing</td>
<td>What can be done with vacant land in the interim? Farmers Markets?</td>
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<td>Land use and housing</td>
<td>Regulations limited right to decide how to use the land and creates tensions with neighbors</td>
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<td>Land use and housing</td>
<td>True land that is viable between city and suburbs</td>
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<tr>
<td>Land use and housing</td>
<td>Affordable housing connected to homelessness and healthcare</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Many areas in Cook County are underutilized</td>
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<tr>
<td>Land use and housing</td>
<td>Alignment/consolidation of existing community plans</td>
</tr>
</tbody>
</table>
Land use and housing
Maintain old housing stock
Assessor has been slow to recognize the rise of the market
Need affordable housing, there is too much development
The quality of housing is deteriorated
There is affordable housing but not enough people moving in
Too many vacant or abandoned homes
Limited capacity communities
Look beyond land use as an agency
What does "affordable" mean?
Uneven development around train lines on Chicago's North and South Sides presents different types of TOD challenges
To encourage south side TOD need to address other issues: crime, education, quality of life generally
Housing: we have solid structures that can be rehabbed
We still have affordable land in region compared to the coasts (NYC and SF)
Water pipe infrastructure needs to be addressed
We need to be more aggressive and coordinated in rehabbing
Use economic incentives to focus on inner city and TOD
Need a census of vacant land in Auburn Gresham.
Need to get vacant lots into private ownership.
Desegregation of housing and land use
Retail signage/requirement policy
More variety in housing stock
Affordable senior housing in Naperville
Decreasing middle-income affordability
Land values drive new housing stock development
There is less support for more housing density
School capacity limits types of new housing
Incorporated versus unincorporated
Resistance to increasing density
Housing is too expensive
Housing mix and multi-family serves aging population
Economic segregation via home prices
Fears of effects on property values from housing density (need more education, demonstrate how housing diversity looks, use examples)
McHenry Co is a high commuter county. 60% leave the county for work and there are not a lot of jobs in the county. Moreover, few people can afford to live there who work there and vice versa
Aging in place better with transit connections
Resistance to increasing density
Encourage more front porches through local zoning
<table>
<thead>
<tr>
<th>Land use and housing</th>
<th>Affordable assisted living senior care is very lacking. In particular the in-between care is difficult to find in the region.</th>
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<tr>
<td>Land use and housing</td>
<td>Better connections between housing and transportation.</td>
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<tr>
<td>Land use and housing</td>
<td>Austin has a lot of vacant land ripe for development.</td>
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<tr>
<td>Land use and housing</td>
<td>Increase resources for better homes and schools.</td>
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<tr>
<td>Land use and housing</td>
<td>Austin used to be a densely populated town unto itself.</td>
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<tr>
<td>Land use and housing</td>
<td>Increase diversity without fear of gentrification.</td>
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<tr>
<td>Land use and housing</td>
<td>The population of McHenry Co. is aging and there are long-term care needs.</td>
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<td>Land use and housing</td>
<td>Low income households are moving closer to the Palatine/Arlington Heights area where there are jobs.</td>
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<tr>
<td>Land use and housing</td>
<td>Inconsistent housing patterns throughout the communities.</td>
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<tr>
<td>Land use and housing</td>
<td>In some areas, more rental housing is needed.</td>
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<tr>
<td>Land use and housing</td>
<td>A way to attract more people to downtown is with affordable housing.</td>
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<tr>
<td>Land use and housing</td>
<td>Expensive housing in Chicago.</td>
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<tr>
<td>Land use and housing</td>
<td>Redefine what affordable means.</td>
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<td>Land use and housing</td>
<td>Large foundations can ban together to add diversity to the housing stock.</td>
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<td>Land use and housing</td>
<td>Aging in place.</td>
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<td>Better connections between housing and Transportation.</td>
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<td>Land use and housing</td>
<td>Stop Sprawl!</td>
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<tr>
<td>Land use and housing</td>
<td>Reuse housing stock.</td>
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<tr>
<td>Land use and housing</td>
<td>Address people tearing down homes to build larger homes on lots.</td>
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<tr>
<td>Land use and housing</td>
<td>Find a way to make infill development less expensive (greenfield development)</td>
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<tr>
<td>Land use and housing</td>
<td>How much density housing is needed? &quot;Density shed&quot;</td>
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<tr>
<td>Land use and housing</td>
<td>Some communities don't understand what density means.</td>
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<tr>
<td>Land use and housing</td>
<td>Preconceived notion of who lives in density housing.</td>
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<td>Land use and housing</td>
<td>Housing connects with equity.</td>
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<td>More density is needed in Chicago.</td>
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<tr>
<td>Land use and housing</td>
<td>Density throughout the city isn't the same.</td>
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<td>Land use and housing</td>
<td>Parking requirements impede the density.</td>
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<td>Land use and housing</td>
<td>Ideally, it would be 5,000 people per square mile in the region.</td>
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<td>Land use and housing</td>
<td>&quot;Artificial density&quot; park and ride.</td>
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<td>Land use and housing</td>
<td>Land use contest. Who gets the authority?</td>
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<td>Land use and housing</td>
<td>Access to capital to build/renovate housing is a barrier.</td>
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<td>Incentives for development are a double edged sword, can we afford the cost? How can we incentivize development but also note the cost (impact fees), need to find a balance</td>
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<td>Land use and housing</td>
<td>Preserve green space and encourage compact development to improve public health.</td>
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<tr>
<td>Land use and housing</td>
<td>Land use is local issue but transportation is &quot;someone else’s&quot; problem.</td>
</tr>
</tbody>
</table>
Land use and housing
Future is unknown, developers don't want to try something new (change their ways)

Land use and housing
Municipalities can't provide the full suite of housing options needed

Land use and housing
Hard to find a community that is both walkable AND affordable

Land use and housing
Not everyone wants to live in dense neighborhoods, the American dream is still a 2500 square foot home on a cul de sac

Land use and housing
It's hard to replicate the sense of town center in a planned development; developers have a hard time reconciling the desire for walkability with the fact that everyone wants a big house (but these stay vacant for a while)

Land use and housing
Our children want more, and bigger things than us, a bigger house, a bigger garage

Land use and housing
Affordability in the suburbs is an asset, as is education and the toll road [transportation]

Land use and housing
Community is in agreement about the need to preserve open space (farmland and recreational area)

Land use and housing
Perception of higher density is bad although studies contradict this. Making this point in ON TO 2050 would be helpful.

Land use and housing
The perception is that if you rent, you don't care about the property and that renters don't have money

Land use and housing
Can you direct STP/TIP money to these types of programs?

Land use and housing
Support energy-efficient senior buildings with open space

Land use and housing
Need more affordable housing for low/median income populations

Land use and housing
There is a lot of undeveloped land in existing communities that should be developed first

Land use and housing
Safety issues near affordable housing are a problem (give affordable housing a bad reputation)

Land use and housing
Need more mixed use housing (although retail development is too slow, making the mixed-use buildings look vacant)

Land use and housing
Lack of information: how do I know if property in my neighborhood is for sale, or vacant, you don't know about opportunities until you go looking

Land use and housing
Housing upkeep a major obstacle

Land use and housing
Segregation of communities

Land use and housing
Access to services in suburban areas as low income people move out

Land use and housing
Single-headed households on the rise

Land use and housing
Empty strip commercial - what do you do with this?

Land use and housing
Who is looking at cumulative (neighborhood, city, region) impacts of development?

Land use and housing
Find ways to make infill development less expensive. (less regulation) (Make more regulation to make rural development more expensive?)

Land use and housing
Sprawl

Land use and housing
Affordable housing is available, just not where people want to live

Land use and housing
There are other barriers such as crime which affect access to affordable housing
Land use and housing
People want to live near where they work

Land use and housing
Affordable housing is available, just not where people want to live

Land use and housing
Housing - affordability to stay in place

Land use and housing
Coordination of infrastructure investments

Land use and housing
Land use - downtown/isolated communities

Land use and housing
Brownfields in isolated communities, effect on health conditions

Land use and housing
New housing development isn't affordable and is displacing residents. How can we better regulate developers?

Land use and housing
Creative housing solutions needed for the homeless

Land use and housing
Affordable housing should be 1) smaller (less than 10 units), not mega projects, and 2) more integrated with market-rate to create mixed-income communities

Land use and housing
Poverty is concentrated

Land use and housing
Affordable housing should be spread evenly across the region

Land use and housing
No exceptions to the affordable housing rules, all development should be min. 20% affordable

Land use and housing
Vacant buildings are staying vacant for too long, 2400 vacant buildings in Austin since 2008

Land use and housing
Chatham: increased density doesn't matter but it's seen in surrounding community areas.

Land use and housing
Not wanting single family homes as rentals in certain community areas

Land use and housing
A 'million' vacant lots that can be turned into parks all over

Land use and housing
Asian parents are purchasing many of the new condos for their children to live and go to school.

Land use and housing
In certain areas, there's a senior population where only 2 things happen: they can't pay the taxes or can't fix the roof. They've paid for their homes and can't afford to stay due to fixed income.

Land use and housing
Hard for elderly to stay in homes on pensions/soc. Security

Land use and housing
3000/month for rentals for 1br in Humboldt Park TODS. Not good.

Land use and housing
Bias in how condition of infrastructure changes from street to street in the city

Land use and housing
Collar county dispute

Land use and housing
Isolated communities/what does this mean?

Land use and housing
Density is not wanting single family homes not wanting to be rentals

Land use and housing
Developer set-aside (more density but must have a public park)

Land use and housing
Many vacant lots turned into parks

Land use and housing
Chinese market increasing in the south loop

Land use and housing
What is going to happen to Hyde Park? Lots of rental units

Land use and housing
Public infrastructure largest

Land use and housing
Affordability - high taxes

Land use and housing
Senior populations can't pay taxes, can't keep up w/maintaining the houses

Land use and housing
Gentrifying is pushing seniors and others out
Seniors/it’s hard to stay in their homes. How is this sustainable?

Gentrification goes hand-in-hand w/TOD

Attracting investments

Low demand for development

Attracting more development into an urban center is not really needed.

No shortage of downtown investment. Suburban areas do need that.

Having diversity of approach.

Overcoming objections to affordable housing

Not a lot of emphasis on residential segregation. Concentration of poverty. Poverty clustered in south suburbs as voucher holders came in.

School options make people move to certain communities

Different areas will require diff strategies

Controversial w/demand for density affordable housing

Housing & TOD go hand-in-hand

Housing stock changes from owner to rental on a regular basis/varies by community and driven by demographics

Not a lot of emphasis on systemic segregation/concentration of poverty

Wide variation in people react in the county

Education and housing correlate directly

Retirement/ could lead to wanting to rent instead of maintaining homes

Low demand in whom? Investors or community?

Zoning policy can help address isolated communities

Income restricted housing unfortunately doesn’t happen b/c of elected officials

Zoning can be a barrier to affordable housing

Housing is available and close to transit but for whom?

More housing for below 30 AMI to very low/homeless people rather than middle

Senior mass home sharing w/low-income/homeless people that matched needs (open communities)

More co-ops

Stressed properties... how do we transform them into properties that people will want to continue to live in and invest in?

CMAP’s process has to think differently about how they ask questions from communities. The questions are all important and all need to be worked on simultaneously. Make sure that CMAP asks questions more appropriately.

Racialized disinvestment in communities is a challenge

Public safety - no company will invest because of insurance

Exclusion and inequity are old topics that have been around... glad CMAP is starting to work on these

Aging population where seniors can't afford to stay. Youth can't afford to buy. Need more housing options like condos. Rent-to-own options.
Land use and housing

Low wages can't afford housing. Not sustainable.
Land use and housing

Available housing at transit is good
Land use and housing

Brownfields, abandoned lots should be repurposed to green, gathering spaces.
Land use and housing

Unused land in inner city for economic development
Land use and housing

Green space to improve aesthetics and address violence issues
Land use and housing

How to address blight?
Land use and housing

Developers respond to demand which can drive housing density
Land use and housing

I would live in Chicago if the schools were better
Land use and housing

Planning for density
Land use and housing

An incentive to redevelop instead of sprawl
Land use and housing

[survey] variety of affordability of housing are linked, shouldn't split them as priorities
Land use and housing

The distribution of housing across the region (and segregation) should also be addressed
Land use and housing

High concern for isolated communities
Land use and housing

"other" answer is indifference stress between development and preservation

Land use and housing

Affordability overwhelmingly #1
Land use and housing

Development in some areas are not changing as fast as they would like
Land use and housing

Gentrification - are people being put in pockets they can't go?
Land use and housing

Disparity between disappearing south & west side, while the north/east side is more self-sufficient (thriving)
Land use and housing

Rent is very expensive in the city, pushing residents out of the west
Land use and housing

All new development are high-rises which don't meet the demands of all people (more diverse housing choices) and mobile friendly
Land use and housing

Low-income residents cannot only afford housing but everything else
Land use and housing

Balanced housing/age/demographic diversity through the region
Land use and housing

Better architecture and development
Land use and housing

Better transition w/old & new buildings
Land use and housing

Housing sustainability
Land use and housing

Creating gathering/community spaces where people need to connect
Land use and housing

Some housing is inefficient and maintenance makes housing less affordable because it is so expensive to maintain
Land use and housing

Raise questions about aging housing stock.
Land use and housing

Who is checking our lead pipes? Are there programs for this?
Land use and housing

The process of building and development needs to be more of a community process and get input from people
Land use and housing

Tiny homes concepts/ stackable storage units - would require zoning/policy changes
Land use and housing

Do either plans address homelessness?
Land use and housing

Banks who own foreclosed homes should work w/residents to fix what is already there and provide credits to own
<table>
<thead>
<tr>
<th>Land use and housing</th>
<th>Community acceptance is because rest of infrastructure isn't there - traffic, stormwater</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land use and housing</td>
<td>No one wants change - issues of supporting infrastructure - and stereotypes</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Affordable is #1 issue</td>
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<td>Land use and housing</td>
<td>For many residents, property taxes is more than mortgages - and services rendered are not equivalent to taxes on a value level</td>
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<td>Land use and housing</td>
<td>How are immigrants going to age and be cared for?</td>
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<td>Land use and housing</td>
<td>How are we protecting naturally affordable housing owned by mom-and-pop from corporate landlords?</td>
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<tr>
<td>Land use and housing</td>
<td>Need to protect fertile agricultural land from development</td>
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<tr>
<td>Land use and housing</td>
<td>How are agricultural subsidies managed? Can they be better targeted/managed to support agricultural development in regional interests?</td>
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<td>Land use and housing</td>
<td>Housing for migrant workers needed; they're the backbone of the local economy but have substandard living (and can't afford any better)</td>
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<tr>
<td>Land use and housing</td>
<td>Community acceptance of high density housing</td>
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<td>Land use and housing</td>
<td>Push for equity for discriminated communities</td>
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<td>Land use and housing</td>
<td>Environmental Impact</td>
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<td>Land use and housing</td>
<td>Land use &amp; public policy. Tax, land values</td>
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<tr>
<td>Land use and housing</td>
<td>Social equity &amp; types of housings</td>
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<td>Land use and housing</td>
<td>Housing discrimination &amp; affordability</td>
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<tr>
<td>Land use and housing</td>
<td>How does a mixed housing stock fall into the 2050 plan... segregation, racial &amp; SES</td>
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<tr>
<td>Land use and housing</td>
<td>Infill development expensive</td>
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<tr>
<td>Land use and housing</td>
<td>Suburban sprawl. People are moving because they want the bigger house/acreage. People think that all the services that are in urban centers will just come to them</td>
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<tr>
<td>Land use and housing</td>
<td>How is land being developed in underutilized areas</td>
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<tr>
<td>Land use and housing</td>
<td>Foreclosure crises needs to be addressed in S. Suburbs - decreases home values everywhere</td>
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<td>Land use and housing</td>
<td>Park Forest has older housing stock</td>
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<td>More regulation required for home up keep vs. nuisance and eyesores - housing standards improve? Housing court is slow in Cook County</td>
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<td>Land use and housing</td>
<td>Housing Choice Voucher holder concentration</td>
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<tr>
<td>Land use and housing</td>
<td>Developers picked up cheap properties &amp; foreclosures and flipped homes to HCV holders</td>
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<tr>
<td>Land use and housing</td>
<td>HCV homes are not problem homes</td>
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<tr>
<td>Land use and housing</td>
<td>Help seniors stay in homes</td>
</tr>
</tbody>
</table>
Land use and housing

Help seniors right size homes

Parents & grandparents import land use and quality of life

Don’t put all affordable housing in poor areas where jobs are not

Plan away from sprawl.

Housing - equity issues

Make communities attractive to millennials

Attract companies to dense areas

Revitalizing brownfields & vacant properties - incentivize local infill development

Being able to age and live in your community. Housing; easy to get around; shared housing/co-housing

Increasing density (developers)

Developers want to build multi-unit buildings

Huge buildings go against the nature of the neighborhood. Damaging to the lifestyle of current residents

Scared to put up solar panels because a tall building may be built nearby and block the sun

Upgrades for tree pits are avoided due to costs of permits, etc.

Aesthetics in general - ugly architecture.

New construction poorly constructed low quality.

Affordability. People being pushed out. Transitioning.

People can't afford to live & work here.

Buildings being razed after years of poor maintenance.

Boom of SFH replacing housing stock because of existing zoning that's in place.

Taxes will continue to exacerbate rental pricing

Urban sprawl - contain reduce sprawl/greenbelt

Brownfields, abandoned lots should be repurposed to green, gathering spaces.

Discourage vacancies by eliminating tax loopholes

Affordability

Old building codes/ updated university

Housing stock/types of housing

Zoning modernization

Variances & setbacks/lot coverage

Property taxes high

Universal design

Reinvestment

Construction costs

Utility coordination is needed

Need affordable housing, rents are going higher

There is high or perception of high economic segregation the affordable is only in same towns
Land use and housing
Why weren't we building affordable in areas of oppression

Land use and housing
Lots of foreclosure in the region

Land use and housing
Property taxes soaring and that's driving people out and putting housing out of reach.

Land use and housing
Variety in housing stock - need something multifamily and walkable, different price points to attract/keep young people

Land use and housing
We need greater density

Land use and housing
Stop the sprawl

Land use and housing
Elgin need more downtown apartments

Land use and housing
There's a lot of new housing for mid-income, but not for people making $10-15/hr.

Land use and housing
Older housing stock is in need of rehab, but there isn't any incentives for landlords to upgrade, which is critical because theirs are rental units

Land use and housing
Housing range

Land use and housing
High unemployment is making housing less affordable, when you lose your job you can't stay in your home

Land use and housing
High taxes are a problem

Land use and housing
Illegal split of single family homes are leading to over densification and overcrowding in schools

Land use and housing
Property values not keeping pace with taxes

Land use and housing
Side lots being developed and then split off, leaving homes without street access and yards

Land use and housing
Overcrowding in multifamily development

Land use and housing
High foreclosure - 10 students affected

Land use and housing
Architecture?

Land use and housing
More efficient land use

Land use and housing
Develop more in existing densities

Land use and housing
Efficient concentration of people - housing, etc. to reduce sprawl

Land use and housing
Industrial parks claiming rural land bad for green space

Land use and housing
Property taxes high

Land use and housing
Failing/abandoned strip malls

Land use and housing
More vertical development

Land use and housing
Development should not outstrip infrastructure

Land use and housing
Suburbs are wedded to single family.

Land use and housing
Prejudiced against multifamily

Land use and housing
NIMBY

Land use and housing
Can't look at housing in isolation - need diverse tax base to support housing and community

Land use and housing
Property taxes keep going up - that's not sustainable

Land use and housing
Federal tax law gives incentive to abandon properties

Land use and housing
Address abandoned parking lots

Land use and housing
Development costs need to be internalized

Land use and housing
High real estate taxes in Lake County affects affordability of housing
Location of affordable housing is an issue

There is a high cost of living (housing costs) for the second wave of people to settle an area

Recycle downtowns, reduce sprawl

Revitalize Waukegan to reduce sprawl

Neighborhood make cities vibrant

Mixed developments

Get out and play more, get the kids outside

Our cities are built more spread out

Can CMAP help w/Shedd School grounds? Improvement of ground conditions/landscaping/repavement

Demographic changing: baby boomers and millennials want the same thing, but those in between don’t want them, so what’s going to happen to those subdivisions? Where are millennial communities going to be created? What will they look like?

Conversation of multi-family to single family decreases density and threatens economic vitality of a neighborhood by decreasing purchasing power

Taxes are increasing and driving up housing prices; how can people age in place?

College grads marrying later, so lacking dual income, plus they have more debt; consequently, can’t afford home-purchase

City picks and chooses what becomes a landmark

Low acceptance of high density in West Loop

Need mix of renters and homeowners

Renters are less invested in the neighborhood

Attract high-quality developments

Zoning is too much a guideline than rule. Not enforced.

Mixed development w/residences above retail.

Redevelopment of bad development, not sacrifice of open space in cities

No more sprawl

Aging in place - how are we planning for this?

Condition poor b/c funding is too

Increasing regulation/inconsistency

Regulations different by municipality and an impediment to development

Wasted space - empty lots

Quality of housing

Homelessness

Dependence on property taxes

Hard to see value of taxes

Brownfield redevelopment, require a regional coordinating body
Antidote to sprawl: make cities more attractive: w/higher density in cities, walkability, beauty

Rethink how we develop e.g... Infill

Housing choice should adapt to generational needs

More incentives for housing subsidies in other neighborhoods

Reduce the stigma of "affordable housing"

Create more housing for the great middle, the middle class

Create mixed housing for seniors

Address vacant lots

Collaborate with developers on new projects

Include communities in land use decisions

University acquisition of property removes housing units from the market

MWRD is a significant land owner but hasn't explored environmental sustainability in habitat... and how to fit that into a planning structure.

Quality, affordable housing, lack of single family homes

There are many foreclosed homes in the area

Aging/obsolete housing.

Suburbanization of poverty. Are we overbuilt?

Lack of affordable housing - too high rent & discriminatory landlords.

Lack of affordable housing.

Lack of affordable housing.

Affordability. Quality.

Affordability.

Funding.

Affordable housing near work.

Affordable single family housing.

EAV declined by 90% in commercial corridor.

Urban buildout.

Affordability.

Affordability.

Older housing, some being replaced.

Maintaining aging stock.

Re-development.

Affordable housing for young families.

Insufficient for low to middle class.

Provide affordable housing.

Affordable housing.

More affordable housing. Need weatherization programs.

Vacant lots.

Caring for vacant buildings, increasing affordability

Fix up housing.

How does the city get serious about affordable housing?
<table>
<thead>
<tr>
<th>Land use and housing</th>
<th>Dangerous neighborhoods</th>
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</thead>
<tbody>
<tr>
<td>Land use and housing</td>
<td>Need more structurally sound housing?</td>
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<tr>
<td>Land use and housing</td>
<td>Issues with foreclosures &amp; vacant homes.</td>
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<tr>
<td>Land use and housing</td>
<td>Make it affordable.</td>
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<tr>
<td>Land use and housing</td>
<td>Affordable housing is unavailable. Public housing unavailable to those with criminal records.</td>
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<tr>
<td>Land use and housing</td>
<td>Affordable &amp; available.</td>
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<tr>
<td>Land use and housing</td>
<td>Too many vacant homes or in bad repair.</td>
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<tr>
<td>Land use and housing</td>
<td>Vacant homes cost more than what the market allows to repair.</td>
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<tr>
<td>Land use and housing</td>
<td>Homelessness, foreclosure, repairs needed, abandonment.</td>
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<tr>
<td>Land use and housing</td>
<td>Need more housing</td>
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<tr>
<td>Land use and housing</td>
<td>Not clear title to properties and cost burdened owners</td>
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<tr>
<td>Land use and housing</td>
<td>Quality cost</td>
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<td>Land use and housing</td>
<td>Houses too big</td>
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<td>Land use and housing</td>
<td>Increase affordable housing near transportation</td>
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<td>Land use and housing</td>
<td>Too many mansions/sprawl</td>
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<td>Land use and housing</td>
<td>Affordability</td>
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<td>Land use and housing</td>
<td>Lack of suburban variety</td>
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<td>Land use and housing</td>
<td>Aging in place. More sustainable building requirements</td>
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<td>Land use and housing</td>
<td>Move away from fossil fuels. Availability of renewables</td>
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<td>Land use and housing</td>
<td>Needs change, taste of buyers change</td>
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<td>Land use and housing</td>
<td>Availability of mix of types &amp; prices, affordability</td>
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<tr>
<td>Land use and housing</td>
<td>Strong opposition to &quot;affordable&quot; housing. Increasing single family density</td>
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<tr>
<td>Land use and housing</td>
<td>Better flood management</td>
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<tr>
<td>Land use and housing</td>
<td>Tearing down smaller older homes &amp; putting up larger homes</td>
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<td>Land use and housing</td>
<td>Desire for cheap housing &amp; inherent opposition to inward development vs. Greenfields building</td>
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<tr>
<td>Land use and housing</td>
<td>Gentrification of housing in transit accessible areas</td>
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<td>Land use and housing</td>
<td>Affordability to all</td>
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<td>Land use and housing</td>
<td>Better quality</td>
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<td>Land use and housing</td>
<td>More inclusive housing</td>
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<td>Land use and housing</td>
<td>Affordability community diversity (racial &amp; income)</td>
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<td>Land use and housing</td>
<td>Increase affordability</td>
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<tr>
<td>Land use and housing</td>
<td>Lack of affordable housing</td>
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<tr>
<td>Land use and housing</td>
<td>Access to quality affordable housing</td>
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<tr>
<td>Land use and housing</td>
<td>Integrate communities across SES and racial/ethnic lines</td>
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<tr>
<td>Land use and housing</td>
<td>Too much supply in areas that are not growth opportunities</td>
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<tr>
<td>Land use and housing</td>
<td>Lack of affordable housing</td>
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<tr>
<td>Land use and housing</td>
<td>Affordable nots some areas</td>
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<tr>
<td>Land use and housing</td>
<td>NIMBY-ism affordability, need for creative housing types</td>
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<tr>
<td>Land use and housing</td>
<td>Creating sufficient affordable housing and adding integrated housing options for people with disabilities</td>
</tr>
</tbody>
</table>
Land use and housing

- Quality affordable housing
- Housing stock is available but vacancy is an issue
- Quality of housing available to all
- Lack of affordable housing
- Remediation by developer
- More affordable housing
- Accommodate growth in some acres while preserving quality affordable housing for all
- Need for variety in communities also attracts different types of jobs as result

- Not enough decent affordable housing, which is difficult to finance
- Developers purchasing properties for tear down
- Little development of affordable housing for "middle income" families near transit & job centers
- Housing cost
- Great disparity in incomes. Affordable housing opportunities
- Meet the needs of seniors, low-income, empty nesters, recent grads
- Attainable, desirable housings
- Affordable property taxes
- Incentives costs/impact fees transportation
- Housing stock for all income levels
- Providing more housing conducive to a retired population
- Low availability of small housing
- Lack of all age group housing within single community
- Affordable housing
- Affordability senior facilities
- Affordable housing throughout Chicagoland
- Affordable sprawl
- Lack of decent affordable housing
- Old hazardous housing/abandon
- Being able to afford
- Land use
- Quality, affordable housing. Lack of single family homes
- Affordable housing
- Access to safe, affordable housing
- Not made affordable to people equally
- Not enough housing for homeless & youth
- Affordable housing, vacant buildings staying vacant too long
- Affordable, mixed, regulation, homelessness
- More affordable
- Being able to do repairs and afford it.
- Improving poor neighborhoods
- Increased density reduces quality of life
Redlining lower cost housing
Not enough inexpensive homes
Demo for open space.
Rent control
Need more units.
Safe spaces & green initiatives.
Care for the homeless.
More stable 'hoods.
Vs. purchasing new but far distance.
Maintain quality housing stock
A lot of land for new development.
Funding mandates.
Use affordable housing as a way to increase racial integration.
Create more.
Use TIF & CHA money to address this.
Sustainable housing.
Lower cost.
Grants to rehab homes.
Build quality affordable housing in hoods that need it.
Vacant housing available for development.
Grants for home owners to repair through corporate sponsors.
Affordable housing restore abandoned buildings
Alt. housing options
Encourage smaller houses/multifamily
Measure population
Land availability
Promote aging in place. Smaller lots
Tax incentives
Community funded & local renewables
Flexible buildings design
Home sharing, accessory structures, community land trust
Housing for seniors to the disable from our own community is okay
Various land use solution
Denser planned housing around open spaces
Proximity to Chicago people are ok/interested in denser land use
Flexible codes to make construction less
Use added tax base for subsidy
Re-investment in disinvested communities
New ways to finance affordability
Better integrated communities improve quality of life and access to myriad of life experiences
Use housing as part of a larger strategy
Diverse communities
Dialogue opens up understanding and acceptance, create new model of affordable housing

Cost sharing with government/ expedited permitting

Diverse housing stock

Affordable housing to maintain diverse neighborhoods

More choices for housing type/locations

Consider the natural area - how to get the best of both worlds

Variety at a regional level

Inexpensive land

Creating more moderate housing types and availability

Listen to what is needed

Optimize government rules to allow cradle to grave housing in single opportunities community

TOD with variety of housing stock

To rehab & rebuild assisting housings in the community

New development

To create some housing

Rehabbing existing housing

Improve the current housing stock & affordability

To own their own house

Assistance to build capacity, nonprofit developers, public investment

Spread out development

Affordability

Realism property tax & distribution to public schools

Sprawl

Segregation, good schools. Jobs, employer cannibalization.

Keep expanding though many areas are unused.

Bike/walk trails for luxury, not in poorest areas.

Creation spaces for everyone vs gentrification, Parks, open space, mixed use.

Encourage density to increase housing supply.

Adjacency of dis-similar uses.

Economic development in Cook Co adjacent to DuPage Co.

Redevelopment.

Limited.

Best & highest use.

Urbanization

Lack of planning for redevelopment.

Develop land to have positive effect on money, taxes, community.

Redevelopment.

Vacant lots are an eyesore.

Urban sprawl, surface flooding.

Safe places to play. Community gardens.
<table>
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<tr>
<th>Land use and housing</th>
<th>Too much leeway given to big developers.</th>
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<td>Vacant lots.</td>
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<td>Land use and housing</td>
<td>Land not being used to spur economic development.</td>
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<tr>
<td>Land use and housing</td>
<td>More houses. Bring build and stores, business.</td>
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<td>Land use and housing</td>
<td>Vacant Land</td>
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<td>Land use and housing</td>
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<td>Concentrated mixed use</td>
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<td>&quot;critical&quot; define population capacity of region of density</td>
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<td>Exclusionary zoning</td>
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<td>Land use and housing</td>
<td>Ecological sensitivity in all aspects development; local food production; construction</td>
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<td>Land use and housing</td>
<td>Commercial areas lose much space to cars</td>
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<td>Land use and housing</td>
<td>Watershed planning for all open waters</td>
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<td>Land use and housing</td>
<td>Tie parks, open space with green infrastructure storm water, more green land</td>
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<td>Land use and housing</td>
<td>Sprawl</td>
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<td>Land use and housing</td>
<td>Opposition to density, building height even in downtown district</td>
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<td>Land use and housing</td>
<td>Water/air pollution stormwater management</td>
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<td>Land use and housing</td>
<td>Building up open spaces to increase tax base</td>
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<td>Land use and housing</td>
<td>Sprawl</td>
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<td>Land use and housing</td>
<td>Cleansing homeless persons out of space. Especially the 606</td>
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<td>Land use and housing</td>
<td>Zoning restricts innovation</td>
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<td>Land use and housing</td>
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<td>Land use and housing</td>
<td>Density</td>
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<td>Land use and housing</td>
<td>Be flexible w/zoning</td>
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<td>Land use and housing</td>
<td>Lack of variety in new construction</td>
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<td>Land use and housing</td>
<td>Density may discourage growth in areas that lack resources</td>
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<td>Land use and housing</td>
<td>Maintaining water quality</td>
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<td>Land use and housing</td>
<td>Needs to be coordinated better on a development level</td>
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<td>Land use and housing</td>
<td>Contamination cost to clean up</td>
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<td>Land use and housing</td>
<td>Above causes greenfield development</td>
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<td>Land use and housing</td>
<td>Move away from greenfield and auto oriented development patterns</td>
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<td>Land use and housing</td>
<td>Fractured nature of land use powers</td>
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<td>Land use and housing</td>
<td>Promote development in low density neighborhoods/communities</td>
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<td>Land use and housing</td>
<td>Sub-urban sprawl, must drive</td>
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<td>Land use and housing</td>
<td>Too many local authorities - no cohesive zoning</td>
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<td>Land use and housing</td>
<td>Need to emphasize in-fill</td>
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<tr>
<td>Land use and housing</td>
<td>Balancing individual neighborhood, community and regional wants and needs</td>
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<tr>
<td>Land use and housing</td>
<td>Lack of comp plan and influence back to local</td>
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<td>Land use and housing</td>
<td>Land use and housing</td>
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<tr>
<td>--------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
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<tr>
<td>Residential or commercial</td>
<td>Slowed growth &amp; development since 2009</td>
</tr>
<tr>
<td>Balancing open space w/a need for business, housing shopping, etc.</td>
<td>Empty buildings but yet making new buildings</td>
</tr>
<tr>
<td>Overabundance of vehicle travel for shopping opportunities</td>
<td>Walkable communities reduce sprawl-refund older infrastructure</td>
</tr>
<tr>
<td>Sprawl</td>
<td>Car-centric design</td>
</tr>
<tr>
<td>Attract investment accept density housing</td>
<td>Too many corporate projects that exclude the community</td>
</tr>
<tr>
<td>Residential</td>
<td>Residential</td>
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<tr>
<td>Funding</td>
<td>Lack of investment in minority areas, lack of collaboration w/communities in development</td>
</tr>
<tr>
<td>Vacancy</td>
<td>Vacancy</td>
</tr>
<tr>
<td>Too many boarded up homes &amp; empty lots</td>
<td>Connect services planning</td>
</tr>
<tr>
<td>Leaving places for middle class families to reside in city</td>
<td>Consistent application of zoning</td>
</tr>
<tr>
<td>No more &quot;new land&quot;</td>
<td>Empty store fronts with new development</td>
</tr>
<tr>
<td>More green space.</td>
<td>Demo for open space.</td>
</tr>
<tr>
<td>Promote development in Chicago &amp; Cook co.</td>
<td>Creating buffer zones.</td>
</tr>
<tr>
<td>Reduce lot size requirements. Allow higher structures.</td>
<td>Future plan development.</td>
</tr>
<tr>
<td>Economy</td>
<td>Economy</td>
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<tr>
<td>Industrial areas.</td>
<td>TOD</td>
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<tr>
<td>Vacant land can be made into parks.</td>
<td>Vacant land can be made into parks.</td>
</tr>
<tr>
<td>Encourage sing-side development through independent contractors.</td>
<td>Encourage sing-side development through independent contractors.</td>
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<tr>
<td>Community gardens</td>
<td>Community gardens</td>
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<tr>
<td>Rebuild fresh market, rebuild centers for youth, elderly, women</td>
<td>Rebuild fresh market, rebuild centers for youth, elderly, women</td>
</tr>
<tr>
<td>Mixed, Tod, sustainable sites</td>
<td>Mixed, Tod, sustainable sites</td>
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<tr>
<td>Determine earth-friendly land use</td>
<td>Determine earth-friendly land use</td>
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<tr>
<td>Vacant strip malls</td>
<td>Vacant strip malls</td>
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<tr>
<td>TOD dense</td>
<td>TOD dense</td>
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<tr>
<td>More density</td>
<td>More density</td>
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<tr>
<td>Allow bees, chicken, veg. garden in front yards</td>
<td>Allow bees, chicken, veg. garden in front yards</td>
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<tr>
<td>&quot;partnerships&quot;</td>
<td>&quot;partnerships&quot;</td>
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<tr>
<td>Land use and housing</td>
<td>Increasing sustainability, decreasing energy use $ better quality of life w/ better land use planning</td>
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<td>--------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------</td>
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<tr>
<td>Land use and housing</td>
<td>Lots of historic community &amp; residential buildings</td>
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<tr>
<td>Land use and housing</td>
<td>Better education/ application of smarter use of resources/energy</td>
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<tr>
<td>Land use and housing</td>
<td>Saving open spaces</td>
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<tr>
<td>Land use and housing</td>
<td>Vacant prop along rails, increased shelters w/ job training</td>
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<tr>
<td>Land use and housing</td>
<td>Form based codes</td>
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<tr>
<td>Land use and housing</td>
<td>Infill development TOD/COD</td>
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<tr>
<td>Land use and housing</td>
<td>Amend code</td>
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<td>Land use and housing</td>
<td>Encourage development in growth areas</td>
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<tr>
<td>Land use and housing</td>
<td>Coordinate w/ government, transit, etc. in more function proactive way</td>
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<tr>
<td>Land use and housing</td>
<td>Parcel acquisition/ land banking</td>
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<tr>
<td>Land use and housing</td>
<td>More business building in suburbs</td>
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<td>Land use and housing</td>
<td>Reduce transportation costs by</td>
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<tr>
<td>Land use and housing</td>
<td>Commercial, residential, closer proximity/ integrated development</td>
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<tr>
<td>Land use and housing</td>
<td>More communities becoming high functioning in zoning practice</td>
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<tr>
<td>Land use and housing</td>
<td>Thinking about making bike lanes</td>
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<tr>
<td>Land use and housing</td>
<td>Lots of room for growth</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Open</td>
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<tr>
<td>Land use and housing</td>
<td>Economy picking up and an opportunity for new growth &amp; development</td>
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<tr>
<td>Land use and housing</td>
<td>Revise comes to allow more multi-use density development in TOD/downtown areas</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>More communities like Serosun? But affordable. Farmland preservation - farm to table</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Encourage &amp; reward design that creates walkable communities</td>
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<tr>
<td>Land use and housing</td>
<td>Include the community in these decisions</td>
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<tr>
<td>Land use and housing</td>
<td>Residential parks, recreation</td>
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<tr>
<td>Land use and housing</td>
<td>To find ways to be more efficient</td>
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<tr>
<td>Land use and housing</td>
<td>Minority spaces may have blocks that need major work and the land can be used creatively</td>
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<tr>
<td>Land use and housing</td>
<td>Funnel business into vacant property</td>
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<tr>
<td>Land use and housing</td>
<td>Not push density into west loop</td>
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<tr>
<td>Land use and housing</td>
<td>Education on zoning and land use plan</td>
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<tr>
<td>Land use and housing</td>
<td>Housing projects</td>
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<tr>
<td>Land use and housing</td>
<td>More parks (says 2 year old daughter)</td>
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<tr>
<td>Land use and housing</td>
<td>Vacant lands where new school can be developed</td>
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<td>Land use and housing</td>
<td>Aging houses and aging populations.</td>
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<td>Land use and housing</td>
<td>Aging population.</td>
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<td>Land use and housing</td>
<td>Changing demographics.</td>
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<td>Land use and housing</td>
<td>Large &amp; increasing stock of elderly with fixed income.</td>
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<tr>
<td>Land use and housing</td>
<td>Senior citizen housing crisis.</td>
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<td>Land use and housing</td>
<td>Senior housing (not enough)</td>
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<tr>
<td>Land use and housing</td>
<td>Small single family homes for seniors.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td></td>
</tr>
</tbody>
</table>
Land use and housing: Vacant senior housing.
Land use and housing: Age-appropriate developments, not all high-rise, multi-level
Land use and housing: To keep older residents in their homes.
Land use and housing: Lack of senior housing
Land use and housing: More resources for senior housing
Land use and housing: Much of the housing stock is not conducive to aging in place
Land use and housing: Senior housing developments put too much emphasis on the seniors' children, not the senior residents
Land use and housing: Senior needs services which dictate housing choice
Land use and housing: There is a disconnect between the demand for senior housing and where it is located
Land use and housing: What happens when the purpose-built senior housing is no longer in demand; think about the long-term demand cycle for senior housing
Land use and housing: Lack of regional coordination.
Land use and housing: Collaboration
Land use and housing: Connect folks with non-profit government agencies, plus work!
Land use and housing: So many dedicated non-profits.
Land use and housing: Aging houses and aging populations.
Land use and housing: Aging housing & stagnant sales.
Land use and housing: Aging housing stock doesn't appeal to young buyers/renters.
Land use and housing: Aging housing. New homes are too expensive. Not enough mid-income inventory.
Land use and housing: Aging housing. Tear downs resulting in gentrification.
Land use and housing: Area housing is aging.
Land use and housing: Degrading homes & too expensive new homes.
Land use and housing: Obsolete housing stock.
Land use and housing: Out of date.
Land use and housing: Obsolete & out of date developments.
Land use and housing: Large stock of existing housing in good condition
Land use and housing: Address aging building stock
Land use and housing: Address demographic trends.
Land use and housing: New "great migration"
Land use and housing: Prohibitive land uses & barriers to development.
Land use and housing: Suburban communities developed with outmoded plans.
Land use and housing: Update master plan.
Land use and housing: Develop best practice toolkit
Land use and housing: Educated communities on how to plan & attract development for this.
Land use and housing: Education, Barriers vs, opportunities, streamline the process, transparency
Land use and housing: Let private sector meet needs.
Land use and housing: Develop best practice toolkit
Land use and housing: Developers need to think long-term with a municipality, not short-term monetary
Land use and housing: Educate local governments on how to plan for the future.
Land use and housing

By helping communities enact the progressive policies that will achieve livable communities.

Economic integration will not come as a result of theoretical real estate policy but rather through working toward less restrictive zoning, an affordable building code which embraces new technology no materials on property taxes which encourages economic growth.

Less municipal interference in Housing and Real Estate

Diversify

Diversify housing stock.

Diversity of stock.

Lack of diverse housing

Less density.

More diverse stock.

Need more diverse housing.

Need more variety.

Not enough mixed use. NIMBY.

Public accepting smaller & efficient homes.

Small houses being torn down for large homes.

Taller apartment buildings.

Alleviating sprawl & increasing density.

Balanced use of commercial & residential.

Creating spaces for everyone.

High, dense housing & funds.

More productive land use. More dense housing.

Push for dense developments = less affordability.

Good mix of housing types.

Higher density housing.

Higher density.

Housing diversity.

Millennials want smaller homes & more convenience.

Mixed use is becoming more popular.

More modern offerings for a younger demographic that would help stimulate the economy.

Planned communities w necessary support (shopping, medical, etc.)

Vertical.

Commercial/residential

Create walkable community oriented development.

Higher density.

New models to incorporate mixed use.

Smart development. People now want smaller homes.

2. Denser developments (walkable, compact)

Address "Fear of Density" and its impacts like noise

Bias against rental housing in suburban communities
<table>
<thead>
<tr>
<th>Land use and housing</th>
<th>By making livable communities the universal design standard for all communities in the region.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land use and housing</td>
<td>Community acceptance of higher density housing and rental apartments</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Diversity in housing is an asset</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Educate the general public on the benefits of development density</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Emphasize and expand rental opportunities.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Encourage more home ownership (down payment assistance - Reach Illinois - responding to market demand)</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Higher density housing.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Increase Density</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Increase housing density, increase supply</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>investments in multi-family units, like in Schaumburg, helps to attract young people and younger families</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Lake County: the culture and zoning favors single family homes, not multifamily</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>More density.</td>
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<tr>
<td>Land use and housing</td>
<td>Balance</td>
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<tr>
<td>Land use and housing</td>
<td>Development.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Disconnected.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Examining land use as a whole - its impact on transportation &amp; natural resources.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Finding a good balance.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Folks not up to the challenge.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Guiding vision.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Lack of &quot;big picture&quot; for region.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Manage partnerships.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Long term benefits</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Plan for more connectivity between uses.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Policy change.</td>
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<tr>
<td>Land use and housing</td>
<td>To engage public.</td>
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<tr>
<td>Land use and housing</td>
<td>land is cheap in the suburbs</td>
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<tr>
<td>Land use and housing</td>
<td>Eco-friendly homes.</td>
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<tr>
<td>Land use and housing</td>
<td>Sustainable development.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Renewable energy</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>You're doing a great job with creative projects that are green.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Maintaining certain number of buildings from different eras. Being mindful of historical value.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Overall good but want to focus on built environment from architectural and landscape design standpoint. Quality design = econ value.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Please make sure historic preservation - survey of existing historic / landmark eligible properties - included in comprehensive planning from standpoint of reuse opportunities, rehab incentives and sustainability (and rehab creates more local jobs than new construction).</td>
</tr>
</tbody>
</table>
Land use and housing
Urban and Architecture Design Adds econ value
Homelessness, displacement.
Homeless.
Care of those who are homeless & live in poverty.
Provide housing to homeless. Supportive housing. Land trusts.
End homelessness among LGBT youth.
No homelessness
Affordability of rent increases & home ownership.
Affordability
Affordability
Affordability, diverse housing stock for low-income.
Affordability, gentrification
Affordability, long-term vacancy.
Affordability, quality, availability.
Affordability, social mix.
Affordability.
Affordability.
Affordability. Property tax surge.
Affordability/seggregation.
Affordable & accessible to jobs.
Affordable available housing.
Affordable housing
Affordable housing
Affordable housing
Affordable housing crisis,
Affordable housing for everyone.
affordable housing in metro areas
Affordable housing is hard to find.
Affordable housing, public housing stock.
Affordable housing, senior housing
Affordable housing.
Affordable housing.
Affordable housing.
Affordable housing.
Affordable housing. Housing for seniors who can’t drive.
Affordable housing. Safer working communities.
Affordable living costs.
Affordable, accessible, free from segregation/discrimination.
Affordable, aging households.
Affordable.
Affordable. Safer neighborhood.
Aging community expects same house but less tax.
As income becomes generally reduced, affordable housing is needed.
Land use and housing becoming more expensive.

Land use and housing costs.

Land use and housing costs, location

Land use and housing create more affordable housing for the most vulnerable.

Land use and housing expensive to own land.

Land use and housing few high-end housing here.

Land use and housing having affordable and convenient housing for everyone.

Land use and housing high housing costs.

Land use and housing high price.

Land use and housing housing costs going up. Displacement.

Land use and housing housing in poor communities is too expensive.

Land use and housing housing prices are suffering due to too much stock

Land use and housing important to ensure affordable housing

Land use and housing increasing price.

Land use and housing increasing rents lead to displacement. Affordability is an issue.

Land use and housing insufficient amount of affordable housing.

Land use and housing lack of affordability.

Land use and housing lack of affordable & accessible housing.

Land use and housing lack of affordable housing in city & suburbs.

Land use and housing lack of affordable housing, cause’s homelessness.

Land use and housing lack of affordable housing.

Land use and housing lack of affordable housing.

Land use and housing lack of affordable housing.

Land use and housing lack of affordable housing.

Land use and housing lack of affordable housing.

Land use and housing location of affordable housing.

Land use and housing make it affordable for all.

Land use and housing more affordable housing and safer.

Land use and housing more affordable housing!

Land use and housing more affordable housing. Safer communities.

Land use and housing need affordable housing.

Land use and housing need more affordable housing in areas of high opportunity.

Land use and housing not able to afford living.

Land use and housing not enough affordable housing. Market rents are high for low to mid-income renters.

Land use and housing not enough people can afford housing.

Land use and housing people can't afford to live in their preferred house.
People can't afford to stay in homes.
Placing affordable housing in areas of opportunity.
Profit motive favors middle/upper classes.
Provide adequate affordable housing for the poor.
Really expensive.
Removing stigma from affordable housing.
Shortage of affordable housing.
Sustainable, balance of market, affordable & subsidized.
The costs of housing are increasing.
Too expensive.
Unaffordable to very low income.
Voucher discrimination, lack of affordable housing.
Exclusionary zoning practices impact residential patterns.
Exclusionary zoning still dominates the region
Exclusionary zoning.
Housing prices are suffering due to too much stock
Lack of affordable transit-oriented housing.
Can change where people live if they can afford good housing.
Advocate for affordable/mix properties in the city & suburbs.
AFFh - Cook County seems proactive.
Affordability.
Affordable housing.
Affordable senior retirement housing.
As more high-end development comes to the area, more affordable housing should be required.
Build more units of affordable housing, not just subsidies.
Cap market rents in some areas & look at banks for lending practices.
Community land trusts or way to preserve affordable homeownership opportunities.
Create systems which produce & keep affordable housing. Community land bank.
Enact policies to balance gentrification with affordable housing.
Enforceable affordable housing plans.
Enough affordable housing in our municipality.
Innovative affordable housing strategies.
Investigate new means to sustainable affordable housing construction on public land.
Low income housing.
Lower the price. Build smaller affordable houses.
Mixed use. Affordability of new housing that's built.
More affordable areas
Need mid-income housing.
<table>
<thead>
<tr>
<th>Land use and housing</th>
<th>Open funding gates for affordable development; Address fair housing enforcement - all types.</th>
</tr>
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<tbody>
<tr>
<td>Land use and housing</td>
<td>ordinances that cap rent increases. get rid of &quot;af&quot; stigma.</td>
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<tr>
<td>Land use and housing</td>
<td>recommit &amp; reaffirm affordable &amp; adequate housing.</td>
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<tr>
<td>Land use and housing</td>
<td>Redevelop the vacant areas of Chicago.</td>
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<td>Land use and housing</td>
<td>relatively low uses cost of housing.</td>
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<td>Land use and housing</td>
<td>Rent control</td>
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<td>Land use and housing</td>
<td>Restructure housing policies to make more desirable to develop affordable housing.</td>
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<tr>
<td>Land use and housing</td>
<td>Safe spaces &amp; green initiatives.</td>
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<td>Land use and housing</td>
<td>Strengthening AHPPA to provide housing in opportunity areas.</td>
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<td>Land use and housing</td>
<td>Taxes &amp; available housing.</td>
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<td>Land use and housing</td>
<td>Using new AFH reg. effectively.</td>
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<td>Land use and housing</td>
<td>Affordable housing.</td>
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<td>Land use and housing</td>
<td>Improve criteria for approving people for housing.</td>
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<td>Land use and housing</td>
<td>Inclusionary zoning.</td>
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<tr>
<td>Land use and housing</td>
<td>Inclusive zoning.</td>
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<tr>
<td>Land use and housing</td>
<td>4. Better coordination of affordable housing and economic opportunity.</td>
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<tr>
<td>Land use and housing</td>
<td>Address fierce rental housing market.</td>
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<tr>
<td>Land use and housing</td>
<td>Affordability - People can no longer live in neighborhood</td>
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<tr>
<td>Land use and housing</td>
<td>Affordability protections for renters.</td>
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<tr>
<td>Land use and housing</td>
<td>Affordable housing in infill areas.</td>
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<tr>
<td>Land use and housing</td>
<td>Affordable housing near suburban job centers.</td>
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<tr>
<td>Land use and housing</td>
<td>Affordable Housing near transit (TOD in low income area)</td>
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<tr>
<td>Land use and housing</td>
<td>Affordable housing regulations need enforcement</td>
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<tr>
<td>Land use and housing</td>
<td>Affordable housing remains an important issue for the region's vitality.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Affordable housing/workforce -- develop skilled and non-skilled</td>
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<td>Land use and housing</td>
<td>Affordable Micro Housing in the urban core for musicians, artists</td>
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<tr>
<td>Land use and housing</td>
<td>Be more explicit about who pays for affordable housing: the developer or community?</td>
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<td>Land use and housing</td>
<td>Building senior housing is more popular than building affordable housing for families.</td>
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<tr>
<td>Land use and housing</td>
<td>Climate change resiliency as part of Homes for a Changing Region. Lowering costs through - water + energy efficiency - flood prevention - TOD. Incorporate more explicitly the linkage between resiliency and affordable housing.</td>
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<tr>
<td>Land use and housing</td>
<td>Communities need to share responsibility for housing affordability</td>
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<tr>
<td>Land use and housing</td>
<td>Connecting people who area underemployed to jobs using affordable housing and transit</td>
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<tr>
<td>Land use and housing</td>
<td>Create affordable housing/workforce housing</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Create more middle-income housing through condo-izing single family lots, coach houses</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Enforce Affordability Housing Mandates</td>
</tr>
</tbody>
</table>
Land use and housing

- Enforcement of affordable housing regulations is inconsistent
- Expand affordable housing
- Housing is expensive
- Housing to be available for ALL - End of Homelessness.
- Incentivize affordable housing with tax abatements
- Include tax free and rent control
- Increase supply of affordable rental housing.
- Mixture of voucher to AMI
- More affordable housing
- Mt. Prospect and other suburbs lack multi-family housing; the most approximate equivalent to multi-family dwellings are townhome rehabs and new constructions, but those are way outside the budget (About $650K) for the young families the community might want to attract

Land use and housing

- Need Affordability
- Need non-local requirements for affordable housing
- Need to address the missing middle in housing: medium density, middle-income affordability
- Please consider rent control as affordable housing.
- Rebrand "affordable" housing to "opportunity housing" or "workforce housing"

Land use and housing

- Re-invent mixed-income housing (in absence of a condo market).
- Smaller communities should accept responsibility for affordable housing
- Suburban housing "starter homes" can be far outside the price range of younger families, which is a challenge as suburbs ageing
- Suburban housing can offer some affordable starter homes
- There is an inclusionary housing ordinance in Highland Park, but the market dictates otherwise
- Unaffordable land use due to privatized markets
- Incentives for varieties of new construction, so people don’t move out of area.

Land use and housing

- Incentives to development.
- A high demand for housing near transit.
- Adequate housing near transportation & amenities.
- connection to transportation
- Diverse stock that's close to transportation.
- Diversified housing w access to transit.
- Few areas to develop
- Improve existing developments
- A lot of abandoned, unused land.
- Attracting businesses to suburban downtowns.
- Converting unusual, abandoned land
- Development of poor areas & vacant property.
- Each neighborhood needs their own little downtown.
Growing away from transit. Local challenges to density near transit.

Investment in underuse neighborhoods, build infrastructure & commerce.

Lack of affordable transit-oriented housing.

Landlocked borders limit new development & redevelopment is resisted.

Lot of abandoned land - gang uses.

Lots of torn down places.

Many abandoned buildings.

More productive use of land. Teardown/rebuild.


More than 100,000 acres of vacant or under-used land in the area.

Nicer downtown.

Not a lot of new development opportunities.

Not enough in urban communities.

Poor use of some valuable land.

Reconstruction takes time

Redevelopment of slammer lots.

Redevelopment of urban blight.

Revitalize declining communities & vacant land.

To provide funds for improvements to downtown center business district.

Unused vacant land & industrial areas.

Vacant land.

Vacant properties. Abandoned buildings, over-abundance of unaffordable land.

Vacant residential, commercial & industrial land.

Vacant space, under-utilization.

Growing away from transit. Local challenges to density near transit.

Create commercial pockets throughout the city that are pedestrian-oriented.

Abundance of vacant buildings.

Adaptive reuse opportunities.

Build housing to encourage non-car transit.

Develop housing close to transportation.

Inner-ring suburbs have a tremendous opportunity to house new development.

Lots of vacancies.

Mixed use/TOD.

Plenty of vacant property available for rehab.

Redevelopment of block areas.

Redevelopment opportunity.

Redevelopment.
Land use and housing
Reduce taxes to make more affordable.
Land use and housing
Re-invest in existing housing.
Land use and housing
Tear-downs and room for redevelopment.
Land use and housing
TOD.
Land use and housing
Vacant homes & lands. Restore them!
Land use and housing
Vacant lots - if used wisely.
Land use and housing
Can re-design the town to be more functional.
Land use and housing
Creative use of space, infill development.
Land use and housing
Development in Chicago & Cook Co.
Land use and housing
Incentivize repurposing land for better economic use.
Land use and housing
Infill/retrofit suburbs
Land use and housing
Knock down old houses & use for more arable land.
Land use and housing
Lot consolidation.
Land use and housing
Maximize redevelopment.
Land use and housing
More TOD
Land use and housing
Planned communities to replace blight.
Land use and housing
Promote TOD.
Land use and housing
Provide incentives on previously developed land.
Land use and housing
Redevelopment creates growth and refreshes community.
Land use and housing
Redevelopment.
Land use and housing
Redevelopment/introduction of more community benefits
Land use and housing
Reduce need for car travel, density bonuses,
Land use and housing
Retrofitting/mixed use zones.
Land use and housing
TOD, increased accessibility by putting more facilities closer to residents.
Land use and housing
TODs
Land use and housing
Underutilized land areas and train stations/bus terminals. I.e. Schaumburg Metra parking lot & Rosemont Blue line parking lot.
Land use and housing
urban redevelopment
Land use and housing
Vacant land to be used smarter & more efficiently.
Land use and housing
Vacant land/space for infill housing.
Land use and housing
TOD
Land use and housing
TODs, walkable streets.
Land use and housing
TODs/regional planning
Land use and housing
Train stop in center of town - appealing to commuters.
Land use and housing
4. Invest in IT collaboration with NGOs to help them coordinate services so there are fewer development deserts or affordable housing deserts.
Land use and housing
Address disinvested communities
Land use and housing
Affordable housing in infill areas.
Land use and housing
Affordable Housing near transit (TOD in low income area)
Land use and housing
Call for TOD
Land use and housing: Collaborate with public/private entities on suburban issues like TOD, FOD, and Last Mile Transit. Look for inventive designs and policies not driven by the real estate industry.

Land use and housing: Continue to encourage development and job growth near transit.

Land use and housing: The day of corporate office park is past, so it actually benefits the inner-ring suburbs when the city's business community grows, but it would be better if we worked collaboratively to target and attract those businesses.

Land use and housing: Determine economic value of not developing all the land. Identify unused buildings - schools, factories that can be transformed into other uses or be demolished and returned to green space or rebuilt. Convince Obama Library group to be the example - identify abandoned or unused property and transform it into a beautiful destination.

Land use and housing: Direct Development where needed.

Land use and housing: Direct the transit service boards to adopt pro-TOD policies. They could be our best implementers. Currently barriers.

Land use and housing: Educate the general public on the benefits of Transit Oriented Development.

Land use and housing: Encourage infill, TOD, complete streets.

Land use and housing: Encourage use of public transportation by supporting TOD - changing ancient zoning policies which focus on automobile.

Land use and housing: Examine more opportunities for higher density infill especially TOD.

Land use and housing: Focus on areas beyond the Downtown.

Land use and housing: How can we incentivize TOD throughout the region?

Land use and housing: Increase infill. Decrease Greenfields.

Land use and housing: Increase Transit Oriented Development (TOD) and increase intermodal connections.

Land use and housing: Investing in priority areas (i.e. Great Communities Collaborative in Bay Area).

Land use and housing: Lack of neighborhood cores.

Land use and housing: Less sprawl more TOD.

Land use and housing: Need clusters of office/employment centers, better served by public transportation.

Land use and housing: Need more density near transportation.

Land use and housing: Need to encourage Transit Oriented Development around bus stops as well.

Land use and housing: No vacant buildings.

Land use and housing: Prepare model TOD ordinances.

Land use and housing: Reprioritize infrastructure and other investments to areas served by transit.

Land use and housing: Reuse existing spaces and structures. Recreate/Redesign for what we need rather than building new. Chicago post-office=multi-use space with recreation, urban farming, housing, etc.

Land use and housing: There is underinvestment in disadvantaged communities.

Land use and housing: TOD near Metra stations.

Land use and housing: TOD Ordinance.
Town center infill housing to accommodate millennials

Transit supportive land use

Use priority development areas to guide funding decisions

Walkable cities in the "burbs"

Convenient to employment.

Employment centers dispersed throughout the region.

If transportation to jobs was easier, people could afford to live near jobs.

Consideration needs to be made for local communities to accommodate for work at home and shared office trends. Planning for transitional use property and technology provisions would be helpful. Less restrictive zoning could be start.

Live where you work, work where you live

Make region where you can live where you work.

Retain people who work here to live & stay.

There is a mismatch between where the housing and jobs are

Would it be helpful to have communities where people live and work?

Lack of" community" feel within existing areas

NIMBY

Implement new development design requirements & housing developments.

Knitting communities together for the good of everyone.

Lots of land available.

Vested interest in society help would make better place to live.

The grid form of a city helps control land use & transport.

Neighborhood Change

Allowing teardowns or maintaining continuity in subdivisions?

CHA needs to start using funds to create housing

federal input and control

Funding.

Housing extremes

Maintaining housing.

Making it easier for people to own houses.

Needs great investment.

Special needs housing is lacking.

Vacancies/foreclosures in south; Displacement in north.

We have to get a handle on our housing issues.

Manage increase pressure on housing in city.

Overcrowding.

Build more housing.

Economic growth through fulfilling demand.

Market shows signs of picking up.

Safer houses.

Consider youth housed strategies and other generalized specific strategies
Land use and housing

Facilitate housing construction
Focus on the intersection of health and housing.
Building on virgin lands kills wildlife & causes road hazards.
Lack of funds & green space.
Lack of green space.
Make more parks.
More green space & parks.
More parks & reserves.
More parks and using the vacant lots more efficiently.
More parks, better usage of vacant lots.
Need more parks and green areas.
Not enough green space. Lack of funding.
Open land space not being used for public parks.
Playgrounds.
Preserve where possible.
Very little green space.
We are not allowing for green spaces and our infrastructure is not aligned in the most efficient way.
We can't lose green spaces. It makes our Metro unique.
Could make parks.
Create more parks.
Increased green space in communities.
Invest more in recreational areas.
Keeping lakefront free of commercial use,
More green space.
Parks & recreation.
Preserve natural resources.
Protected parks & green spaces.
Rebuild as park green space. Build grocery stores in food deserts - both can create jobs.
Smart growth, policy & development becoming norm.
Smart growth.
Urban sprawl not sustainable
Amount of land used.
Excess, urban sprawl, too much deforestation.
Limiting sprawl
Loos of viable land use. Loss of agricultural land due to sprawl. Wrong type of development for an area.
Loss of green space.
Need to scale back auto-centric focus. More responsible development.
Sprawl
Sprawl
Sprawl, job distribution
<table>
<thead>
<tr>
<th>Land use and housing</th>
<th>Sprawl.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land use and housing</td>
<td>Suburban sprawl</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Suburban sprawl</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Too much sprawl. Developing in watersheds.</td>
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<tr>
<td>Land use and housing</td>
<td>Unchecked development, unequal development.</td>
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<tr>
<td>Land use and housing</td>
<td>We keep expanding even though we have underused areas.</td>
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<tr>
<td>Land use and housing</td>
<td>Growth boundaries.</td>
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<tr>
<td>Land use and housing</td>
<td>Accountability</td>
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<tr>
<td>Land use and housing</td>
<td>Nationally &amp; locally</td>
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<tr>
<td>Land use and housing</td>
<td>Degrading communities.</td>
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<td>Land use and housing</td>
<td>Equal access.</td>
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<td>Land use and housing</td>
<td>Federal rules</td>
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<tr>
<td>Land use and housing</td>
<td>Fixed land use.</td>
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<tr>
<td>Land use and housing</td>
<td>Ideally comm. Dev. Among committed local??/revenue generation.</td>
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<tr>
<td>Land use and housing</td>
<td>Land should flow with synergy.</td>
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<tr>
<td>Land use and housing</td>
<td>Need more flexible land use.</td>
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<tr>
<td>Land use and housing</td>
<td>Protection</td>
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<tr>
<td>Land use and housing</td>
<td>Spacing, open plots</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>All in the planning.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Attracts people.</td>
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<tr>
<td>Land use and housing</td>
<td>Let people who previously lived in the neighborhood pay.</td>
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<tr>
<td>Land use and housing</td>
<td>Low peak, sustainable incremental development.</td>
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<tr>
<td>Land use and housing</td>
<td>More people want this.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>sharing community</td>
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<tr>
<td>Land use and housing</td>
<td>Ability to change land use to whatever we need.</td>
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<tr>
<td>Land use and housing</td>
<td>All in the planning.</td>
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<tr>
<td>Land use and housing</td>
<td>Land use (local/Urban/ farms)</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Adopting new zoning masterplans to adapt to new development</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Control land use &amp; inadequate zoning change. Be more efficient with &amp; promote better uses in terms of a specific asset of a place.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Dated zoning codes. Engineering practices.</td>
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<tr>
<td>Land use and housing</td>
<td>Encouraging smart growth often receives resistance and difficulty with zoning amendments.</td>
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<tr>
<td>Land use and housing</td>
<td>Outdated zoning laws.</td>
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<tr>
<td>Land use and housing</td>
<td>Zoning ordinances limit opportunities.</td>
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<tr>
<td>Land use and housing</td>
<td>Zoning policy.</td>
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<tr>
<td>Land use and housing</td>
<td>Zoning code enhancements</td>
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<tr>
<td>Land use and housing</td>
<td>Adapting the zoning codes that not only affect development by also side effects.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Build communities that include meeting new needs.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>Plan zoning &amp; reserve areas.</td>
</tr>
<tr>
<td>Land use and housing</td>
<td>rezoning</td>
</tr>
</tbody>
</table>
Land use and housing
Do zoning audits of each municipality. Recommend consistent format - labeling zoning is a tower of babel.

Land use and housing
Need a comprehensive zoning overlay for the region (international building codes apply universally)

Land use and housing
Zoning for industrial doesn’t always include adequate road access

Land use and housing
Zoning the encouraging density

Land use and housing
An aging population has different housing needs

Land use and housing
Development converts natural areas such as agriculture and conservation

Land use and housing
Caretaking of the land is important

Land use and housing
Develop brownfields - invest, offer incentives

Land use and housing
Housing: We’re a "throw away" society

Land use and housing
Underdeveloped is not equal to be developed

Land use and housing
Mixed-use development, complimentary land uses, interconnected planning.

Land use and housing
Build livable sustainable communities

Land use and housing
Move-in ready property

Land use and housing
I've needed to install window air conditioners and use them frequently, not constantly, in the last few years.

Land use and housing
Help low income/elderly families get air conditioners installed

Land use and housing
Other, non-user fee sources: Value Capture on real property/land value tax.

Land use and housing
Consider better utilization of air rights. Particularly air rights over interstate highways.

Land use and housing
Recognize the importance of retaining historic buildings. Recognize the importance of the arts.

Land use and housing
Oak Park offers forgivable rehab grants to multi-building owners who agree to market units at pre-set rates deemed to be affordable. However, the high demand for rental housing in OP means it is unfavorable economically, since owners can invest their own money and make a much higher return.

Land use and housing
Of course, private property owners, but BOMA-Oak Park is not very active.

Land use and housing
Investing in areas that are intact but "slipping" would help arrest the decline and attract more investment. Investing in areas that are just starting to see more private investment but have a way to go could catalyze the renewal process and keep it from fizzling out.

Land use and housing
Probably as varied as the sites themselves! Some lots are too small; often there are real or suspected contaminants to be remediated; misplaced NIMBY-ism, fearing "gentrification"; and being a "lone wolf" infill project in many cases won't pay off if the surrounding area continues to be perceived as undesirable.

Land use and housing
Meaningful incentives such as long-term tax relief and little or no cost for the land, maybe local lenders willing to do favorable deals might grease the wheels. But these are probably be employed in places already - just maybe not in an adequately coordinated and comprehensive way.

Land use and housing
Strong downtowns build community. They need a mix of residential, commercial and service.

Land use and housing
Building code reform movements are a positive sign.

Land use and housing
Local government has a considerable role over the costs and zoning issues which dictate development practice.
Land use and housing
Infilling in areas that are already growing or stable in population and employment.

Land use and housing
Neighbors who fear change and who underestimate the benefits of more investment in their neighborhood.

Land use and housing
The City of Chicago itself and its vacant lots and low-rise housing.

Land use and housing
Restrictive zoning keeping the market from providing more development where there is a robust demand, especially in huge swaths of inner parts of Chicago within around 20-40 blocks of downtown.

Land use and housing
Areas already served by transit, municipal services.

Land use and housing
High construction costs, zoning and NIMBYs that fight density.

Land use and housing
The housing that is going up near transportation is too expensive and lower income people who need access to transit have to move further away from transit.

Land use and housing
People will move the if combination of components are there.

Land use and housing
I don’t know if it’s a city responsibility but needs to do a better job of letting people know that they can move to other areas that are safe where people could live and has great transit.

Land use and housing
Supply needs to meet demand. Density.

Land use and housing
Wicker park is becoming Lincoln Park. Do you see any consideration in gentrification? Are people acknowledging the culture in existence.

Land use and housing
Cabrini Green should be a mixed used development replacing the units that they took away. Traditionally, that isn’t the case.

Land use and housing
Some areas of the region have policies which require very large housing sites and leads to low densities. Super-sized suburban model that leads to sprawl.

Land use and housing
Witnessed lowered density in Logan Square where 3 lots where combined to build 1 house.

Land use and housing
Deflating the cap on available living space in in-demand neighborhoods, raising prices.

Land use and housing
Building luxury housing in place of rental houses.

Land use and housing
Shrink the residences after fire to have a smaller structure. Not multi-family units anymore.

Land use and housing
Having to push 3-4 families out that are native to the community for only 1 higher income family to move in.

Land use and housing
Gentrification.

Land use and housing
Goes back to prices – charge above market value and the people that live there can’t afford it and over time it expands and pushes the natives out.

Land use and housing
Just because people are moving in doesn’t mean they can afford it. They’re just shelling it out so they can stay in their own communities.

Land use and housing
People are way above the 30% level of comfort for housing expenses.

Land use and housing
Parking: how much land we use in the region for parking purposes.

Land use and housing
Promote more dense options for parking. Next to businesses/stations/TOD

Land use and housing
One parking spot per two units instead of 1:1.

Land use and housing
Stop forcing them to build parking at 1:1. The market doesn’t want it. Every tenant has to pay for it.

Land use and housing
In big cities like Austin and SF are providing tenants with UBER subsidies to get rid of that land use and encourage transit.
Land use and housing  A building downtown is doing a zip car option for their tenants
<table>
<thead>
<tr>
<th>Environment</th>
<th>Flooding in underserved/neglected communities is a challenge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environment</td>
<td>Fairmont LTA: all improvements cost money, need to identify funding sources along with capital expenses to implement flood damage prevention strategies</td>
</tr>
<tr>
<td>Environment</td>
<td>Need to protect Lake Michigan, esp. as a drinking water source</td>
</tr>
<tr>
<td>Environment</td>
<td>Discussion between communities to address stormwater management</td>
</tr>
<tr>
<td>Environment</td>
<td>Shared info and guidelines for developers b/t municipalities on water management (shared green building codes too)</td>
</tr>
<tr>
<td>Environment</td>
<td>Villages should work more closely with Army Corps to address flooding</td>
</tr>
<tr>
<td>Environment</td>
<td>Increase Energy alternatives, especially renewable Energy: wind, water, solar</td>
</tr>
<tr>
<td>Environment</td>
<td>Not enough green space</td>
</tr>
<tr>
<td>Environment</td>
<td>Preserve natural resources such as water and air</td>
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<tr>
<td>Environment</td>
<td>Better recycling incentives</td>
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<tr>
<td>Environment</td>
<td>10 cent recycling like Michigan</td>
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<tr>
<td>Environment</td>
<td>Incorporate green practices</td>
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<tr>
<td>Environment</td>
<td>Improve flooding and storm water management</td>
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<tr>
<td>Environment</td>
<td>We need major steps to address global warming</td>
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<tr>
<td>Environment</td>
<td>We need to be less dependent on energy</td>
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<tr>
<td>Environment</td>
<td>Regarding the environment, the large amount of contaminated soil and cost associated with this causes a source of problems</td>
</tr>
<tr>
<td>Environment</td>
<td>Accelerate IL articulating problem, but how do we meet funding need?</td>
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<tr>
<td>Environment</td>
<td>Need to focus on preservation of lake Michigan</td>
</tr>
<tr>
<td>Environment</td>
<td>Water is a major strength that if not sustained could become a liability</td>
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<tr>
<td>Environment</td>
<td>Need to focus on rivers and lake</td>
</tr>
<tr>
<td>Environment</td>
<td>Stormwater mgmt. (esp. in basements) an issue</td>
</tr>
<tr>
<td>Environment</td>
<td>Sustainability requires a tri-state perspective</td>
</tr>
<tr>
<td>Environment</td>
<td>Water infrastructure is degrading, need to fund improvements</td>
</tr>
<tr>
<td>Environment</td>
<td>Water is a link that can be used to unite communities and promote efficiencies</td>
</tr>
<tr>
<td>Environment</td>
<td>Urban agriculture can be a boon for developing businesses.</td>
</tr>
<tr>
<td>Environment</td>
<td>Want to focus on food-based niche to bring in new businesses.</td>
</tr>
<tr>
<td>Environment</td>
<td>Flooding/stormwater management is perceived issued in Naperville</td>
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<tr>
<td>Environment</td>
<td>Street flooding</td>
</tr>
<tr>
<td>Environment</td>
<td>Mosquito-borne illness with climate change</td>
</tr>
<tr>
<td>Environment</td>
<td>Loss of greenspace increases, heat island</td>
</tr>
<tr>
<td>Environment</td>
<td>Open space counters climate effects</td>
</tr>
<tr>
<td>Environment</td>
<td>Flooding/storm water management is perceived issued in Naperville</td>
</tr>
<tr>
<td>Environment</td>
<td>Sustainable farm land</td>
</tr>
<tr>
<td>Environment</td>
<td>Austin is a food dessert.</td>
</tr>
<tr>
<td>Environment</td>
<td>Look at urban farm on Chicago Ave. (in Austin)</td>
</tr>
<tr>
<td>Environment</td>
<td>Ways in the future to create partnerships with businesses for grey water or just use the municipal grey water</td>
</tr>
</tbody>
</table>
Environment: Stormwater management
Environment: Stormwater issues. What is in the water?
Environment: Increase the education of sustainability
Environment: Address the lead in the water
Environment: Explore safer soil and toxins in asphalt
Environment: Protect agricultural land (For example, the land around O'Hare)
Environment: Water recharge areas. What areas should be protected?
Environment: Citizens for conservation
Environment: Support forest preserves
Environment: We need to think and plan for the region not by its municipal boundaries but by its watershed
Environment: Environmentally sensitive ordinances should be implemented; an extra degree of permit review is needed to protect sensitive land
Environment: Need to relax ordinances against local food production
Environment: Hard to operate or use land for food production purposes
Environment: There is not enough water retention incorporated onto lots during development
Environment: There is a lack of awareness of the benefits of green infrastructure, especially at public works agencies which only pursue traditional strategies of other infrastructure
Environment: Solar power offers an important opportunity
Environment: Climate Change (economy, agriculture)
Environment: There is a lack of access to green spaces (Forest preserves)
Environment: Groundwater can't access to water/lose recharge areas
Environment: Disparity between urbanized areas versus agricultural land
Environment: Energy-geothermal how is it being prioritized?
Environment: Support forest preserves
Environment: Differentiate between overbank flooding and flooding exacerbated by aging infrastructure, such as combined sewers
Environment: Will climate resilience initiatives include equity considerations?
Environment: Reduce noise pollution
Environment: Address food deserts
Environment: Stormwater management is especially a money problem, how are we going to fund the infrastructure we need?
Environment: Water sources: people don't understand immediate a problem this is, e.g. the aquifer in Joliet is being tapped too fast
Environment: Kendall County has an overreliance on deep water wells; but the shallow wells are drying up
Environment: Public has a desire to do good, there is a greater appreciation for bushes and trees
Environment: There is an increasing valuation of natural resources, bikability, walkability (but you have to pay to get it)
Environment: We have an ample supply of good quality water, but we need to protect it.
Opportunity for greater private sewage infrastructure
Region's weather, specifically seasonal changes, which kill off bugs, is an asset
Environmental resilience is a low priority for communities with deep economic challenges like Austin
Disparity between urbanized areas versus agricultural land
Water is a big issue
Loss of greenspace goes hand in hand with loss of water (water retention)
There is more concern on other issues that don't impact as much as farmland
Bad patch with losing farmland and soils which are both assets
Generational differences in maintaining farmland long term
Farming won't be as important once the economy recovers (this is a bad thing)
Climate change
Non-attainment status
Protection of water
Climate/environment - flooding
Lack of fresh food markets, which are needed to improve public health
Lots of flooding
Water systems are aging and not cleaned out regularly, citizens are having to take on the work of cleaning sewers to ensure water can drain
Lake Michigan is an asset. The sale of water is an asset. Transportation hub around lake.
Developing parks
Opportunity for parks is new construction
Floodings is a major problem
Lake Michigan is an asset. Everyone is looking to Chicago for our fresh water
Floodings: resource planning and overall management of green & water
Lack of awareness by elected officials & public. That's not beneficial to green space.
Climate change and emissions
Lead, air, environmental contaminants
All options are co-dependent/where do you start tackling all of these issues
Lack of awareness from elected officials & public about building space for green space education
Lead (water testing) 3 environmental exposures
Floodings to western suburbs
Residents are constantly having to make adjustments
Public transit is being affected the tunnels also flood so it makes it harder to utilize
Environment: Refuse & recycle (unnecessary waste or divert attention)
Environment: There is a challenge that needs to be addressed; not seeing enough resource alignment - where are the resources to adequately address these (residents need to play a role in mitigating this problem; how do you ensure this is happening)
Environment: Remediation of the Brach's candy site.
Environment: Water is our greatest economic asset
Environment: The Chicago region's access to fresh water supply will draw people here
Environment: Outside of Chicago, when quantity and water quality is an issue
Environment: Biggest Asset: Lake Michigan
Environment: Survey: Everything is important to improving the environment, Q shouldn't segment or have an "all of the above"
Environment: #1 loss of green space/habitat
Environment: Other = all of the above
Environment: The asset of water is great but it needs to be better connected to residents
Environment: Storm water management - what can you make permeable? (storm water diversion)
Environment: Is there ways to showcase green practices? (green rooftops)
Environment: Building a market for these practices. Ex: CPS is making 30 permeable playgrounds
Environment: Overflow action days (it should be possible to get dirty water into lake)
Environment: Array of things projects (will track air, water quality)
Environment: Will the direction of the river be reversed back?
Environment: Water will be more of an issue to areas west of lake-rich watershed
Environment: Stormwater runoff
Environment: Ground water issues
Environment: More temperature extremes
Environment: Need to protect access to fresh water
Environment: Lack of resources for developers to create more energy efficient sites
Environment: Conception of fuel resources - energy efficiency
Environment: Watershed planning is going to be a huge issue as neighboring regions realize the pressures of not having enough water.
Environment: It's the sewers and water connections are collapsing. Getting our money to be used to repair those issues is not as easy as it sounds.
Environment: Flooding & loss of green space continues to be a problem.
Environment: Food in grocery stores is out of code or not competitive on price as other places
Environment: Lost half of houses because of flooding
Environment: Displacement of animals by losing green space
Environment: Retention areas should be built with new development
Environment: Addressing air quality, brownfields, illegal dumping
Environment: Incentives for clean energy - municipal
Environment: Planning agencies need to take on mitigation policies and resiliency
Open spaces, urban farms
Need to preserve agriculture/green space
Addressing how we build buildings - link to emissions
Local community policy - green building ordinances
Issue of pollution - environment. Justice
Nature/ wildlife corridors
Waste management - shift from waste management to resource recovery, composting, deal w/excessive packaging issue, upstream waste reduction solutions.
Flooding & stormwater in Austin and Albany Park neighborhoods go worse after the deep tunnel project
Climate change is a concern that goes far beyond the region. w/more green infrastructure & the better the climate
Deep tunnel project... wrong solutions to environmental problems. Need to have better small-scale solutions to them. Over spending
Air Quality
Noise quality
Lead/water quality
Food deserts
Urban agriculture
Stormwater/storm sewer flooding
We need to stop paving over our green space/green space is too cheap
We have access to fresh water!
Lake is too far, but Fox river near.
We really need improvements to Fox River
Navigable for recreation, so many dams? In the way - can CMAP coordinate water side communities to remove dams or coordinate?
Water is going to be biggest problem in 10-20 years so we need to protect it - be vigilant
How do we switch from global to local farming?
We need to focus on reuse and recycling, being more efficient in our lives through aquaponics, renewable energy, etc.
Summit doesn't have a recycling program, which discourages environmental awareness
Connecting local food systems - ag in rural counties to market & stores in more urban counties
Aquaponics, recycling, efficiency
Summit doesn't have recycling’s
Wasted resources – if they were all coordinated what would be left over to make something happen?
Conservation design is not a long-term development solution
Water resource management policies
Preserve resources - land water
Minimize impact of population growth
Sustainability education, local food/agriculture (urban & rural)
Community-supported agriculture
Assets: natural resources, Lake Michigan, Education Institutions
Diverse population, forest preserves
Unique priorities because we want to preserve what we have
Maintain rural/agricultural character of McHenry County
Conservation and restoration
Preservation of wetlands, farmland, agricultural property should be a priority
Development should be compatible with existing natural areas
Climate change is real
Need a masterplan to address run-off and watershed protection, with incentives
Adopt a regional zero-waste plan, with model ordinances (see Lake County 60% Recycling Plan)
Remove Waste-to-energy from the plan
Regional zero-waste plan
Protect Lake Michigan
We want the excessive air pollution in Lake County addressed in transportation planning.
Lake Michigan/ Beaches/ Shoreline wetlands a great economic promotional tool.
We need governmental policies that encourage a transition to clean energy. For example there needs to be a plan to allow Waukegan to replace the coal burning plant with a similar tax base such as wind energy fields or solar fields at the Lake Front to encourage a town like Waukegan to support phasing out the polluting coal plant.
The 2050 plan must address the disposal of the nuclear rods, etc. that are currently being stored near the decommissioned nuclear plant in Zion.
Any comprehensive plan must include protecting the water sheds in Lake County.
Recycle existing older communities which already have infrastructure rather than grant zoning for new subdivisions and industrial parks in what are now farm fields. This will reduce the need for new highways, etc.
Roof tops and parking lots create flooding problems. There should be incentives or negative incentives to control roof tops and parking lots.
Eliminate invasive species
Restore 30,000 acres of natural land
Plant 57,000 trees
Continue to improve collaboration on agricultural and natural land use
Bring farmers to the table on land preservation
Support sustainable agriculture and food systems
Environment

Infrastructure issues - lead in water. Pipes over 50 years old. Can someone test our pipes for lead? What can someone test our pipes for lead? What can be done now?

Environment

Landfills are an issue.

Environment

Landfill on I-94 is a cancer-causing concern

Environment

Replace aging trees?

Environment

Pollution control needed; how are we improving air quality?

Environment

When developers build green space its usually private

Environment

Climate change should not be compared to other issues.

Environment

Communities on north side of the city were built without consideration for water/flooding

Environment

Edible Landscapes/community gardens accompanying funding to set up

Environment

Retire coal plant, invest in RE & EE especially brownfields

Environment

Train clean energy workforce (for jobs!)

Environment

Offshore wind (Zion & Waukegan) use existing infrastructure

Environment

Decommission Rte. 53 corridor to preserve open space wetlands/air quality & character of the community

Environment

Removing curbs & adding swales to absorb runoff diversion to where needed

Environment

Environmental opportunities are economic opportunities

Environment

Using old energy technology holds new technology & jobs hostage

Environment

Support from local government for sustainable programs - recycling

Environment

Examining local polluters and placing limits on their pollution support for governments for sustainable transportation - bike lanes, bike rentals

Environment

Support local economies driven by sustainable local food resources

Environment

Prepare for climate changes and surprises that would affect local sustainability

Environment

Changes in local government regulations to improve environment

Environment

Support to local economies & communities to create more green jobs, food systems, and accessibility to resources

Environment

Support to local economies & communities to create more green jobs, organic food systems (community gardens!), and localized accessibility to resources.

Environment

Beauty in the urban environment - Green space, occupied storefronts, pedestrian facilities, safe bikeways, free of cars and trucks/buffered

Environment

Permaculture & sustainable

Environment

Value open space for its true benefit

Environment

Brownfields shed is a regional issue

Environment

Power plant is outdated - beyond its life expectancy. Toxic discharge

Environment

Transportation, storm water management

Environment

Brownfield development
Environment Pollution regulation insufficient
Environment Broader than carbon, air quality generally
Environment High concentration of asthma in Chicago area due to coal emissions
Environment Opportunities for environment. Innovation to meet environment. Challenges

Environment The flush toilet wastes water and resources
Environment Address brownfields
Environment Loss of farmland is an issue
Environment Soil safety in urban areas
Environment More natural areas, such as parks, as a catalyst for development
Environment Live sustainably
Environment Reuse of treated water to restore aquifer in Cook beginning to be explored, attract and provide water, less expensively than potable water to the right industries
Environment Region needs to be resilient against big storms. Wants to see a Chicago that doesn't experience the detriment of flooding. Flood-Free Chicago by 2050

Environment Water.
Environment Too much reliance on automobiles.
Environment Rely too much on cars.
Environment Long term issues.
Environment Getting buy-in
Environment Opposition
Environment Flooding.
Environment Dealing with more intense storms.
Environment Flooding.
Environment Deniers.
Environment Priority but other orgs may be better at addressing.
Environment Eliminate CO2 emissions
Environment Lack of green space creates flooding in neighborhoods.
Environment Public will, funding
Environment What can we do locally?
Environment At tipping point to avoid catastrophic climate change.
Environment Weather affects infrastructure.
Environment Increase awareness
Environment How will climate affect infrastructure?
Environment Emissions, litter
Environment Weather impacts the roads.
Environment Pollution
Environment Homes not equipped to handle the weather.
Environment More flooding
Environment Change awareness?
Environment Excessive resource use
Drought Cycles (population increases, resources decrease)
Massive migration
The fact that it is changing. Becoming more volatile, will change ___? Culture?
Will evoke more costly resources?
Climate change - increased storms, species loss
Extreme weather
Ways to get citizens involved in the issue to move government action
Watersheds cross gov't boundaries
Reducing need for CO2 productive activities
Climate change/variability
Adaptation?
Impacts of climate. Stormwater
Educating public leadership
Flooding due to weather events
Coordinating local efforts or not stymying local efforts
Implication on storm water management
Global Warming (beyond Chicago)
Longer spring, warmer spring
Building long-term sustainability into regional systems
Development that creates less impact
Urban sustainability
Reduce carbon use
Coordinated goal to control climate change
Same as natural resources
Cold & snow limits some activities
Planning for climate change. Reduce emissions extreme weather
Flood drought
Lack of consensus on who/what is problem source
Storm water mgmt.
Flooding water
How it effects road conditions, drainage, development
Lack of public belief in climate change
River levels are changing
Changing weather patterns - increasing storm severity
Reduce emissions
Water mgmt.
Flooding, air quality
Promote understanding that climate change is real but may not be malevolent

Global warming
Flooding
Cold
Finding resources
Environmental factors that contribute to climate change

- Floods from source systems
- Highest
- The impact seems so far away to inspire people and people who make money - lobby against those who do
- Water.
- Emissions & Runoff
- Weather inhibits public transportation
- Tax Carbon
- Community solar
- Preserve fresh water, smart land use
- Develop sustainable region - self-sufficient energy
- Adaptation
- The lake - treasure
- Significant education in a comprehensible meaningful way - without political messages
- Planning for new climate (especially rainfall problems)
- Renewables/energy efficiency. Green infrastructure. Community solar
- East part of village is walkable
- Green infrastructure & education
- CNT's rain ready infrastructure program
- Increase infill dev. Expand transit
- More density
- Mass transit
- Make priority within real initiative
- Keep H2O in ground! Green space
- Raised awareness of public may make changes easier
- Limit some invasive species
- Growing awareness and improved planning
- Leverage Chicago's manufacturing night to attract green technologies
- More renewable energy
- Incorporate ground water recharge, precipitation run off capture
- More greenery, more walkable & bike able communities
- New policy education
- Redo the sewer system
- Provide Weather appropriate activities
- To create changes early
- Education in schools (primary) and other spaces`
- Remove this issue from comparison to others
- Great lakes has water
- Close coal plants. Regulate toxic materials, treat runoff
- Need watershed mgmt. agencies
Creating green/sustainability jobs
Water - protect Lake Michigan.
Low ratio of parks to people.
Preserve green spaces, balanced with development.
Clean waterways
Please save.
Maintaining correct assets.
Flooding
Habitat preservation. Wildlife corridors.
Focus on protection
Preserve open space.
Polluted lakes & rivers due to manufacturing,
More park/green space on the South Side. Beautify & clean up parks
Depletion, pollution.
Protect critical areas
Population pressure, pollution, rat control measures, protect trees
Under stress from pesticides
Lots of them, water, agriculture
Just beginning to understand about natural plantings for water absorption
Invasive species. Replacing tree canopy lost to pests/disease
Storm water storage/treatment
Investing in the management - especially forest preserves
Sustainable use
Great lakes watershed streets are slowly alienating our fresh water
Lake Michigan water quality
Loss of tree canopy, stormwater management
Diminishing open space & wildlife habitat
We don't have much in way of natural resources
Lack of access to forest preserves for those who don't drive
Protect lake Michigan & its vistas?
Expand access to green space EQUITABLY
Education on natural resources
Good public use in all areas
Unpleasant transit options in the city of Chicago
Lake Michigan
Illinois & Chicago specifically needs to become current in educating the population
Preserving lake Michigan
Green space gobbled up, development money driven
Disconnect between growth - economy & saving natural resources
Water supply for the growing region
Potable water
Overuse of ground water
Environment

Expanding population taxes natural environment
Water
Lack of access to natural areas
Environmental regulations
Options
Pollution of our water ways
How we use them
Contamination and degradation of natural resources
No sufficient access to health local foods
Make rivers accessible & develop more prairies.
Need green space
Develop underserved communities.
Increased use of waterways.
So many parks exist but aren't getting used.
Use green corridors
Set earth-friendly resource management
Pocket parks, strip malls, urban wildlife as integrated pest mgmt. rat control

Replace with native plants and processes
efficient use proper incentives
Expand education & promotion of stormwater management
Stress diversity in planting
Keep water on property
Protect forest preserve system
Alternative energy systems - solar; wind; geothermal - tax incentives
Reduce use of salt. Encourage alternate snow mediation. Encourage less mitigation.
Comprehensive stormwater. Planning could improve quality and guard this unique resource
Regional tree initiative
Energy efficiency renewable energy generation. Connectivity of open space to create wildlife corridors
Solar power, wind power
Lack of transit in low income areas
Increase education of benefits
Lots of land
Lake Michigan
Intelligent development considering many factors
More partners in preservation conservation
Consider how industry, housing, rail, roads, change water supply
Potable water
Increasing investment in preservation and value add provided
Lots of greenspace commuter from Chicago
Environment  Great that new parks and preserves are being made.
Environment  Facilitate ground water recharge, refiltration development changes.
Environment  Reforestation.
Environment  Build more ped/bike trails.
Environment  Buses/Metra lines bike a part of Plan F.
Environment  Research.
Environment  Stormwater run off.
Environment  Urban Flooding.
Environment  Storm water management. Flooding.
Environment  No local food production.
Environment  Water contamination, need filters for heavy metals, pesticides, herbicides, replace fossils & nuclear with renewable energy. No nuclear contamination.
Environment  Local food and agriculture. Ok rooftop use.
Environment  Don't forget lakeshore sustainability.
Environment  Increasing fluctuations in precipitation in a developed low-lying area.
Environment  Do not match political lines. Farm production, composting, watershed, local food.
Environment  Lack of community, lack of environmental awareness, water.
Environment  Everyone in our community floods.
Environment  Negative health + health equity impacts chronic disease. Going through the roof as a result of wealthy built & natural environments.
Environment  Waste what we all do with the garbage we generate?
Environment  Air quality.
Environment  Detention/retention. Restoration of permeable surfaces.
Environment  Community farming, encourage local food production.
Environment  Innovated planning could result in solutions to reduce flooding and enhance lake water and quality.
Environment  Agriculture importance.
Environment  Loss of farmland.
Environment  Food - local, health choice is missing. Food desserts.
Environment  Food opportunities, lack thereof.
Environment  Community gardens. Food markets.
Environment  Create markets, hubs & resources to supply local & natural foods. Connect with farms within 100-150 miles.
Environment  2050 Big Idea: Cleaner environment - fewer airborne allergens - fewer c/o emissions.
Environment  Address adequate food supply for low-income areas that address healthy alternatives.
Environment  Encourage and support local production & industry; such as local foods within city limits, etc.
Environment  Encourage the "redevelopment" of wasted-underutilized green space into community gardens. Parkways now filled by turf could be used more productively. This would sure conserve water and beautify neighborhoods.
Establish priorities for ongoing food system planning efforts.

- Land access
- Farmer training
- Distribution processes.

Focus on local production, especially food & craft beer.

Food deserts in Lake County created by lack of purchasing power in poor communities and dilapidated commercial strips.

Food self-sufficiency

Food to be available to everyone through community gardens to end food deserts.

I am missing the local farming aspect which should reduce the transport of food to and across the region.

Improved local food systems

Improving the food supply chain; using locally grown & distributed food to address food access issues.

Lots of park, gardens and farms

More emphasis on protecting and maintaining open space and agricultural lands.

More local food

MORE LOCAL FOOD

More urban farming

More urban farming. Make more spaces available and cheaper to use. - Use abandoned spaces for urban farming.

More vegetable gardens

No access to local food - food deserts.

Roof top gardens, solar

Support agricultural businesses and local food initiatives

Emerald ash borer.

Better integration increased use of native species. Cities as homes for all things!

Bird habitats for migratory birds on the lake- and river-fronts

Bird-friendly glass in all lakefront buildings

Ensure a strong emphasis on the ecological needs of the region and how these connect to the viability of the region.

Make sure to continue to develop green corridors for wildlife

10-20 years left for carbon budget before 2 degree threshold is crossed.

Accept global warming

Addressing climate change effectively.

Can impact everything.

Carbon emissions.

Change in water levels.

Changing climate.

Changing weather,

Changing, difficult to predict

Chicago is a fancy, expensive swamp
Clean water, sustainable development and lack of regulation.

Climate change - but population doesn't care.

Climate change is on a course that could make the Earth uninhabitable.

Cold when windy & winter, really hot & humid summer

Cold winter & hot summers.

Consensus

Cost

Creating consensus & buy-in

Deal with it and help to protect it.

Development of new/better CRIO? Usage of resoute? To minimize impacts of climate concerns

Emissions

Emissions, depletion of resources.

Encouraging programs that have teeth.

Ensuring low-income communities are included in climate resiliency efforts.

Excess pollution. Natural disasters.

Existing built environment.

Extreme challenge with flooding.

Extreme weather.

Extreme weather.

Extreme winter’s

Flood water.

Flood water.

Flooding

Flooding

Flooding

Flooding

Flooding

Flooding

Flooding due to change in weather

Flooding due to developments.

Flooding, emissions, green spaces.

Flooding, water runoff, stormwater management.

Flooding, water use, greater water events.

Flooding.

Flooding.

Flooding/weather extremes

Fluctuating, harsh winters.

Funding transition to renewables.
Environment Getting enough people on board to support climate change mitigation policies.

Environment Getting financing for sustainability because returns are not immediate.

Environment Getting public to understand the facts about global warming.

Environment Global issues

Environment Global warming

Environment Global warming

Environment Global warming

Environment Global warming

Environment Global warming & rising sea levels.

Environment Global warming is real.

Environment Handle 100-year storms that occur more frequently.

Environment Having infrastructure to withstand extreme weather conditions.

Environment High intensity storms.

Environment How climate change will impact the region.

Environment How to control

Environment Human-made impacts. A world-wide scale

Environment Ignorance

Environment Incentivizing enough for developers to build green.

Environment Increased severe weather (flooding, etc.). Outdated infrastructure

Environment It’s politicized.

Environment Keep adding to climate change without trying to fix it.

Environment Limited water.

Environment Local stormwater.

Environment Long term issue in short-term society.

Environment Looking globally to help


Environment Maintaining infrastructure due to climate change.

Environment Make communities more resilient.

Environment Making policy decision to enforce climate action.

Environment Meeting increased regulation with limited resources.

Environment Minimize impact

Environment More extreme weather.

Environment More extreme weather.

Environment More flooding.

Environment More frequent floods.

Environment Municipalities need to have hazard mitigation plans.

Environment Non-believers.

Environment Not true issue

Environment Opposition

Environment Over-built infrastructure

Environment People ignoring science/facts.
Environment Political and industry obstructions
Environment Political will to make big changes.
Environment Pollution
Environment Pollution
Environment Pollution
Environment Pollution - air and water conservation & quality.
Environment Pollution, climate change.
Environment Pollution.
Environment Pricing the "externalities' or counting for them by another means.
Environment Quantifying progress
Environment Reducing carbon footprint
Environment Resilience
Environment Severe weather.
Environment Stop global warming.
Environment Stopping the trading of fossil fuel futures on the open stock market.
Environment Stormwater.
Environment Target emission management - alternative fuel vehicles, energy sources.
Environment Too many emissions,
Environment Unknown
Environment Understanding what we can do to stop severe destruction.
Environment Warmer weather causes more crime.
Environment warming due to CO2
Environment Water management.
Environment Water supply
Environment We can contrive to reducing emissions.
Environment Loss of open land & green space causes stormwater.
Environment Small town w/ flood issues would need to buy a lot of land.
Environment Stormwater management.
Environment See Climate
Environment Storm management & preservation of resources & green space.
Environment Stormwater issues - abundancy of water from Lake Michigan, however lack of water in towns with well water.
Environment Stormwater management
Environment Stormwater runoff.
Environment Water! Climate change.
Environment Hazard mitigation, flooding, etc.
Environment Inadequate stormwater infrastructure.
Environment Proper drainage as we lose open space & creek/river capacity.
Environment Sewer/storm systems must be able to handle large volumes.
Environment Stormwater is one of the biggest issues for developed communities
Environment Be a regional leader.
Environment Best freshwater/irrigation
Environment Better drainage in the city.
Better drainage.
Better housing - not allowing development in areas impacted by natural events.

Build solidarity.

Can adapt approach to handling stormwater
Changing diversity of wildlife
Choices that are environmentally friendly.
Climate change may make Chicago more favorable place to live. We need to capitalize on coastal flooding & water shortages in other regions

Collaborate to address these issues.
Coordination with MWRD & other large entities to make necessary infrastructure projects that have regional impact.

Create new green jobs.
Cut carbon emissions at local level.
Decrease greenhouse gas emissions. Intact policies.
Develop better stormwater management strategies.
Develop different teaching techniques.
Develop best practice toolkit
Economic opportunity for sustainable buildings.
Encourage schools to open programs, clean up parks, rejuvenate city.
Expand public transportation - inter-suburban.
Federal government support of climate solutions.
Greater awareness.
Green growth of solar/wind/insulation.
Green products. Energy is growth industry.
If federal funding is available projects can be done to reduce flooding
Implementation of green infrastructure to mitigate effects of stormwater.
Improve health and surrounding
Improve infrastructure & create jobs.
Improve infrastructure.
Increasing awareness
Infrastructure, green growth, walkable neighborhoods.
Invest in management with green spaces.
Job creation from work updating infrastructure.
Fewer emissions.
Lower emissions
Monitor & fine businesses more severely.
More of national push might influence locally.
New innovation & campaigns to convince public/politicians.
New technology.
Opportunity for innovative businesses, transportation & green tech.
Parks & green corridors.
Partnerships.
Environment: Plant & maintain more trees in parkways.
Environment: Prepare for changing weather.
Environment: Proximity to Great Lakes.
Environment: Public support exists
Environment: Rebuild infrastructure.
Environment: Reexamine water & sewer systems.
Environment: Regional collaboration
Environment: Re-localizing, redeveloping & innovating new modes of sustainability on system-levels.
Environment: Statewide cap & trade or a carbon tax?
Environment: Stormwater management program - green infrastructure programs.
Environment: Sustainability efforts not as a fad but a necessity.
Environment: Sustainable resources
Environment: Technological advancements that could decrease or reverse climate change & help us survive.
Environment: This is our "decarbonization" budget.
Environment: TOD, less driving, consumer tastes for sustainable living.
Environment: Use new technology, resources to build better infrastructure.
Environment: With the TIF, relocate the detention areas to minimize flooding.
Environment: Work regionally to address flooding issues.
Environment: Green Infrastructure. Regional partnerships: IDOT, MRWD
Environment: Avoid building on river bed.
Environment: Better stormwater management.
Environment: Green infrastructure
Environment: Increasing park space will help with flooding.
Environment: More open space and sites to utilize nature and stormwater management.
Environment: Permeable paves, lower contamination.
Environment: Tie to stormwater
Environment: 80% emission reduction
Environment: A challenge is how to maintain the existing and insufficient stormwater systems that were built under different land use codes.
Environment: A decrease in flooding will improve water quality.
Environment: A. Storm water retention ponds for hazardous wastes and take action when found.
Environment: Admit that Resilience may not be adequate. CMAP should represent regional interests: Ask congress for carbon price legislation. Our best available Climate Solution (by way of Prevention) plan.
Environment: All Regional Communities involved in region wide climate action plan (Like NPDES)
Environment: Because homeowners associations are looking to government to pay for flooding fixes, government has to educate the associations about their responsibilities.
Environment: BIOSWALES
Can we use the base of our road system to capture and clean storm water run-off before it enters our rivers - eliminate culverts in highly developed areas like the Fox Valley? Roads as underground detention.

Climate action plan – see Evanston as an example
Climate change produces more flash floods
Climate change resiliency as part of Homes for a Changing Region. Lowering costs through - water + energy efficiency - flood prevention - TOD. Incorporate more explicitly the linkage between resiliency and affordable housing.

Education on stormwater management issues would help get community buy-in for the necessary infrastructure investments
Emulate California AB32 and SB 375 High Growth Low Carbon
Flooding doesn’t respect jurisdictional lines
Green infrastructure, rain gardens
I congratulate CMAP for "progressive-thinking" to include Climate Change in the discussion which is crucial in terms of sustainability.
Integrated green storm water infrastructure and jobs training. Paradigm shift from maintenance to stewardship AND keep saltwater out of our soils!
LEED infrastructures - Environmental - Storm Water Management
McHenry County has significant issues with flooding but new developments don’t seem take stormwater management into account
More integrated storm water solutions (tied to complete streets policies and other infrastructure).
No CSOs - Combined Sewer Overflows
Outdated building codes and built environment makes it difficult to respond to stormwater issues
Partnering to avoid flooding - exacerbated pollution.
Permeable parking lots
Permeable park district parking lots
Private homeowners associations are looking to government to remediate flooding issues
Reduce emissions
Some problems are beyond CMAP planning capacity and ALL resources in the region - such as Climate Change. CMAP should identify these risks and opportunities and represent the region by asking for teamwork from US Congress such as Carbon Price legislation #citizens climate
Storm water management needs to be a big part of the plan as it relates to economic development and transportation/complete streets.
Stormwater management - cooperation with Army Corps of Engineers.
The area needs to focus on is Climate Resilience for transportation and local communities. Thank You!
There is flooding in basements
There should be a bigger educational component to stormwater management.

Transportation policies that reduce global warming pollution.

Use resilience as a lens for all topic areas. Practice adaptive planning and management.

Want to see more focus on development that better mitigates the effects of storm water - more implementation strategies to retrofit existing communities to deal with flooding.

We need to help people understand what they can do as individuals to address the issue of stormwater management.

Zero emissions by 2050!

Zoning rules and property taxing changed to guide development to minimize carbon emissions.

For-profit development is prioritized.

Infringement into nature areas.

More people = more consumption.

Preventing side effects of developments.

Urban sprawl.

Plan to create additional incentives to protect more open space as the regional population increases.

Not valued.

Sunk cost mentality.

Communication

Education & preservation

More awareness.

Resident empowerment of natural resources education

Teaching moments. Park districts?

Ways to incorporate people into recognizing the beauty of the region i.e.: Greenways.

Get US Corps of Engineers to establish a green infrastructure center on lakefront - maybe @ Michael Reese site

Protect natural resources and help change people's outlook on it, that it provides many positives to community & region

Energy use is too high in city.

Lack of renewable energy sources.

Reducing dependence on fossil fuels.

Utilization of natural resources for energy.

Wind/solar/gas

Renewable energy

Better use of renewable energy.

Invest in green and renewable energy.
<table>
<thead>
<tr>
<th>Environment</th>
<th>Invest in new technology that uses a renewable energy source.</th>
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<tbody>
<tr>
<td>Environment</td>
<td>Renewable energy.</td>
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<td>Environment</td>
<td>Solar power.</td>
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<tr>
<td>Environment</td>
<td>Use more green energy.</td>
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<tr>
<td>Environment</td>
<td>Use renewable sources such as sun, wind, and water.</td>
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<tr>
<td>Environment</td>
<td>100% Renewable energy + battery storage</td>
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<tr>
<td>Environment</td>
<td>All new construction requiring solar supporting an updated grid.</td>
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<td>Environment</td>
<td>Chicago powered by 100% renewables generated in Illinois</td>
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<td>Environment</td>
<td>Energy sustainability (not a new or big idea but valuable)</td>
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<td>Environment</td>
<td>Green roofs and more rooftop solar</td>
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<td>Environment</td>
<td>Increase (alternate) Energy Uses.</td>
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<td>Environment</td>
<td>Micro grids with community solar in every neighborhood.</td>
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<td>Environment</td>
<td>Neighborhood-based LLCs for renewable energy projects</td>
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<td>Environment</td>
<td>Renewable energy.</td>
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<td>Environment</td>
<td>Roof top gardens, solar</td>
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<td>Environment</td>
<td>Solar or mini-windmills on every municipal building</td>
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<tr>
<td>Environment</td>
<td>The electrical supply isn't reliable, we have outages</td>
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<td>Environment</td>
<td>Zero-harm energy by 2035. Restorative energy by 2050.</td>
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<td>Environment</td>
<td>Multiple jurisdictions. Limited resources.</td>
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<td>Environment</td>
<td>Fed funds?</td>
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<td>Environment</td>
<td>Investment &amp; rehabilitation.</td>
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<td>Environment</td>
<td>Need funding.</td>
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<td>Environment</td>
<td>Options for funding at local/regional level</td>
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<td>Environment</td>
<td>Require more energy-efficient buildings and adaptive reuse.</td>
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<td>Environment</td>
<td>Opportunities/incentives for green buildings for large buildings &amp; single family homes.</td>
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<tr>
<td>Environment</td>
<td>Buildings and sites that contribute to (rather than draw from) ecosystem services!</td>
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<tr>
<td>Environment</td>
<td>C. Incent green building practices.</td>
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<td>Environment</td>
<td>Green roofs and more rooftop solar</td>
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<td>Environment</td>
<td>Green roofs</td>
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<tr>
<td>Environment</td>
<td>Need to require LEED - platinum for All new construction - minimizing CO2 emissions. Are standalone - single family structures obsolete?</td>
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<tr>
<td>Environment</td>
<td>Only permit energy efficient (LEED-Pt) multi-unit, transit accessible housing incorporating green infrastructure.</td>
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<tr>
<td>Environment</td>
<td>Consider health/wellness in land use and transportation planning</td>
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<tr>
<td>Environment</td>
<td>Focus on the intersection of health and housing.</td>
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<tr>
<td>Environment</td>
<td>On to 2050 should align strategies with other current local planning such as Healthy Chicago 2.0 or Strategic County Plans.</td>
</tr>
<tr>
<td>Environment</td>
<td>Increasing environmental regulations</td>
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<tr>
<td>Environment</td>
<td>Keep current environmental protections.</td>
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</tbody>
</table>
Environment  D. Regulate high P&H (polycyclic aromatic hydrocarbons - e.g. coal tar based) pavement sealers - as they deteriorate, kill aquatic life and are tracked into homes, especially afflicting children.

Environment  Higher landfill use taxes. Tax hazardous chemicals. High tax on pesticidal herbicides.

Environment  A comprehensive coastal plan for the Illinois shore of Lake Michigan

Environment  Maximize the lakefront's potential

Environment  More collaboration among lakefront permitting agencies

Environment  Improve access

Environment  Keep parks. Try to use less.

Environment  Keeping green space.

Environment  Losing green space.

Environment  Lowest ration of pars to people

Environment  No incentive to prevent sprawl & preserve open space.

Environment  Not everyone can easily use parks.

Environment  Not everyone has access to parks and greenspace.

Environment  Preserve greenspace or purchase more regional parcels

Environment  Preserving green spaces balanced with development.

Environment  Preserving wetlands/parks

Environment  Protecting green spaces.

Environment  Protecting open space, clean waterways.

Environment  Break down those vacant houses, replenish the land & use as green space

Environment  Community spaces improve quality of life.

Environment  Create continuous riverfront trail/park.

Environment  Expand greenspaces that also serve pedestrians & cyclists.

Environment  Forest preserves.

Environment  Lots of parks & green space can be expanded.

Environment  Make rivers accessible & develop prairie.

Environment  Vacant lands as open space. "Little forests"

Environment  We can create more park spaces & more healthy land.

Environment  Protect green spaces and think in terms of wildlife corridors too.

Environment  create more green spaces in public areas such as shopping malls

Environment  Greater attention and planning involving green infrastructure (particularly trees, vegetation). This can increase place value, time spent outside, safety, decreasing diseases/increasing health and mitigating smells, air pollution, noise...

Environment  Illinois plains conservation

Environment  Lots of park, gardens and farms

Environment  More emphasis on protecting and maintaining open space and agricultural lands.

Environment  More focus on sustainable open spaces and parks that are innovative

Environment  More open space in urban regions
<table>
<thead>
<tr>
<th>Topic</th>
<th>Suggestion</th>
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</thead>
<tbody>
<tr>
<td>Environment</td>
<td>More work on restoring or improving all open green space - not just parks and preserves but empty lots, abandoned factory complexes, etc. Also reduce lawn at corporate campuses.</td>
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<tr>
<td>Environment</td>
<td>Nature play spaces</td>
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<tr>
<td>Environment</td>
<td>Nature trail along the length of the Northshore canal</td>
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<tr>
<td>Environment</td>
<td>Park Visioning - participatory planning of public parks</td>
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<tr>
<td>Environment</td>
<td>Take advantage of Chicago's natural amenities (lake, river, prairie areas) to encourage people to reconnect w/ nature (and natural areas)</td>
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<tr>
<td>Environment</td>
<td>Would like to see a more comprehensive plan to better connect open spaces to communities via public transit, cycling and walking.</td>
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<tr>
<td>Environment</td>
<td>Air quality</td>
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<tr>
<td>Environment</td>
<td>Less light pollution</td>
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<tr>
<td>Environment</td>
<td>Create regional facilities where impacts to natural resources can be offset as this is an issue with each project development.</td>
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<tr>
<td>Environment</td>
<td>Fair use</td>
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<tr>
<td>Environment</td>
<td>Need to prioritize better and not get caught up in items of little consequence.</td>
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<tr>
<td>Environment</td>
<td>Develop best practice toolkit</td>
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<tr>
<td>Environment</td>
<td>Great view.</td>
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<tr>
<td>Environment</td>
<td>Use natural resources to improve climate &amp; environment.</td>
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<tr>
<td>Environment</td>
<td>Importance of wetlands &amp; green space in cleaning our air and water.</td>
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<tr>
<td>Environment</td>
<td>A CMAP toolkit for environmental ordinances</td>
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<tr>
<td>Environment</td>
<td>Eliminate road salt or add desalination stations to collect/treat run off.</td>
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<tr>
<td>Environment</td>
<td>Embrace LEED-ND As A Proven Criteria for Sustainable Planning</td>
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<tr>
<td>Environment</td>
<td>Incentivize green infrastructure in McHenry County</td>
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<tr>
<td>Environment</td>
<td>Lead in integrating natural and built environments.</td>
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<tr>
<td>Environment</td>
<td>Lots of trees and earth-friendly cars</td>
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<tr>
<td>Environment</td>
<td>Lots of trees so every kid has a tree house</td>
</tr>
<tr>
<td>Environment</td>
<td>Regional implementation of LEED type rating system for Infrastructure (The ADWA/ASCE/ACEC System - &quot;Envision&quot;)</td>
</tr>
<tr>
<td>Environment</td>
<td>Swallow Cliffs Forest Preserve Palos. Please restore &amp; protect the ONLY LOCATION of the classic geologic section from off trail bicycle destruction!! J. Harlen Bretz (1940) The Geology of the Chicago Region. U Chicago - from Dr. Prestel</td>
</tr>
<tr>
<td>Environment</td>
<td>Too much concrete</td>
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<tr>
<td>Environment</td>
<td>Littering and polluting</td>
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<tr>
<td>Environment</td>
<td>Sewage &amp; garbage are ruining our resources.</td>
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<tr>
<td>Environment</td>
<td>Architectural salvage, develop deconstruction.</td>
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<tr>
<td>Environment</td>
<td>City-wide composting programs - 0 waste #2050bigideas</td>
</tr>
<tr>
<td>Environment</td>
<td>Coordinate local ordinances addressing disposal of deconstruction materials</td>
</tr>
<tr>
<td>Environment</td>
<td>Encourage recycling, upgrade utility infrastructure and make more resilient.</td>
</tr>
</tbody>
</table>
Less littering
Out with trash vs. recycling. Move to organic/compost vs. other waste streams
Recycling
Recycling! And other low-hanging, achievable goals to increase morale.
IEPA regulations dictating how to develop plans which create more costs.
Unfunded mandates.
Govt can be more practical in developing of regulations, also when refining them.
Reduce restriction to develop.
Too much attention on natural resource preservation.
Bring more awareness about the importance of natural resources & how we use them.
Depletion.
Destruction of natural resources.
Disappearing.
Don’t waste natural resources.
Easy to use too much and cheap.
Enhance and preserve natural resources
Expand existing
Exploitation and overspending of fossil fuels.
Exploiting natural resources by over-population.
Finite resources.
Historic abuse difficult to recover.
Lack of linking natural resources.
maintaining natural resources
Natural resources are depleting, which can lead to pollution.
Not enough.
Over-consumption.
Over-use.
Population growth tends to decrease available natural resources.
Protection
Protection of these resources.
Retaining what we have.
Running out of resources. Keep investing in short term solutions.
Taking care of resources.
Using up fossil fuels.
Using up our natural resources.
Using up resources, some of which take over a lifetime to replenish.
Waste
Environment: Will run out soon.
Environment: Aggressive conservation.
Environment: Conservation
Environment: Go green
Environment: Go green.
Environment: Plan for less waste & conservation.
Environment: Protect it now!
Environment: We need them to survive.
Environment: City contracts.
Environment: Commodified.
Environment: Consumption is too quick. Need more economic opportunities to improve greenhouse output.
Environment: Develop resource use.
Environment: Must work with these to relax the environment.
Environment: Unevenly dispensed.
Environment: All in the planning.
Environment: Integration into older systems.
Environment: Facilitate walks run-off
Environment: Access to clean fresh-water will become limited.
Environment: Air and water quality
Environment: Clean water access is needed.
Environment: Depletion of water supplies and potential regional conflict.
Environment: Development on rivers/Lake.
Environment: Dirty rivers/lake
Environment: Groundwater is huge - more important than anything.
Environment: Keeping Lake Michigan clean.
Environment: Low lake levels.
Environment: Preservation of lakes.
Environment: Protecting Lake Michigan
Environment: Protecting open space, clean waterways.
Environment: Serious water issues affecting soil.
Environment: Water conservation.
Environment: Water is becoming less available.
Environment: Water pollution, runoff
Environment: Water quality & loss of native plants/animals.
Environment: Water quality of Lake MI & rivers. Watersheds no longer can hold rain capacity.
Environment: Water source for regional growth. Also, areas experiencing water shortage may sell Great Lakes water.
Environment: Water, protecting Lake Michigan, preserve natural areas & flooding.
Environment: Water, stormwater runoff
Environment: Water, water, water cleanliness & delivery infrastructure.
Environment Water. Our lake is so important. Are we keeping it clean?
Environment Aging water mains. Determining whether to resurface or reconstruct.
Environment Enhance river systems
Environment Full cost pricing.
Environment Lake Michigan
Environment Lake Michigan presents the best thing we have to offer - water.
Environment Lake Michigan.
Environment Protect lake.
Environment Protect water supply.
Environment Recreational quality of life. Abundant potable water.
Environment The Great Lakes
Environment Waterway enhancements.
Environment Waterways as connectors & pathways.
Environment #2050BigIdeas - Clean Food and water for every man, woman & child on the planet.
Environment 1. Ensure safe water.
Environment 2050 Big Idea: Cleaner environment - fewer airborne allergens - fewer c/o emissions
Environment A multi-state, regional approach to agricultural run-off
Environment Address high water costs outside of Chicago
Environment B. Replace lead water pipes / Infrastructure.
Environment Communicating to public on how important clean water & waterways are to the overall health of area.
Environment Connect waterways
Environment Encourage natural resource (water) protection. Map the CMAP area for aquifer health and protection of water/aquifer recharge areas.
Environment Establish "watershed protection zoning unit"; set watershed-based impervious cover caps
Environment Greater connection to natural water systems...less discharge to the Mississippi
Environment Grey infrastructure (sewer system aging) Water Leakage, Support water Infrastructure
Environment H2O Control/Mitigate pollution in Lake Michigan
Environment Improve river quality by planting riparian buffer zones on river banks
Environment Integrate comprehensive & watershed planning
Environment Integrate water resources planning! "One Water" Storm water Wastewater Drinking Water
Environment More efficient use of water (Lake Michigan)
Environment Need to focus on water and/or watershed resources in developing economic plans
Environment Protect Lake Michigan.
Environment Sensitive aquifers - mapped for entire region
Environment

There is a need for a comprehensive way of addressing run-off in our inland waterways.

Water refill back into the steward – promote Green infrastructure.

Changing sources of fuel (rather than fossil).

Address pollution/air quality, rising temperatures.

Flooding.

Local food options: Grocery stores not accessible to public transportation. Chatham food at 79th/Calumet is too pricey.

Food education/nutrition education/nutritional workshops.

Local food productions.

Is all connected.

Agriculture!

Be self-sustaining.

Prioritize conservation/biodiversity.

Support getting blocks to "adopt" their sewer drains, making sure they stay clear of debris.

Keep goods elevated and off of basement floors.

Easy access and close proximity to public parks.

Promote vegetable gardens in the front yards, especially of areas with people of lower economic background.

Mandated solar panels, starting with the high rises in the city.

I am unaware of a resource within my community for green infrastructure. Perhaps more advertisements and engagement within the community might help.

There is no one solution to fixing green infrastructure. It will be a combination of better access to public neighborhoods from lower economic backgrounds, that will make Chicago a green city.

Not sure how I can help. I am a local activist striving for better anti-flooding measures, improved safety and bringing the neighboring Forest Preserve of Cook County neighboring with Chicago up to the 21st Century.

Stromwater utility fees to provide a consistent revenue source for GI installation and maintenance. More programs that encourage GI on private property, including residential.

Requirements for native plants only. Focus on pollinator corridors/birds-bees-butterflies. Integrate stewardship training with worker training, and school service, and community services. Define the benefit of green infrastructure/living green stormwater infrastructure and fund its upkeep. Define maintenance vs stewardship, and adapt management of spaces and personnel training accordingly.

We need to work more closely with communities and individual land owners to incorporate green infrastructure and to teach them how to care for it.

Trees are an easy place to start because they don't require a lot of maintenance and provide tremendous benefits.

We need a method to inform communities about green infrastructure and the
benefits that can be derived from them. Most communities need guidance and/or assistance to understand what tools are available and how to use them. I think CMAP's LTA program is an excellent example for implementing green infrastructure on the local level.

Environment

Increasing infiltration and planting of native species that create green seams between protected native landscapes.

Remediation zones and brownfields are proliferate throughout the county. Most people don’t even know they living on or next to something like that.

Air quality, with trucks, ash in the air...

Multimodal transportation

One bus compared to 50 cars: getting vehicles off the roads

The region relies on coal pretty heavily, historically. Need to look into alternative energy sources.

A lot of wasted energy going into downtown

Chicago does a great job with promoting green roofs and green buildings but its not as helpful because the water doesn’t go through the surface and back into the ground to replenish the ground water.

A lot of the materials we use have a big impact because they're not permeable in any way

Water is a huge resource and issue: Chicago has to make sure they have to make sure their stuff is intact. Constant maintenance. Other cities are looking into our resources.

Florida, spending billions to raise the ground by 3 inches... due to high tides.

Giant pipeline from Chicago to LA talks. How is this covered in ON TO 2050?

Forcing people to think about the resources and where they live and whether they should live there.

Permeable surface shape file and where municipalities get their water and whether that water is sustainable or not. This will help shape that policy.

To what extent is ON TO 2050 going to explore pathways and how water flows throughout the region?

Are you going to be looking at wildlife impact?

Green infrastructure vision accounts for agriculture, wildlife, recreation space. How much of that preserved land do we anticipate this transportation project to impact.

[Survey feedback] Climate category is too narrow. Would like to see a broader category for climate, open space protection.
Governance: The state of Illinois affects day to day operations
Governance: Need to address public safety pensions
Governance: Need steady funding
Governance: Need to decentralize the city versus suburbs phenomena
Governance: Need to get better at collaboration and partnerships
Governance: Everyone needs to get equal consideration
Governance: Too much reliance on state rather than what needs to get done locally
Governance: We need to operate more efficiently to go after funding collaboratively
Governance: Municipalities need technical assistance with best practices and learning how to working together to better manage resources
Governance: What’s going on in Springfield? Dysfunction hurts transportation, housing, social services
Governance: Municipalities can’t handle cost of absorbing unincorporated Cook County
Governance: Consolidation can be good sometimes, but can also be high cost: capital cost to update decrepit infrastructure (sewer, roads, lighting), and ongoing cost of managing larger town--will the new neighborhoods being in revenue later? Commercial/industrial might bring in $, but not residential
Governance: 5 park districts, 7 school districts in one village, need co-terminus boundaries
Governance: Consolidation can offer an opportunity to "clean up"
Governance: Shared services ok, but consolidation is a tough sell though it might be appealing in theory
Governance: We want one municipal government to be responsible for everything
Governance: We tried sharing a fire station b/t Schaumburg and Hoffman Estates, fire union wouldn’t allow it
Governance: We are too Chicago-centric
Governance: Our regional airport is controlled by one city
Governance: Suburban municipalities need a city at the table for projects selection/decision-making, e.g. western access to O’Hare via public transit
Governance: Opportunity to develop closer muni/IDOT relations to improve problem solving
Governance: How are we competing as a region with other states around us, i.e. SE Wisconsin and NW Indiana, need to improve relations across state borders
Governance: Need to expand tri-state thinking
Governance: CMAP has to get more involved in getting more state/fed development dollars
Governance: Need increased cooperation between local governments
Governance: Competition between communities is bad to attracting business
Governance: State of IL taking local government funds
Governance: Tax policy should be more transparent and easy to understand
Governance: Too much government, we need to consolidate townships so they’re coterminous with municipalities
Governance: Lower taxes for large corporations/companies to stay in Illinois
Governance Lack of budget
Governance Corruption
Governance Government making executive decisions
Governance Too many layers of shared services (IT can be shared between units)
Governance Governments are not empowered to solved vacancy problems (eminent domain)
Governance Communities poaching adjacent businesses
Governance Tax policy is atrocious
Governance Get rid of tax business incentives
Governance State has the upper hand in decisions
Governance There are too many forms of government
Governance Poor decision making at the local level
Governance Lack of coordination
Governance Government focused on Band-Aid solutions "press conferences"
Governance Short-term terms for electeds impede long-term planning
Governance There is an opportunity for transparency
Governance Improve tax structure
Governance All issues deal with funding--not enough money for local matches
Governance Too much dependence on government
Governance Reverse tax or lower taxes to hire workers
Governance We need effective leadership in Springfield and elsewhere
Governance Suburban cook has too many taxes
Governance Inability to have a balanced budget
Governance Explore graduated income tax (ex: California, Minnesota)
Governance Home rule is an issue. Zoning/political issues
Governance Northern Lake County competes with Wisconsin, need super-regional collaboration
Governance Property tax burden
Governance Governments are not aligned with revenues vs expenses
Governance Look to Minneapolis, which is in balance on tax revenue vs expenses
Governance Straighten out Illinois' governmental and budget messes
Governance State income tax is not high, it is competitive
Governance Property tax-based municipal revenue results in imbalance
Governance There is no broad-based tax revenue base that is balanced
Governance Understand regionalism
Governance Continue governance reform
Governance State capital plan only 5 years, need longer-term view to preserve human capital: people will leave if they don't have confidence in state's long-term stability
Governance Governments need to coordinate to address infrastructure, e.g. street repairs simultaneous with water pipes
Governance City/state fiscal policy is mired in problems that there is a lack of trust
Governance

CMAP is providing a vision, but we need policy makers to implement it. How do we do that?

Governance

The need is outside the scope of what policy makers can comprehend...

Governance

Indiana functions more than south suburbs

Governance

Look at Whiting and Hammond

Governance

The regional development authority in NW IN has bonding and other fiscal tools to implement their regional vision, CMAP needs a comparable tool

Governance

IN is actively poaching from IL, but 30 years ago it was unthinkable that IN would be more attractive. How do we reverse the trend? What can we learn?

Governance

We need to think as a region

Governance

How do we instill in the public consciousness that fractured and overlapping government is a reason for the problem

Governance

It’s about the $, need to consider how $ is managed and distributed, if this is consolidated, then political consolidation of governmental units will follow; if you can create more efficient distribution of money (spending) then you can improve service and government efficiency (and achieve consolidation)

Governance

Can MPOs play a bigger role in coordinating b/t states so that they are not racing to the bottom

Governance

Funding needed

Governance

State policies/environment work as disincentives

Governance

Decisions based on who shows up, minority of perspectives

Governance

State incentives are imbalanced

Governance

Take advantage of under-utilized Transportation investments through land use and economic development measures – also make future investments that leverage past investments

Governance

Governance/coordination of services (intergovernmental)

Governance

Consolidating townships

Governance

Tax public policy/reform to change educational funding

Governance

Citizen distrust of elected officials, no accountability of politicians

Governance

Local management improves the environment

Governance

Municipalities are facing a significant number of infrastructure improvement needs and determined it would be more cost effective to do the work in house. However, they did not need the equipment full time so looked to joint purchase and share the equipment

Governance

State incentives are imbalanced

Governance

Opportunities for shared services in technology. For example technology centers could be a central location for all technology such as the college, Centegra, etc. This is an excellent opportunity for public-private partnerships

Governance

There is a perception that shared building inspector services means residents aren’t getting the level of service they need.
Governance

Perception versus reality is often a challenge in shared services and privatizing services. There was no solution but noted that outreach to residents was critical in overcoming this.

Governance

Other challenges with share services is the fact that state law regulates municipalities, home rule/non-home rule, townships, and counties all differently.

Governance

Townships struggle to partner with municipalities as they often do not have the authority to do so.

Governance

Both Cary and Huntley spoke of continuing to look at ways in the future to create partnerships with businesses or just use the municipal grey water.

Governance

The Cary police department is unsustainable and cannot provide needed long term staffing levels.

Governance

Cary in particular expressed challenges with the PTELL limitations, Emergency Dispatch unfunded mandates and other challenges with public safety.

Governance

All members at the table embraced the concept of regional planning rather than only focusing on their individual community.

Governance

As properties incorporate it is logical that level of township government would be eliminated.

Governance

Legislation that clearly identifies the process by which townships could be eliminated upon incorporation as well as outlining the shift of services required by state statute.

Governance

It is logical to consolidate townships, but logical need a clearly identified process for smooth transition and use.

Governance

A way to jointly purchase road equipment that can be used by the public works departments to complete internal road repairs.

Governance

Opportunities for shared services in technology in public-private partnerships.

Governance

Other challenges with shared services are the fact that state law regulates municipalities, home rule/non-home rule, townships, and counties all differently. Townships struggle to partner with municipalities as they often do not have the authority to do so.

Governance

Important to focus on ways government units could collaborate before addressing consolidation.

Governance

Governments in the county are too reliant on residential property tax.

Governance

Most of the property tax mix was determined by Springfield and mostly goes to education.

Governance

You can’t address property taxes without addressing school funding.

Governance

Springfield is trying to take away more school funding. This deeply impacts school districts, causes people to move away and property values to decrease.

Governance

State mismanagement of educational institutions.

Governance

Deferred responsibility of government to keep educational system solvent.
Governance

Taxpayers don't get an adequate return on their investments in higher education

Governance

Difference in varied jurisdictions

Governance

Cooperation between jurisdictions

Governance

Municipalities leveraging their dollars

Governance

Heavy reliance on property taxes

Governance

Government can actually help residents, not a bureaucratic system

Governance

Increase government consolidation

Governance

Solve political interests (redistricting, finance reform)

Governance

The region is going to be hard to compete with other areas in the future because of bad governance.

Governance

Regional cooperation

Governance

Regional industry strategy

Governance

Too many/excessive segmentation of units of government

Governance

Government can actually help residents, not a bureaucratic system

Governance

The region is going to be hard to compete with other areas in the future because of bad governance.

Governance

Too many units of government

Governance

CMAP needs implementing authority at a regional scale

Governance

Too many government units (but everyone thinks their own is necessary)

Governance

Municipalities don't trust each other, especially fast-growing communities near each other in the collar counties. Smaller communities fear being annexed and having their tax dollars spent elsewhere, which is why they decide to incorporate themselves, and this just breeds more government (individual schools, parks, water districts, etc.)

Governance

We create more government out of fear (and self-interest)

Governance

Many things you want to do, but how to pay for them, e.g. getting water to people, fix roads?

Governance

Economic problems are exacerbated by states woes

Governance

How are we funding infrastructure, this is important to economic resiliency, because if we are relying on property taxes then we are raising taxes and driving out people, especially talent that can move elsewhere

Governance

There is no consistency in tax-policy, we don't know how to predict long-term

Governance

Who are the major groups that could bring community together? Planning only helps if it’s implemented and helps build the community.

Governance

More intelligent look at consolidation of services. A recent study conducted in the county resulted in a tax increase which is not appropriate. The reality is different than the vision. Consolidation will increase taxes rather than result in cost savings.

Governance

Consolidation examples (such as schools) will not really help government units. What do you do about school funding?
Governance
State needs to reform the formula to give more money to the counties to reduce tax property fees

Governance
No solutions to saving the property tax bill (people don’t want to purchase homes/some prefer to rent)

Governance
Big hole with state budget
Governance
Expensive region to live in
Governance
Expensive tax structure
Governance
People moving out of the region
Governance
If pensions are taxed, people will leave
Governance
Neighbor hoarding out of state towns and regions are getting our residents
Governance
Despite the struggles, the region will succeed.
Governance
Challenge: # of units of government
Governance
Access to impartial and on-target advice to guide policy makers is needed
Governance
Lack of confidence in IL government and local government, are they using money properly? Is what we are paying being spent wisely?
Governance
Poor fiscal management, public, but also private (businesses and personal finance)
Governance
Tax incentive issues
Governance
Transparency - need to do better, current public engagement practices increasing distrust
Governance
More people need to be engaged in civic process
Governance
Making it easier to vote
Governance
No more unincorporated land
Governance
Monitoring whether development actually matches the plan/requirements/regulations. Accountability
Governance
CMAP takes a strong role on regional land use planning (and changes in governance)
Governance
City of Chicago - centralized vs. suburbs extremely decentralized
Governance
Political state of Springfield doesn’t encourage investment
Governance
Competitive nature between municipalities which all goes back to state revenue
Governance
Coordination of infrastructure investments
Governance
Stability of state finances to rationally plan for the future
Governance
Elections the wrong people because of current campaign finances
Governance
State not promoting economic development
Governance
Achieve true government transparency by incorporating disenfranchised communities in the decision making process
Governance
Referendum for the region to independently raise funds for capital projects and investments
Governance
Region is economic engine for the state but is underappreciated
Governance
Municipalities are more competitive than collaborative
Governance
There strict standards and policies that impact development coming into communities (lax zoning when convenient)
Governance
Regional revenue sharing such towns sharing revenue of sales tax base rather than competing for it

Governance
Need a formal regional governance structure to achieve tax sharing

Governance
Natural conflict between regional versus local authority. Could this be fixed by 2050?

Governance
Too reliant on sales taxes

Governance
Perception of higher density is bad although studies contradict this. Making this point in ON TO 2050 would be helpful.

Governance
We need a unified pot so schools don't need to rely on property taxes

Governance
We need to structure a better revenue system

Governance
A major asset would be a unified, excellent school system to reduce centration of power, and improve access to jobs, housing, safety, and upward mobility of youth

Governance
Loss of greenspace gives hand in hand with loss of water (water retention)

Governance
Perhaps there are too many wards

Governance
Alderman should represent the city rather than a wards

Governance
Shared services could shave off a few dollars in savings in the city but not much

Governance
Planning is good but need authority

Governance
More intelligent look at consolidation of services. A recent study conducted in the county resulted in a tax increase which is not appropriate. The reality is different than the vision. Consolidation will increase taxes rather than result in cost savings.

Governance
Gov't - duplication of gov't units

governance
Strict standards and policies that impact development coming into communities (lax zoning when convenient)

governance
Segregation (race, income, education) is enforced by state educational funding, municipal policy/investments

Governance
Opportunity for improved civic engagement

Governance
Taxes: city/council/state has most departure due to taxes, crime, etc.

Governance
Why are so many people leaving this region?

Governance
Corruption/leaders, taxes, taxes, taxes!

Governance
Duplication of services and would like to consolidate govts.

Governance
Heavy reliance on property tax, tax policy

Governance
Federal governance: media pumps out bad press, politicians are only concerned w/campaigning

Governance
More alignment

Governance
Manufacturing is computer based

Governance
Regional Sales tax sharing to eliminate competition

Governance
Consolidated districts could be helpful. Dissolving townships

Governance
Self-service internet based permit/license renewal/etc.

Governance
Fuel tax

Governance
All challenges are important
Governance All duplication of services/duplicative
Governance Duplication & limited capacity go hand-in-hand w/over-reliance on taxes
Governance Neighboring communities don’t care if towns are failing
Governance Tax structures drive all of the challenges
Governance State-wide reform of school funding
Governance Tax incentives complimenting each other instead of competing (bordering towns/counts)
Governance Antiquated piece-meal tax
Governance Competition over who owns the mall or store (bordering towns/counts)
Governance Original sales tax revenue: political climate of the state creates a barrier to actually make this happen. Example: Minnesota has a high property taxes but has businesses flocking there because of good governance
Governance Improved governance (better market)
Governance Tax rate issues in neediest places
Governance Tax rate/hurdle for developers
Governance People leaving the region because of tax issues (businesses leaving) residents take the hit because they cannot leave
Governance Cook county recognizes it’s a challenge but no solutions surfacing
Governance All are major equally important problems
Governance Inherently challenged because of tax situation
Governance Longing to keep jobs/roles then do what is best for the communities
Governance Equity: unencumber tax policy
Governance What is CMAP's authority/political to recommend
Governance Will CMAP's jurisdiction expand?
Governance How strongly do you understand/accept the political environment? The battle is the political environment.
Governance There is no north/south Austin. It’s a town w/different neighborhood split into 3 different wards w/ alderman and their own political concerns.
Governance Other- all of the above.
Governance Due to our gov’t failing on all these levels that why we are where we are.
Governance Attract the right people to the community - all levels of gov't have to work together to make this happen.
Governance Corruption
Governance Transparency - need to do better, current public engagement practices increasing distrust
Governance Problems in state government
Governance Dysfunction
Governance How to enable a regional authority to implement plans?
Governance 3rd party redistricting/non partisan
Governance State budget crisis
Governance Region-wide economic cooperation,0 sales tax poaching
Governance Pension funding, state/city/public
| Governance | Municipal services. Lower costs, increase service quality thru shared services |
| Governance | Performance-based project selection - IDOT split |
| Governance | Regional authority/consult for operational audit/management |
| Governance | School funding teacher mgmt., equity districting |
| Governance | Region is too property-tax dependent |
| Governance | The challenge is as much fragmentation as duplication of units |
| Governance | Gridlock at the state level isn’t unique to present time, it’s been a part of the process for a long time and needs to be fixed b/c for a long time IL has failed to support local gov’t |
| Governance | Dysfunction in state |
| Governance | Need for progressive income tax |
| Governance | Help those who fall slightly above the poverty line? |
| Governance | Educate students about how to make change through civic engagement |
| Governance | Dysfunction @ every level of gov’t/some policies are not meeting the needs of the residents for ex: land use/zoning |
| Governance | Increase education of how government works, local elections impact residents more directly |
| Governance | People in office going for their own career interests |
| Governance | Citizens forget the power rest w/the people, not the electeds |
| Governance | Lack of transparency between public agencies |
| Governance | Not enough capacity in local gov’t; one person does many different jobs (increase community outreach) everyone should do this |
| Governance | State governance - state government and competition among states |
| Governance | Artificial boundaries between states |
| Governance | State gov’t will in disincentivize to investment |
| Governance | Township duplicative |
| Governance | Duplicative gov’t units |
| Governance | Big concerns on public pensions and how far it is from situation for private employers |
| Governance | Problem w/state constitution w/ pensions and bankruptcy |
| Governance | More shared services |
| Governance | Too many mosquito abatement |
| Governance | Consolidation of school districts - more units? Districts |
| Governance | If we had no state budget issues, outlook much more positive |
| Governance | State pension issues are the key |
| Governance | Intergovernmental cooperation and education |
| Governance | How to attract good folks to local gov’t |
| Governance | Caliber of folks that work for gov’t |
| Governance | Take redistricting out of politics |
Governance
Need to regionalize government more, too many small units of government, like too many schools, fire districts, municipalities, townships, etc. they should be consolidated

Governance
How is government contracts reviewed, where is the money going? If the money is going to private entities, why and how much?

Governance
Need greater neighborhood level control to cut through and circumvent bureaucracy to create government that's in the residents' best interests; the Pilsen Community Council is a good example of a group that came together to weigh in on zoning

Governance
How do we create culturally appropriate social services outside the city (i.e. support for Latinos in the suburbs), when our major social service agencies are clustered and serve the city

Governance
How do we replicate the Chicago Cook Workforce Partnership in other counties for other WIBs

Governance
Commitment to equity
Governance
Inclusion of participatory budgeting
Governance
Ability to respond rapidly, transparency
Governance
Any other ways that CMAP can have more than just control of federal dollars? More implementing authority?

Governance
Have we spread ourselves too thin? Geographically covering 284 municipalities.

Governance
Gov't should be priority - it creates opportunities
Governance
Role gov't has to play to use tax dollars
Governance
Other people make decisions that affect S. Suburbs
Governance
Park Forest has 5 different school districts (too many)
Governance
Duplication, too many gov't layers
Governance
Tax policy and education reform
Governance
States attorney should address people "double-dipping"
Governance
Consolidate suburbs
Governance
Get $ out of politics - campaign finance reform - public financing
Governance
Education of populous - motivate people to be engaged. Civic education
Governance
Solve issue of redistricting - create more compact districts
Governance
Streamlining units of gov't in IL -
Governance
Consolidation of taxing bodies
Governance
Solve huge inefficiencies that drain our economy
Governance
Term limits for electeds
Governance
Restructuring of CPS - take away mayoral control, elected school boards, more manageable
Governance
Revise tax structure to retain residents & seniors
Governance
Elect officials that don't get us in the situation we're in now
Governance
Regulations, taxes, meaningless and ineffectual regulation
Governance
Some regulation is good but should be effective and meaningful
Governance
State requires $750 to start an LLC... other states are $50
Real estate taxes have gone up too much.

Duplication, too many gov't layers

Regional governance issues

50 wards is insane & more than any other city.

Never really steps back & think about what's truly on the table

Corrupt gov't that is unresponsive to the people

Time for a complete overhaul of our gov't

Gov't jobs are being created literally to give someone a job

City on the verge of bankruptcy - bad government, bad policy

Set term limits for mayor

Abundance of gov't units

Gov't consolidation

No fund sweeps

Real estate taxes have gone up too much.

Tax parity for region

State dysfunction making it harder to bounce back

State problems cast a big shadow over everything

Lots of people don't seem to care enough to take action

Not a lot of participation - sustained civic engagement

Dysfunction in local gov't

Governmental accountability, transparency

Not enough collaboration among cities/villages/schools

Too expensive to start a business - tax policy

Gridlock in state gov't Rte. 53 extension will create major environmental issues

Expanding tax credit 50%, 4% credit _ 32.5 M debt platforms for Midwest - mostly housing, mortgage insurance premium reductions (25/35 _ points) must accept HCV for length of agreement

Examining tax exemptions

Budget is so out of whack

Lack of long-range planning by municipalities and counties

Need local long-range planning

The need to generate tax revenue leads to poor decisions

Counties need more power to plan

Over abuse of tax increment finance districts

Campaign finance reform

Campaign finance reform

State finances

Disengaged voters, citizens

Need more coordinated planning

Need a 'Junior CMAP' to coordinate non-partisan county planning

Non-partisan redistricting

Consolidate governmental units
Governance
Lower the cost of running for office
Governance
Resolve the tax issues
Governance
Publicly-financed elections
Governance
Need coordinated planning, regional plan, some kind of override
Governance
Consolidate school districts
Governance
Redistrict through non-partisan process
Governance
There should be a Regional (Lake County) Master Plan that trumps local communities. If a local community wants to change the Regional plan in their community they should have to secure an extraordinary vote of their board and a super majority (60%) of the County Board.
Governance
School Districts should have a seat at the table when local communities consider development plans as well as some type of veto power if the proposal will create new students or provide tax breaks to the developer.
Governance
Illinois has too many school districts and they must be consolidated. Florida has countywide school districts for K - 12 while Illinois has several hundred school districts, some with just one school.
Governance
The planning agencies at the municipal and county level should be non-partisan with membership from all parts of the community/county and all economic groups.
Governance
Illinois has too many governments and needs a massive consolidation eliminating most special use districts and consolidating school districts.
Governance
The current formula for funding schools does not work. It needs to be changes with the primary (majority) source of funding from the State to reduce Lake County's overwhelming property tax burden. Lake County pays over 9% of family income in property taxes the lion's share to schools.
Governance
[Taxes] hinders economic development.
Governance
Congressional, Legislative and City Council districts should be drawn by a non-partisan commission.
Governance
School Districts should have a say in development and zoning decisions.
Governance
Stop mass migration out of the state of Illinois
Governance
Make it easier for people to retire in Illinois
Governance
Alderman needs to be replaced!
Governance
Advocates are needed in certain areas. Who are our advocates in this area?
Governance
States poaching business from each other; IL needs to become more competitive, lower taxes and fees
Governance
State dysfunction is keeping businesses away
Governance
Consolidation of government (e.g. Naperville City and Township) would help business (improve efficiency)
Governance
Look at Australia crowd sourcing model for government
Governance
Fixing government is top priority
Governance
Too many career politicians
Master plans are not enforced. Plans need to be reassessed.

New Jersey has well-defined master plans

Zoning lop sided in West Loop

Share services b/t municipalities to reduce costs. Eliminate fiefdoms wherever possible

Increase interactivity with local government

Modernize technology

Engage electorate so the gov't looks like us and reflects our goals

Cambios en parte del gobierno local para ser system tables - sustainable transportation/recycling/clean energy

Changes in local government to create/improved regulations for: sustainable transportation (bike lanes, clean energy transport), recycling/infrastructural sustainability programs (improved recycling programs, pollution regulations), clean energy (transportation, power/electricity), education on these topics

Fix/align tax policy

Too many gov't units

Local units not coordinating w/each other on planning

Diversity in elected officials to mirror constituents

Low voter engagement

Lack of vision

Lack of capacity of local gov't especially in working w/ other gov't units

Change regulations to improve sustainable transportation, recycling, clean energy

Consolidate units that overlap

Share services

Too many long-term electeds inhibits change, too many pension systems, too little tech, too much fear/entrenched systems, this will only change through greater voter engagement

Diversify the municipal tax base

Real estate taxes affect affordability of housing

Chicago has too many aldermen

Voter apathy is a big issue

Fragmentation of government (not just duplication) is an issue

Tax incentives are not tied to community involvement, accountability

Too many tax bodies.

Transparency. Too many jurisdictions.

Band-Aid approaches, short term strategies. Poor financial oversight.

Corruption

Not CMAP's purview.

School funding. Tax base/tax code
Governance Cooperation.
Governance Corruption.
Governance Trust.
Governance Consolidate units of government.
Governance State in chaos.
Governance Sustainability of services.
Governance Budget
Governance Red tape
Governance Budget
Governance Lack of funding
Governance Unfunded mandates. Slow response to needs.
Governance Government a disgrace.
Governance Too many government units.
Governance Fiscal reform.
Governance Political blocks.
Governance Removed from local level. Lack of experience in the field.
Governance Real participating democracy.
Governance Lack of transparency. Where does the money go?
Governance Too much bureaucracy.
Governance A budget that doesn't penalize the poor.
Governance Lack of concern for general population
Governance Policy is not informed by research.
Governance Too much bureaucracy.
Governance Need leaders who'll address inequality.
Governance Not compassionate.
Governance Laws penalize the poor.
Governance Honesty and transparency
Governance Limited short term vision
Governance Change ordinances/practices local food- bees, chickens, renewables
Governance More democratic processes needed
Governance Stalemate lack of cooperation, statesmanship
Governance Little communication between governmental units
Governance Lack of focus
Governance Lack of funds or ability to compromise
Governance Government living beyond its means & what it means for future in terms of how things are funded/paid for
Governance Responding to citizens' needs
Governance State of Illinois budget impasses
Governance Intergovernmental cooperation
Governance Barriers to sustainable building/development
| Governance | Local government that cares nothing about sustainability |
| Governance | Too many units of gov't + tiny municipalities that don't communicate |
| Governance | Working at cross - purposes, lack of funds |
| Governance | Local gov. collaboration more regional authority |
| Governance | State budget efficiency |
| Governance | Inefficiency |
| Governance | Capacity/resources for community development |
| Governance | Dysfunctional state and local. Little capacity in suburbs |
| Governance | Bad leadership |
| Governance | No collaboration |
| Governance | Complete dysfunction |
| Governance | Inability to reduce spending and raise taxes |
| Governance | Not handled well |
| Governance | Leadership |
| Governance | Illinois structure taxes |
| Governance | Gerrymandering |
| Governance | True democratic functioning |
| Governance | Need leadership that's concerned with helping all communities. Taxes are too high. |
| Governance | Inefficiencies and special municipal districts |
| Governance | Reducing government agencies; i.e.: Townships, school districts, village clerks |
| Governance | Cohesiveness in gov't to act upon unified plan |
| Governance | Lack of coordination & difficulty of coordinating when it does happen |
| Governance | Too many units of gov't in region |
| Governance | Funding! |
| Governance | State of Illinois! Too many local gov'ts |
| Governance | Lots of gov't corruption transparency |
| Governance | Underfunded mandates |
| Governance | Getting government more focused on the long-term needs |
| Governance | At the mercy of state/ outside forces without control |
| Governance | Local municipalities are doing it right. State needs to help reduce taxing jurisdictions |
| Governance | Taxes to support gov't services |
| Governance | Size - too large |
| Governance | Finances |
| Governance | Oversight lack of when it comes to |
| Governance | Corrupt |
| Governance | Not in sync w/needs of public |
| Governance | Their concern regarding people as a whole. Our government & systems are selfish people |
| Governance | Low voter turn out |
Governance Policy

Governance Aid
Gerrymandering corruption & media make planning
Governance Poorly serving residents, corrupt
Governance Election spending restrictions
Governance Decisions made without thinking of repercussions
Governance Models & graduated tax system.
Governance Library districts, townships into municipal structure.
Governance Outside funding but frozen.
Governance Move projects quicker.
Governance More dollars.
Governance Legislation & leadership.
Governance Cooperation
Governance Local advocacy. Funding for programs that work
Governance Use TIF to develop poor communities.
Governance Term limits.
Governance Research is available.
Governance Create local hub for all public services.
Governance Change culture, new laws
Governance Long term, sustainable vision effective environmental commission
Governance Current political disruption, openness to rewrite policies
Governance Get more public participation
Governance Crisis may move people to action
Governance Bring governmental bodies together
Governance Education
Governance Lack of affordable for families /seniors
Governance Resistance to diversity/affordable housings
Governance Improve communication methods through multimedia
Governance Restructuring gov't. could reduce cost long-run & hopefully improve efficiency
Governance Partnerships that avoid duplication - save $
Governance Model ordinances
Governance Capable local staff
Governance More proactive role needed
Governance Voters have power
Governance Provide good leadership
Governance New Springfield leadership
Governance Balance and collaboration
Governance New leadership can improve processes
Governance Linking government w/implementation partners like OFIs
Governance Combine or collapse for better efficiencies
Governance Lots of wealth for effective government
Governance: New leaders
Governance: Non-partisan/non-political boundaries at all levels
Governance: Hold them accountable
Governance: Region leadership
Governance: Redirect tax payer money that could result in less reliance on taxes
Governance: Strong officials to lead change
Governance: Efficiencies must be found! Must be priority!
Governance: Consolidations of multiple taxing bodies
Governance: Consider some consolidation at township level
Governance: Reduce size of government. Can hire entities
Governance: Revise non-home rule legislation to watch home rule - equal flexibility
Governance: Public/private partnership
Governance: Shift power to people
Governance: Grass root associations
Governance: Rehabbing existing housing
Governance: There are many homes that are available for ownership
Governance: Automatic voter registration
Governance: Connect smart people inspire them & incentivize them to coordinated action
Governance: Clean house
Governance: Public schools
Governance: Values not in-sync. Laws, values driving inequities (income gap).
Governance: Public discourse to re-establish, public discourse discussion w/legislatives
Governance: Pensions are an issue that needs to be resolved. Key part of budget mess.
Governance: State/city pension & debt problems may make area unfavorable to investment.
Governance: How do we improve financial ratings?
Governance: Pay pension debt via debt forgiveness
Governance: Balanced budget
Governance: Balanced budget
Governance: Budget crisis, political deadlock.
Governance: Budget.
Governance: Budget/deficit crisis.
Governance: Debt/budget.
Governance: Ensuring Chicago leads as a major economic center, but its hampered by IL debt
Governance: Going broke.
Governance: IL Budged. Inefficient use of funds.
Governance: Lack of budget.
Governance: Lack of budget.
Governance: Lack of state budget
Governance: Lower budged.
Governance
No budget.
Governance
Pass budget.
Governance
Short term fixes. Poor financial oversight.
Governance
State & city debt
Governance
State budget
Governance
State budget impasse.
Governance
State budget!
Governance
State financial status.
Governance
state needs a balanced budget, cut waste and union influence
Governance
State of IL, Pensions
Governance
Way in debt, need more resources.
Governance
Debt forgiveness
Governance
Fix the state budget.
Governance
IL got is terrible. Need to figure out how balance budget
Governance
State goes bankrupt.
Governance
Collaboration
Governance
Cooperation
Governance
Cooperation between federal, state, & local govt.
Governance
Cooperation! Resource allocation
Governance
Coordination among different government organizations.
Governance
Coordination.
Governance
Must work together.
Governance
no cooperation between communities
Governance
better cooperation and coordination
Governance
Better cooperation.
Governance
Collaborate for better service to region
Governance
Collaboration.
Governance
Cooperation.
Governance
Establish stronger regional bodies.
Governance
Increased communication & work among communities should lead to more efficiency
Governance
Regional partnerships.
Governance
Regional perspective
Governance
Strive to take cooperation to higher level.
Governance
Business/Government collaboration.
Governance
Central database of who does what. i.e., Organizations, Agencies: - NGOs - Fed Government - State Government - County Government & Districts. Begin to map areas of influence, build partnerships
Governance
CMAP is in a position to make regional agency collaboration a priority so that funding and other resources can be used more efficiently and strategically.
Governance
Community collaboration has good potential
Governance
Connecting communities and creating communities. Blurring boundaries.
Governance Cooperation among levels of government.
Governance Eliminating boundaries among communities so they see the region as one ecosystem.
Governance Encourage municipalities to "Ignore Boundaries" to plan for a Better Future. Collaboration on Arts, Culture & Even Infrastructure. Think MINN/St. Paul
Governance Government coordination and multijurisdictional resources
Governance How can we create connections within and between communities?
Governance More connections between municipalities.
Governance More multi-community projects around shared assets, such as rivers and lakefront
Governance More regional collaboration
Governance Overcome psychological barriers of political boundaries.
Governance Stress regional and sub regional master dev. Planning that unifies across silos for much greater impact - too much highly local planning. Not enough dev. Planning scale.
Governance The biggest issue I can see is economic development, which incorporates all of the topics today. The most important part of that is and will be regional collaboration.
Governance Municipalities working against each other to attract retailers.
Governance Competition for sales tax revenue results in inequities (see the Twin Cities' Fiscal Disparities Act)
Governance Incent non-competition for industrial sites. Pay localities to cooperate.
Governance Need to overcome communities' perception that competition among them is good
Governance Regional cooperation conflicts with municipal interest in expanding the tax base, too cutthroat
Governance Antiquated policy, number of municipalities.
Governance CMAP's counties are fragmented.
Governance Cook County alone has more governmental bodies than anywhere else!
Governance Cut back on levels of government.
Governance Duplication of local services
Governance Overlapping entities.
Governance Reduce overlapping agencies.
Governance Too many governments in Chicago. A lack of accountability for TIF funds used inappropriately.
Governance Too many jurisdictions.
Governance Too many layers of government,
Governance Too many layers.
Governance Too many layers. No accountability.
Governance Too many municipalities.
Governance Too many small units & bureaucracy
Governance Too many taxing bodies.
Governance Too many units
Governance
Too many units of government.
Governance
Too many units, no consensus for real change
Governance
Consolidation of local governments or agencies.
Governance
Consolidate suburban governments.
Governance
Consolidation that makes sense.
Governance
Consolidation/collaboration
Governance
Do away with townships. Can be absorbed by village.
Governance
Elminate duplication of services & responsibilities statewide.
Governance
Merge services.
Governance
Reduce multiple agencies within the same area.
Governance
Reduce townships.
Governance
Some functions of other governments can be absorbed.
Governance
Too many levels of government.
Governance
1. Reduce units of government. 2. Encourage county-wide collaborations, esp. when natural resources are involved. 3. Develop performance benchmarks for local government areas and collect data on how local governments perform.
Governance
Broach the difficult but necessary goal of government/taxing body consolidation.
Governance
Consolidate government entities
Governance
Consolidate small governments and special districts
Governance
Consolidate small municipal government.
Governance
Consolidate taxing districts and share resources
Governance
Fewer townships (heart)
Governance
Focus on Rauner Plan for consolidation - work towards merging smaller governments (yes even small municipalities) to create a more efficient government system.
Governance
Get greater efficiencies on local government by coordinating efforts of some local issue taxing districts - consolidation
Governance
How do we reduce government overlap?
Governance
in suburbs you might have 5 park districts, 7 school districts and non-coterminous boundaries for emergency services
Governance
Look at opportunities for, and then encourage areas of government service sharing and consolidation. i.e. Why is Oak Park also served by a township? The service areas are identical. (This was an easy example - others will require compromise.)
Governance
Make government efficient! Restructure to township level for efficiencies.
Governance
Reduce the number of local governments by half.
Governance
Scale (units of government)
Governance
Shared services offer a good start [to improving governance], but real consolidation is where the savings are at and that is a tough sell
Governance when you try to consolidate government services, such as sharing a fire station between Schaumburg and Hoffman Estates, the firefighters union prevented the project

Governance Corrupt
Governance Corrupt.
Governance Corruption, greed.
Governance Corruption, too many handouts.
Governance Corruption.
Governance Corruption.
Governance Corruption.
Governance Corruption.
Governance Corruption.
Governance Corruption. Rahm.
Governance Corruption. Sad we're known as one of the worst states for government corruption.
Governance Cronyism.
Governance Cronyism
Governance Eliminating corruption benefits all.
Governance Alternative funding for pensions & reliance on state funds.
Governance Funding
Governance Funding
Governance Funding
Governance Funding short falls, lack of state funds.
Governance Government does not have enough money.
Governance High demand for service is out of balance with revenues.
Governance Necessary resources.
Governance To maintain current revenue streams, to generate public respect.
Governance Under-funded.
Governance Identify new revenue sources.
Governance Increase private investment.
Governance Using funds from local funds to help everyone
Governance Also find options for funding beyond local government.
Governance Develop priorities to secure alternative funding and/or establish relationships to secure more state funding
Governance IMPLEMENT: We need new authorization for funding - proposition initiatives like California!
Governance Need actual change.
Governance Understanding in the population that political "business as usual" makes the region noncompetitive and will not end well.
Governance Focus on key priorities.
Governance Review priorities.
Governance

Show public government leadership.
Better definition as to efficient governance. How do we get.
Need to work on governance
Doesn't prioritize helping those who need it.
Government needs to function to better peoples' lives.
Laws that are more inclusive & actually benefit those in need.
Reform the system at state level to increase equity.
Work for the people
Bureaucracy in local politics/zoning
Cost of government.
Demand to do more w less.
Effective, efficient, serve residents.
efficiency
Ineffective & biased
Inefficiency, failing to add needed revenue.
Inefficiency.
Not spending money right.
Opportunities for binding mismanagement.
Reducing size, creating bipartisanship to get things done.
Streamline
Too large & inefficient.
Too much bureaucracy.
A streamlined government will operate more efficiently and reduce tax burden.

Less delay & inconsistent policies.
Reduce size
Strong councils of govts. & progressive communities.
Focus on addressing our region's biggest barrier: Limited capacity & resources at the local government level.
Grade municipalities on plan adoption and implementation
Provide clean overarching priorities to guide municipal action.
Push local government to play a lead role.
Require that municipalities develop comprehensive plans on a regular basis, perhaps every 5-10 years.
The State government doesn't promote or assist local/county development
The State's diversion of local government distributive funds negatively affects local governments
Join the Southeast side with Hammond and Gary, IN for a new economic region.

Make the Illinois-Indiana Border as Permeable as Possible...Stay Connected - We’re all in this Together! :)

Governance
Governance

NEED - CMAP leadership for 20 county WI-IL-Indiana FEMA/911 Community-communal response area planning - for mobility and planning for disaster response and Lake Michigan infrastructure.

Governance

NEED - CMAP leadership in planning for "World's Best Region" of Metro Chicago/So. Take Michigan and Midwest. Including Transportation and infrastructure funding cooperation with WI & IN.

Governance

There needs to be a more comprehensive strategic vision. How does our region fit into the nation?

Governance

Work with WI & IN on plan for "World Greatest Region" along Southern Lake Michigan

Governance

CPD needs monthly training on ethics & customer service, esp. dispatchers.

Governance

Just started a TIF.

Governance

Less private ownership of public amenities.

Governance

Minimize community impacts.

Governance

Not in the purview of CMAP?

Governance

People in jobs too long.

Governance

Perception, apathy, budget decisions.

Governance


Governance

Work on infrastructure

Governance

Change failed laws.

Governance

Develop best practice toolkit

Governance

History of strong community organizations.

Governance

New technologies should help do more projects with fewer resources.

Governance

Gridlock

Governance

Gridlock

Governance

IL governor.

Governance

IL governor.

Governance

Mismanaged, dysfunctional state government.

Governance

Mismanaged, dysfunctional state government.

Governance

Paralyzed government.

Governance

Partisanship

Governance

Political special interests.

Governance

Politics.

Governance

Public officials no longer work for common good.

Governance

Springfield

Governance

Stalemate. Mistrust.

Governance

State govt impacts all local government

Governance

State govt.

Governance

State of IL politics.

Governance

State of IL, Workers Comp

Governance

Structure of political system, elected officials.

Governance

The state is screwing everything up.
Governance
- Two-party system must be ended. Money must be removed as a factor for political campaigns.
- Unfixable state govt.
- Campaign funding reform
- More bi-partisan agreement.
- New mayor & appointees.
- New residents less influenced by machine politics.
- State government needs to be fixed.
- Stop playing games.
- Strong third party.
- Term limits.
- Term limits.
- political dysfunction in Springfield (hurts transportation, housing, social service, and other activities)
- The State of Illinois needs to get its house in order for counties to stay competitive for businesses
- Better load of muni services.
- Cooperation/shared services.
- Shared services.
- Can achieve economies of scale through shared municipal services
- Create a cost and service sharing model / toolkit
- Need a regional plan for shared services
- Need social services network and coordination of services - especially in suburbs / lack of funding for it
- Need state legislative support for shared services
- High property taxes.
- Real estate taxes.
- Rising taxes.
- Taxes
- School/house mismatch. Reliance on property taxes.
- AHO fund, tax policy.
- Disconnect between state & local tax policies.
- High tax
- High taxes for businesses hurts economy
- High taxes.
- High taxes.
- Job security. Tax loopholes.
- Leadership. Taxes.
- Leadership. Taxes.
- Property taxes - no state funding.
- Property taxes pushing people further out of region.
- Reduced tax bases.
- Tax code.
Governance
Tax policy needs to be business-friendly.
Governance
Tax revenue decreasing as online shopping continues to increase
Governance
Taxes
Governance
Taxes - companies are moving out of IL.
Governance
Taxes are too high.
Governance
Use taxes for better things.
Governance
Aldermen $ and tax $ in high opportunity areas vs. low-income ones.
Governance
Tax policy isn’t relevant to the way our cities work anymore.
Governance
Tax restructuring ensures burden of funding services doesn’t fall on low-income families.
Governance
Equitable taxes without loopholes.
Governance
Implement a progressive income tax & a regional tax-sharing system for municipalities.
Governance
Improve tax policy. Increase equitable small business network.
Governance
Increased tax revenue to fund infrastructure, education, etc.
Governance
Lower tax.
Governance
Moder & graduated taxes.
Governance
Raise taxes!
Governance
Raise taxes, more opportunities, infrastructure $, collaborative planning.
Governance
Reduce taxes on residents.
Governance
Regional tax
Governance
Retail taxes can help cap property taxes.
Governance
Tax ‘em
Governance
Tax high earners and redistribute.
Governance
Tax on financial transactions.
Governance
Tax services, raise budget.
Governance
Development & taxes.
Governance
Tax?? Process.
Governance
Address Illinois’ tax issues
Governance
Align tax revenue with spending
Governance
Business attraction is affected by the tax structure
Governance
Communities can give tax breaks
Governance
Effective tax rates undermine small business
Governance
Eliminate the property tax multiplier (i.e. make it 1) in Cook County
Governance
Find a way to help communities and regions that have extremely high tax rates (30%+!)
Governance
High taxes
Governance
How do we reduce taxes?
Governance
Lower State Taxes.
Governance
More equitable revenue sources - regional sales tax.
Governance
More tax dollars to restore parks, preserves, empty lots.
Governance
More transparent tax policy.
Governance
Need a predictable, reliable structure of state revenue sharing
Governance

Overreliance on sales tax revenue creates nonsensical commercial development

Governance

Property tax rates make it harder to age in place

Governance

Property taxes are too high, which affects the affordability of housing in McHenry County

Governance

Reducing tax burden to county tax payers

Governance

Reducing taxes in county

Governance

Reevaluate the use of tax incentives for economic development.

Governance

Regional tax base sharing - I second that!

Governance

Role of taxes: Mostly improve rhetoric about Cook County disadvantages; especially regarding differential assessment practices. There is added value in being in Cook County especially downtown Chicago.

Governance

Shift tax policy: increase taxes on "bad", lower taxes on "goods" (e.g., labor)

Governance

Tax assessment education

Governance

Tax policy creates inequities in housing affordability

Governance

Tax policy drives housing development and creates segregation

Governance

Tax-base sharing (Twin Cities as an example)

Governance

We need lower state taxes.

Governance

Rahm Emanuel, TIF-abuse

Governance

Accessibility by the public.

Governance

Increase transparency & data

Governance

Lack of accountability in slush funds - TIF.

Governance

Lack of transparency

Governance

Lack of transparency

Governance

Lack of transparency

Governance

Lack of trust.

Governance

Mistrust of the public.

Governance

Money dumped into general funds, TIF, fraud.

Governance

Needs to be more democratic. Aldermen have too much power.

Governance

Taxes & policy - more transparency.

Governance

Transparency, honesty

Governance

Transparency.

Governance

What is the money spent on?

Governance

Expand transparency & community partnerships.

Governance

Increase Regional Coordination in Open Data development (& data standardization)

Governance

Public understanding of how money is spent

Governance

True Government transparency

Governance

Developing guidelines.

Governance

Misguided.

Governance

Needs to be updated.

Governance

One major governing authority

Governance

Policy
Current climate - more engagement.

Limit time.

Make a more inclusive policy.

Reduce them.

Will be great once it’s completed in 23 years.

Constant increase of unfunded government mandates. Make a more inclusive policy.

Reduce them.

Will be great once it’s completed in 23 years.

Constant increase of unfunded government mandates.

Control of unfunded mandates

Annexing comes with a high upfront capital cost: these areas have been underfunded for years so the infrastructure is decrepit (sewer, road, lighting, everything), additionally the development has been mostly unregulated.

Annexing unincorporated areas offers an opportunity to "clean these areas up", but that can come at a high cost.

Need to Annex fully-developed but unincorporated areas (sub-division) into adjacent municipalities to reduce unnecessary tax burden transfers.

Unincorporated areas don't always bring in the added revenue necessary to justify annexing and investing in them; if the unincorporated area is industrial/commercial, then it could be a balanced transaction, but if it's only residential then there is little chance of recouping investment.

Unincorporated areas of Cook County: neighboring municipalities can't handle the cost of integrating them.

Voter education, especially on economic issues is critical. Is probably beyond CMAP’s scope.

Voting access.

Diverse constituency.

Elect better officials.

Elect new offices to make changes.

Elect the right people that are open-minded and willing to work together.

Establish new form of rule, a truly participatory democracy.

Increase voter participation.

More public participation

Register all voters automatically through any state data point.

Seeing stakeholder input.

To create community listening circles.

Voting

More voter participation in local elections.

Change mindset - get in tune with communities

Tax policies favor large corporations

TIFs place extra burden on taxpayers

Intrastate competition

State/federal deferral to local priorities

We need local solutions
Governance Regional image
Governance State and local lawmakers
Governance State government has dug us a deep hole of unsustainable obligation and debt.
Governance Policies of the past drove behavior in the wrong direction and taxes to support those decisions have become a burden.
Governance Structural deficits and tax policies that exacerbate the growing income and wealth gap and barriers to economic mobility for the lowest income groups and people of color.
Governance A multiplicity of governments without a strong central "conductor" to keep the orchestra playing the same tune.
Governance Policy makers are too busy thinking locally instead of regionally or globally.
Governance How does CMAP define segregation? I see Aldermanic wards as segregated – they care about their little pocket and nothing else.
Governance SSMMA tends to be relatively affective at getting municipalities with overlapping jurisdictions to collaborate. Has not been able to see it in other suburbs. What has CMAP has been able to witness in collaboration in the region?
Governance Government dysfunction, hoping by the year 2050 that will correct itself.
Governance Currently too many people in the gov’t that have their own personal agendas. Millennials are always getting bashed by the older people who are stuck in their old ways. We need to get more proactive in government. Most of the old politicians won’t be around in 2050. Changing of the guards should happen sooner than later.
Note: Comments in this category do not fit within established plan topics or are fragmented.

- How does CMAP evaluate progress or success?
- The plan should foster regional collaboration
- How do all of the topics work together rather than separately
- Expect people to act in their own rational mind "We need a carrot and stick"

- We need a secondary gain to projects (connection to other regional topics)
- Identify in next plan the real challenges/intersectionality of issues in each chapter topic (regional)
- Are there examples or best practices of MPOs doing well?
- How is CMAP going to impact local neighborhoods such as Austin?
- The regional focus needs to be the quality of life
- Planner speak doesn’t convey the actuality of issues to politicians
- Need a strong public plan to advance these priorities
- Talk about the positive, but make sure you acknowledge the problems and are working on them: in this way you can talk about the positive and solutions instead of problems

- How can we amplify the successes we do have?
- Need a rebranding effort for Austin that includes neighborhoods history
- Disseminating best practices
- Collaboration of foundations
- Change the presentation of CMAP
- What is the perception between Chicago and the suburbs?
- New York is an example of regional collaboration
- Change the national perspective of Chicago
- Communities have different needs and can’t have a one-size-fits-all solution [from the regional plan]
- City/suburbs focus of planning and resources
- Impact of current media culture on civic life - how will this be in 2050?
- Chicago is an asset!
- Add "none of the above"
- Four priorities: crime, education should be added, taxes (doesn’t fall under governance
- Top four priorities: environment, economy, transportation, equity
- Communities are very parochial
- Top 4: Economy, housing, land use, equity
- How do we broaden this conversation to make people outside of this room come together?
- Three biggest assets: transportation systems, human capital, tourist attractions

- Should be major emphasis for investment
- Top 4 priorities: economy, equity, environment, governance
"Other" = "I don't know", population growth stress
Regional assets: human capital, Lake Michigan, Educational Institutions
Top 4: Environment Equity Transportation Housing
Assets: human capital, transportation, natural resources, social capital, community aspects
How do we compare in size globally? International regions?
In the planning process... do you have to work backwards to get there? Work on scenarios and address the results
Do you run into difficulty because we lack an actual regional [implementation] authority
Top 4 priorities: Economy, transportation, government, land use & development
There will be fewer suburbs in 2050
Incubator for solving regional issues
Live better without so much stuff
Chicago is unbalanced.
Who identifies with “West Town”?
Assets: Transportation (public), broad economic base, lake Michigan (is this going to bail us out), other cultural resources (museums, arts, restaurants)
People have perceptions of different towns along the river
Planning should be regional not local
In Elgin, great spirit of collaboration and attitude to move forward
A lot more cynicism
Everyone wants to go to Mil P2 with o tourism we would just be harboring?
Crime
People are too individualistic
We've been through big changes and we've survived is no reason to feel we're not going to _?
Cookie-cutter solutions won't work for the whole region
Chicago great for all sorts of age groups
Nostalgia not viable for the future
We can help the next generation to have a better community
5 pilots meant for scalable in the region. Should be released soon, good resource for CMAP
Performance standards
Balancing Chicago's business competitiveness with the need for climate change solutions
Funding needs to be reliable, sustainable. Predictable for stormwater, transit, etc.
Impacts to local municipality due to property acquisition for highway projects are difficult to offset.
$$$ Collaboration of funds//cooperate coordinate investments.
Create short and long range objectives that are "shovel" ready.

Encourage innovative approaches and partnerships to address our region's critical issues. For example, explore strategies that would foster an environment that increases the number of social enterprises working to address natural resource/ ecological challenges in ways that decrease the reliance on external/government funding. i.e... Use smart business models to address key issues that are financially sustainable and outcome driven.

How can we better integrate various housing types into a harmonious transformation and high quality open space?

How can we determine what is a transportation problem and what is a land use problem?

I wonder how transportation and housing index result has been changed throughout the region. And how this tends to have a relationship with urban development.

Must prioritize where investment goes. This means picking winners and losers.

Utilize and build on assets throughout the entire region. We must continue to work together to create the best communities.

Water management X transportation

Include the out of bounds issues in ONTO2050.

"Up To 2060"?

Address political topics that will challenge folks to come to solutions through collaboration

As region continues to deal with "Maintenance Mode" (Focus of many municipalities), Lead conversation on continued value of planning. Help communities, politicians, residents understand the importance of planning for growth and maintenance.

BE IMPATIENT.

BE PROUD OF THE WORK YOU DO. YOU ARE DOING IMPORTANT WORK.

BE SPECIFIC EARLY. DON'T BE TOO GENERAL.

By demonstrating the value of ideas through larger than pilot scale demonstration

By inspiring communities, their leaders, and most importantly the financial/banking industry to adjust our civic values and the ways we account for them.

By looking far beyond what is likely

Coordinating issues into clusters and bundling topics

Creating visuals that are simple for the public to understand.

Don't be afraid to make people uncomfortable by actually examining all the options. Truly explore people's thoughts and ideas

Envision the best our region can be

Help us imagine 2050.
Other  Hire outside consultants willing to advocate for change and implementation (Not CMAPs strength)
Other  I think actually bringing decision-makers together to learn and discuss areas of shared concern continues to be a good way to mine things ahead. Then the "doers" can step in and make things happen.
Other  Keep some focus on community-scale actions - launching in 2040.
Other  MAKE NO SMALL PLANS!
Other  Pick needed fights. Avoid kicking the can down the road.
Other  Set broad and specific goals that allow communities/agencies of all capacities to follow Onto2050. This will help communities take ownership of plan to the extent of their capacity.
Other  Start implementation of select model projects during the development of On To 2050 (Pilot Strategies, etc.)
Other  Start with an honest appraisal of the strengths and weaknesses of the Go To 2040 Plan. Hold a public event to do this.
Other  Use the plan to Elevate the field of planning.
Other  What's the framework for implementation strategies? CMAP people working on this plan will move on/government municipality/city councils and people on top move on and change positions/but residents are the ones who will most likely remain in the region the longest - how can we insure that strategies really get implemented?
Other  Ask Question: Who will build right-sized, single
Other  CMAP has done so much collaborating diverse topics. Yet there could be specific zones that really need attention that could be looked into.
Other  Income change
Other  Location, Location, Connectivity - US Corps of Engineers
Other  Collaborate to drive resources to partners for implementation - LTA
Other  Continue LTA program - Facilitate small regional suburban discussions among planners and decision makers
Other  Continue to check in on the LTA plans to support implementation. We often need to know that the BIG picture is worth working on even when we are "too busy". Keep our sights uplifted.
Other  Continued access for communities to participate in the LTA program in an affordable and efficient way.
Other  LTA has been successful. Find more of these initiatives to make towns more livable and to encourage walkability and fostering senses of place/downtown.
Other  The plan can assist communities in comprehensive community planning and address specific needs for residents within the communities.
Other  Use LTA and other resources to continue guiding communities that do not have staffing or expertise to implement aspects of the plan.
Other  Address economics of aging population in communities (i.e. Baby Boomers)
Other  Enhanced Medical Psych-Social Support for Aging Population
How do we plan for an aging population?
Crime is up since last year.
High crime, degrading neighborhoods.
Build infrastructure and reduce crime for the economy.
Poor infrastructure & crime deters business attractiveness.
Addressing the daily violence that affects a high number of people in our Metro area.
Bike paths. Walking paths & safety.
Crime
High crime due to lack of economic/educational opportunity.
Police security & trusts.
Safer inner city. Tourist night life.
Security
Safe places to live.
Make gun control strict. Use more lighting in neighborhood.
Less bullying, police brutality
More Police Officers
My plan will be stop the shooting
Need neighborhood security
Programs on how to stop violence in the home.
Safe gathering spaces for youth in all communities.
While this issue is out of CMAP’s expertise, the crime and gun violence is a region-wide issue that has a negative perception of Chicago across the country.
Difficult to pick a future-proof technology.
Technology, rapid change.
The Midwest is the heart of the country - keeps it pumping with good planning and cooperation and partnerships.
Can be a role model for other cities.
Improve communities.
Increase hours of operation.
Look for more regional facilities with partnerships and funding
Actualize Greenwarp Regional Plan
By taking a macro view of data and issues affecting communities identifies opportunities to speak to policy change implications.
Connections between water, land use sustainability (assumption that open space is for future train expansion)
Eliminate CMAP policy committees effective veto power over CMAP board
Focus on disruptive change brought about by new technology.
Other

- NEED - CMAP adoption of US Corps of Engineers "Digital Commerce Standards for Buildings & Sites. See Location Location by James Carlin.
- NEED - To build models for "Big Data Asset Building" for families, biz and gov.
- NEED $ - Leadership for funding of digital economy and digital planning staff.

Other

- regional resources are managed by the City of Chicago, e.g. O'Hare airport
- Show peoples the value of strong tightknit communities.
- Too many regulations on hover boards
- 2. Encourage more participation from the youth - it will be their Chicago sooner than we think.
- Ask members and partners to share the "On To 2050" website with their community groups. Maybe partner with some larger ones to co-host regional info sessions.
- CMAP should tap into local working groups and community champions to push implementation strategies forward.
- Contact South Metro Higher Ed Consortium www.southmetroed.org

Other

- Coordinate between public and private agencies
- Educate the general public on about planning issues
- Education to promote sustainability & planning for the 2050 Generation

Other

- Encourage buy-in from municipal partners
- Engage a young group of stakeholders through social media and school partnerships
- Engage the public & private sector on some pilots of Big Ideas.
- Engage with CNT, their push for regular connection - CNU, Lym, Doug Farr - Project for public spaces.
- Engage/include county partners more frequently (all aspects of business). Come and be a part of our world occasionally.
- Everyone!
- Further utilize the PL program to implement the plans keeping them informed of how they can help implement its goals and ideals and listen to their feedback from their members
- Go out to local community groups and support the good work already being done.
- Help everyday people understand/be a part of urban planning.
- How will On To 2050 do outreach to youth. Kids will be adults by 2050…I would love to know how they envision their region in 2050.
- Make transportation planning accessible to all regional citizens i.e... Get COD to do more outreach.
- More communication on a large scale. ALL TV news and Radio should cover events like these, not just WTTW
More dialogue!

Moraine Valley Community College willing to host events:
pressellers@morainevalley.edu

Organizations: sustainedewater.org, rain ready (CNT) - storm water, Slow Roll Chicago

Partnerships are important to the comprehensive planning process. Connecting and collaborating with local organizations such as Faith in Place to discuss issues relating to Environmental Justice issues & their progressive model for engaging communities.

People First

Provide innovative and multiple ways to review & access the plan - social media, video, etc.

Seniors!!

Set goal for region that incorporates ideas from City, suburbs and farmers. Continue investment in infrastructure that helps everyone, not just people in core downtown areas.

Speak to every community

Students (university & other)

Talk to Council of the Great Lakes Region

The market can educate the public on some development issues

The Youth!

Use Social Media, Especially YouTube.

Utilizing young professionals in planning advisory board.

Work with local universities and high schools to encourage and inspire change. Let the community know that they can make a difference!

Work with the Southeast Environmental Task Force

90% of business owners in Englewood area of Chicago do not live in community. Need resources to help local residents become business owners.

Bad use of land in Monee, IL - industrial park with no local amenities for residents

Companies want to stay close to where the employees are, but that isn't always where the available land is for business expansion

Fill the State Street corridor with quality housing and commercial development.

Green industries along Torrence Avenue

I live too far from my friends' houses; it's not easy to get there

I want to expand my company, but my business' needs conflict with agricultural zoning and uses

Institutional development on US Steel/South Works site. As well as reinvestment of the existing commercial avenue corridor.

It's expensive to move to a better neighborhood
Lake County has some legacy presumptions of people who paid their dues and don't accept newcomers

More attractive downtown for Schaumburg

More public access to north shore beaches

My company is landlocked and I want to expand, but I'm surrounded by agricultural and need truck access, but the nearby business parks are too small for my expansion

My family can't afford to move closer

My house isn't convenient to transportation

My neighborhood is too noisy

We need more communities like Andersonville
**Part 2: MetroQuest Feedback**

This part of the appendix includes feedback received via the MetroQuest online survey, which solicited input on regional challenges and potential responses to those challenges, along with respondents’ big ideas for the region. Nearly 500 people completed the survey, which was online from March 2, 2016 until mid-June.

<table>
<thead>
<tr>
<th>Regional Challenges</th>
<th>Disagree</th>
<th>Agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>“State budget issues are compromising the region’s future”</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>“Condition of infrastructure”</td>
<td>13</td>
<td>2</td>
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<tr>
<td>“Need funding for transportation upgrades”</td>
<td>16</td>
<td>2</td>
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<tr>
<td>“Some government agencies are fractured, duplicative, or overlap with one another”</td>
<td>18</td>
<td>2</td>
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<tr>
<td>“Loss of green space, stormwater storage, and habitat”</td>
<td>19</td>
<td>2</td>
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<tr>
<td>“Not all residents have access to good jobs”</td>
<td>33</td>
<td>2</td>
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<tr>
<td>“Transit is fragmented and not interconnected”</td>
<td>26</td>
<td>2</td>
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<tr>
<td>“Roadway and freight congestion”</td>
<td>22</td>
<td>2</td>
</tr>
<tr>
<td>“More temperature extremes from climate change”</td>
<td>45</td>
<td>2</td>
</tr>
<tr>
<td>“Attracting investment to urban and suburban downtowns”</td>
<td>31</td>
<td>2</td>
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<tr>
<td>“Segregation of communities”</td>
<td>49</td>
<td>2</td>
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<tr>
<td>“Inefficient use of tax incentives for economic development”</td>
<td>30</td>
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<tr>
<td>“Limited capacity and resources at the local government level”</td>
<td>24</td>
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<tr>
<td>“Low demand for new development in disadvantaged communities”</td>
<td>48</td>
<td>2</td>
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<tr>
<td>“No one wants to be a pioneer in an area with prolonged disinvestment”</td>
<td>41</td>
<td>2</td>
</tr>
<tr>
<td>“Groundwater resources are being depleted”</td>
<td>35</td>
<td>2</td>
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<tr>
<td>“Flooding is heavily impacting thousands of residents”</td>
<td>25</td>
<td>2</td>
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<tr>
<td>“Community acceptance of higher density housing and rental apartments”</td>
<td>62</td>
<td>2</td>
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<tr>
<td>“Towns poaching businesses from one another”</td>
<td>67</td>
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<tr>
<td>“Infill development is more expensive than developing on rural land”</td>
<td>109</td>
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<tr>
<td><strong>Average</strong></td>
<td>36</td>
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<tr>
<td>Potential Responses</td>
<td>Disagree</td>
<td>Agree</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------------</td>
<td>----------</td>
<td>-------</td>
</tr>
<tr>
<td>“Coordinate infrastructure investments”</td>
<td>3, 4, 8, 9</td>
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<tr>
<td>“High speed, reliable, unified transit”</td>
<td>12, 20, 43, 63</td>
<td>296</td>
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<tr>
<td>“Better stormwater management through natural features like wetlands and swales”</td>
<td>6, 17, 44, 88</td>
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<tr>
<td>“Share services between municipalities to reduce costs”</td>
<td>10, 11, 57, 100</td>
<td>238</td>
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<tr>
<td>“Achieve true government transparency”</td>
<td>10, 15, 68, 84</td>
<td>239</td>
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<tr>
<td>“More emphasis on protecting open space and agricultural lands”</td>
<td>10, 14, 65, 99</td>
<td>233</td>
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<tr>
<td>“Plant more trees”</td>
<td>8, 23, 70, 88</td>
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<td>“Biking or walking for groceries, healthcare, and other local trips”</td>
<td>22, 30, 58, 71</td>
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<tr>
<td>“Focus on job creation, business attraction, and workforce training”</td>
<td>10, 15, 78, 113</td>
<td>202</td>
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<tr>
<td>“More regional economic collaboration”</td>
<td>9, 24, 78, 123</td>
<td>178</td>
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<tr>
<td>“Continue to talk about diversity and welcome people of all backgrounds”</td>
<td>21, 28, 71, 88</td>
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<td>“More opportunities for older residents to age in place”</td>
<td>14, 17, 87, 131</td>
<td>174</td>
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<tr>
<td>“Reduce sprawl and refocus growth”</td>
<td>30, 21, 74, 86</td>
<td>209</td>
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<tr>
<td>“Reinvest in economically disadvantaged areas”</td>
<td>23, 30, 71, 97</td>
<td>205</td>
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<tr>
<td>“Adapt to the changing economy”</td>
<td>10, 15, 102, 127</td>
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<tr>
<td>“Guide development to minimize carbon emissions”</td>
<td>31, 36, 77, 88</td>
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<tr>
<td>“Reduce municipal reliance on sales tax”</td>
<td>34, 41, 103, 79</td>
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<tr>
<td>“Express toll lanes for avoiding congestion”</td>
<td>83, 71, 89, 80</td>
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<tr>
<td>“Transportation technology, like driverless cars and traffic management”</td>
<td>58, 89, 110, 88</td>
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</tbody>
</table>

| Average | 21, 27, 73, 94, 205 | 4.0 |

The following written comments were submitted through the MetroQuest website.

**Do you agree with the following potential responses to the region’s transportation challenges?**

**“Express toll lanes for avoiding congestion”**

- Great idea, can't happen fast enough. But will this delay or kill any future add lanes for the rest of the folks on a budget?
- User based fees must be implemented. This will solve many of the funding issues (look at the Illinois Tollway as an example)
- One of the best improvements ever!
- People need to live closer to where they work, use public or active transportation. Let's not take up more space and money to facilitate their wasteful practices.
- I think this only encourages suburban sprawl. However, congestion pricing should be considered.
- Pay as you go.
- Just like original promises of iPass this proposal would only work for a brief time and then most
  will adopt and then back to gridlock.
- I am not sure these will really work. Or if you have more money you don't have to wait in traffic
  or take mass transit? How about invest in mass transit instead
- The only way to reduce congestion is to limit access. There should be an app to reserve a time
  slot for a road trip.
- I find this to be exclusionary. Who is able to afford these tollways? Who is being kept out of
  moving through them because they cannot afford to use them?
- Only if it's priced correctly and reflects actual congestion levels. I would be concerned with
  induced demand.
- already have them - we need to look to 2050, not 2020
- The proposed Rt.53 extension is both a fiscal and financial disaster in the making. Focus on
  improving/maintaining existing infrastructure and invest in public transit.
- The only way to densify is to charge for the true cost of long distance commuting by car. Users
  must pay for EVERY road, not just i-55, as all that will do is piss off towns along 55 when their
  residents move to other "cheaper" suburbs.
- Would rather see congestion pricing
- This should only be implemented on roads where express lines are already segregated from
  local lanes, including the Kennedy and the Dan Ryan. The highest priority should be the
  reversible lanes on the Kennedy.
- We basically have that already with the ipass and it still doesn't work
- Congestion is good because it drives folks to public transit or living closer to work
- Will probably reduce it some; won't "avoid"
- Lake county voters want RT. 53 tollway removed from the plan & expensive impact study funds
  should be reallocated. My son already has life threatening asthmatic episodes & we can't sell
  our house near a landfill, a coal burning plant & an interstate. Destroying wetlands & making our
  poor air quality worse are unacceptable consequences of this wasteful option. Expand existing
  roads to use tax money efficiently.
- This will not work. Tolls have always been meant as a temporary way to pay for the construction
  of highways. I disagree with the use of tolls.
- I think better public transportation will do more to avoid congestion.
- We need double deck highways!
- How about just express lanes without the toll...I thought this was a free country.
- Need solutions that don't favor people with money only

Do you agree with the following potential responses to the region's transportation challenges?

“Transportation technology, like driverless cars and traffic management”

- But, only if it's using current road capacity. New lanes should not be built for this purpose
- Can't wait until I no longer need to drive.
- Driverless or not you are still going to have cars on the road.
- Technology will help, but will take generation(s) to implement. This is not the solution to our
  issues.
- I am weary of driverless cars. The technology is still new. As for traffic management, yes!!
  LCDOT has done a great job in NE IL of collaborating with other entities to tackle congestion in
  real time.
• distracted and impaired driving are serious problems. Technology needs to solve issues, not creature comfort.
• I see the benefit of a lot of transportation technology, but some of it like driverless cars needs to be tested out more before it becomes a major focus
• ig phone GPS data was shared with traffic and roadway engineers imagine the possibilities.
• Driverless cars are very inefficient; they will only add to congestion.
• We need real-time ride sharing. An app and driverless cars could help this connect more riders to transit.
• We need real-time ride sharing. An app and driverless cars could help this connect more riders to transit. We also need pre-boarding fare collection and intersection priority to create BRT.
• It's coming and everyone has to deal with it. Also, what to do with all those parking lots when people share cars instead of buying them
• I question the affordability of driverless cars and their decision making when it comes to car crashes, but I see how they could be useful. Better traffic management I think should be considered separately.
• driverless cars still leaves cars on the road - drivers will just care less when stuck in traffic.
• Traffic management is a no brainer and needs to be implemented NOW
• This will depend on whether car companies can prevent hackers from overriding a car's system to wreak havoc. People need to feel safer than they do driving themselves or currently riding as a passenger.
• Traffic management and demand management have been around much longer than driverless cars, and can do a lot more. The problem is riderless cars and space efficiency of modes (bikes take up less space than cars, buses take up less space per passenger than cars). The problem is leadership and the lack of vision in implementing real solutions because they hurt. But now our transportation network and our schools are crumbling - and driverless cars won't fix that.
• This will probably mean public transit on a small scale, something between carpooling and busing
• Traffic management could provide help to motorists to more immediately identify problems and lanes that could be blocked.
• Not so sure what is meant by driverless cars (as a potential challenge or as a solution?). Traffic management, as in the congestion-based variable speed limits on Seattle's highways, might be worth benchmarking. As traffic congestion increases in the bottleneck area, speed limits approaching the area are gradually reduced.
• Sure render citizens more ability to not be responsible.
• I don't see driverless cars as a major solution because it doesn't address congestion. Traffic management is really broad category and difficult to rate without specific examples.

Do you agree with the following potential responses to the region’s transportation challenges? “Biking or walking for groceries, healthcare, and other local trips”

• Will not work in the vast majority of the suburbs. The nearest store for me is three miles away. Ice cream would melt before I got home. It nice to think of the bicycle as the answer, but it doesn't worked well in winter.
• Imperative for our internet ,droned and servoed society
• All for promoting alternative forms of transportation, but this will not make a measurable impact. Population is growing, jobs are moving further & further from urban areas. This will require a tremendous culture shift which is not on the horizon.
- Great idea, but it requires local gov. to encourage non-motorized facilities to be constructed as part of the business development to help facilitate the cost. Also, the local gov. should have a plan to connect these facilities to other ones. Often there are piece of sidewalk constructed that lead nowhere. People would used these facilities if they are there.
- Especially problematic given location of grocery stores on 4 lane highways with lack of sidewalk access
- Sidewalks and paths should be part of every development so that daily essential trips can safely be completed when they are within 1 mile.
- Need to make it safe and where users want them for them to be used.
- Plow sidewalks in the winter.
- these improvements make streets safer for everyone
- Important to link this with economic development in neighborhoods across region, so that residents have shops to which they can walk/bike.
- great in concept, but are we going to bulldoze entire communities to create neighborhood walkable amenities?
- In far Northwest Lake County our children and commuters have to walk in the streets to get to school and the train. More needs to be done to make essential destinations walkable, not just forest preserves.
- ONLY IF YOU HAVE THE INFRASTRUCTURE AND DENSITY TO MAKE THESE TRIPS VIABLE BY THESE MODES. Many people aren’t even willing to walk half a mile. Many people will not bike if it feels unsafe.
- Bikers make road VERY dangerous. Anything for biking should be FAR AWAY from vehicular traffic.
- not everyone lives near stores, and their medical professionals
- Desirable, but not realistic since many distances are too large and infrastructure is not great for this
- Biking will only ever be beneficial as a recreational activity than a mode of transportation. Our weather doesn't lend itself for using a bike most times of the year.
- Need bike lanes throughout the city with green-colored pavement, safely located away from the traffic. Start with the bike lanes to schools! Also, connect the forest preserve trails with motion detected lights for the dark hours and security buzzer posts.
- Need bike lanes throughout the city with green-colored pavement, safely located away from the traffic. Start with the bike lanes to schools! Also, connect the forest preserve trails with motion detected lights for the dark hours and security buzzer posts with police cameras.
- What about those with health issues that cannot bike or walk very well? Also, biking is such a hazard in this city...I do not think that skate boarders and skaters belong on the streets bike path...these persons are a definite hazard.
- The cost for this is so low compared to highway expansions.
- Absolutely! Roadway design that supports this in a safe manner is imperative.

Do you agree with the following potential responses to the region’s transportation challenges? “High Speed, reliable, unified transit”

- YES! why are bus stops a block away from train station in the suburbs (Franklin Park)? Why can't I take Metra to Bensenville and a bus to the O'Hare? It would be pretty fast. Why is there not at least one L track that goes near Union Station or Ogilvie?
- Reliable and high speed will have the biggest impact.
• This works in Chicago. Need to abandon high speed rail initiatives to St. Louis and focus on existing systems that actually make an impact.
• YES! RTA has been doing a great job at promoting TOD in the suburbs. Pace, for getting the least amount of funding from the RTA, does a lot in the suburbs. They need more funding opportunities to work with local gov. to improve bus stops, a sidewalk that leads to a shelter, etc. Pace has no jurisdiction to build sidewalks to the shelter, but if funding was available to the local movements, transit in the suburbs would greatly improve. It is so sad to see a person wait in a patch of grass for the bus, while it is snowing or raining, next to a busy road.
• This has to be more than a pipe dream.
• Unified should be under one board of directors, but perhaps different operating agencies. RESIST the service boards from telling you this is not feasible.
• Reliable, yes. Speed is relative.
• High speed rail-based service is the only thing that will attract a significant number of people out cars, while also providing mobility to all strata of society.
• High speed should include rapid stops. Much more (electrified) light rail is needed to renew urban areas and avoid air pollution.
• Amen
• emphasis on unifying!
• great if that is where you are going - but more and more the hub/spoke model that supports this becomes less and less the norm
• The proposed Rt.53 extension is both a fiscal and financial disaster in the making. Focus on improving/maintaining existing infrastructure and invest in public transit.
• While a great statement, this would require such a high capital outlay for such a marginal return that it is nonsensical.
• We need more frequent and reliable night and weekend Metra service, additional Metra and CTA train lines, and better guides for how to use these systems for infrequent users. The more user-friendly the system is, the more riders we will get.
• Transit can only work in limited circumstance in suburban settings and needs to be implemented in a strategic manner.
• At what cost and how far reaching could that be, Chicago already has numerous trains and EL. Nothing is totally reliable
• Even low speed is fine if it's reliable and wait times are short.
• Any improvements to our regional transit system to improve speed and reliability is very important for the region.
• Fix whatever speed we have now to be safer, cleaner and less filthy and at risk for robbery and the like.
• Yes! Look at Berlin's system!

Do you agree with the following potential responses to the region’s land use challenges? “Reduce sprawl and refocus growth”

• As long as zoning is at the local level, there will always be sprawl.
• I live in Grayslake and the amount of development that has been focused on new, awful strip mall type storefronts is ridiculous. We should be filling in all existing buildings, offering incentives to business owners to rent them, before just building new. It just creates unnatural sprawl and a lack of downtown focus.
• If by sprawl, low density housing is intended here, I strongly disagree. Larger properties give 
residents the freedom to pursue activities that they cannot do in higher density developments. 
The value of larger parcels of residential property and estate zoning needs to be appreciated as 
appropriate in certain areas. Blanket statements that we need to reduce sprawl and increase 
density everywhere are inappropriate.
• does this mean denser and more compact buildings? Why not just say reduce populations?
• Do not extend Route 53 into Lake County. We don’t want the sprawl and destruction of the 
environment that it would bring.
• Zoning regulations should encourage sensible growth but the market should also influence 
development. Expansion of the Chicago market should not be discouraged and people should 
not be forced into high density housing.
• A good town center with amenities for all within walking distance.

Do you agree with the following potential responses to the region’s land use challenges? “More 
opportunities for older residents to age in place”

• This is not a transportation issue only. This is tax policy.
• One has to take in consideration how they will travel to/from the grocery story when they can’t 
or should not drive anymore. There are too many people in the suburbs who live in areas that 
are not served by transit. Aging in place may not be realistic for everyone.
• which will require dramatic changes in taxation and available services
• Important that older residents have easy access to green spaces and walkable communities for 
groceries and the like.
• To me, this means both, opportunity to keep living in one's home, and multi-age facilities for 
those who can't do that.
• With an aging population it is important to think of this.
• Unless you lower the utility costs and taxes and offer better transportation options, don’t expect 
seniors to stay put. The utilities and taxes are outrageous here!

Do you agree with the following potential responses to the region’s land use challenges? “Guide development to minimize carbon emissions”

• This would better be done by national tax on non green items.
• This is important, but it seems like higher priority items will always supersede this issue.
• Only if buses are top priority. Need to be electric and smaller in size (more frequent service)
• measuring this seems esoteric to most people
• A holistic approach is needed, carbon reductions are critical, but development should also be 
cognizant of water resource consumption and contamination, utilizing existing building stock, 
and creating opportunities in the most under-served communities
• motherhood and apple pie. Economics drives decisions
• I live on the I-88 Corridor and the noise and air pollution are terrible for those who live nearby.
• Density and multi-use/mixed use areas, jobs near transit will do this naturally. Density + short 
travel distances can have a big impact at the SOURCE of emissions
• Including "development" that re-purposes existing but obsolete facilities.
• Provide cheap solar energy installs for residents, so they can eliminate the utilities instead.
Do you agree with the following potential responses to the region’s land use challenges? “Reinvest in economically disadvantaged areas”

- Depressed areas have challenges beyond transportation. Look for transportation invests in these areas that will attract private investment and jobs. We can't spend our way into prosperity in these areas.
- CAREFULLY looking to ROI.
- "Please fix Waukegan and North Chicago. Its sad to see Lake Front communities dying. Market to the hipsters. ;)
- Where existing infrastructure and land availability make sense.
- People have no incentive to maintain or improve their community if there is no acceptable grocery, medical clinic, competent schools.
- Reinvest in urban areas.
- I believe this is the highest priority for government, education, and the business community. Nonprofits are putting band-aids on gaping wounds while the State tries to grind them into the contaminated dirt.
- responsibly through participatory/communications planning...more bottom up approaches.
- the market will drive this, just as it is driving the redevelopment on chicago's west side near the United Center
- Need jobs near peoples homes to reduce travel distances/congestion/emissions
- Need jobs near peoples homes to reduce travel distances/congestion/emissions
- The marketplace should determine where reinvestment occurs.
- The key challenge here is creating mixed income communities
- Yes, but too often is gentrification because investment goes to outsiders to come in.
- The solutions to the underdeveloped communities is the improvement of the quality of education!!!
- Depends a lot on the area. If a failed housing subdivision in a greenfield development, may not be a good idea. Also, adding greenspace in more densely populated areas rather than redeveloping may be appropriate.
- But in way that mitigates displacement

Do you agree with the following potential responses to the region’s economic development challenges? “Adapt to the changing economy.”

- Focus transportation funds on areas where job growth from private investment will come. Don't focus on the jobs created by the project directly as those are short lived. Example, the Jane Byrne intercahnge is not good because the construction folks are working for a few years, its good because, hopefully, more companies will relocate to Chicago, as their freight will be easier to move.
- In this age of technology, businesses need to consider remote work forces and flex hours. It takes over 1 hour to travel from downtown Chicago to OHare at 7:00am. This commute time dramatically reduces before and after rush our periods.
- Adaptation is ongoing - hard to predict best strategies...
- This is a little too vague. Be specific about targeting high-growth clusters and sectors.
- Millennials prefer internet and transit, not cars.
- I believe, that Chicago, as a region, is adapting reasonably well with computerized logistics in transportation, electronic trading, tech start-up incubation, and digitized navigation technology.
• Not sure what this means. Too generic.
• DUH. If we don't, we perish
• If adaptation makes economic sense, then businesses will "make it happen" and planners should hear what businesses need. AND, planning agencies should call attention to structural realities that will shift "value added" away from our region with present "rigged" economic system.
• The changing economy is mechanization, services, e-commerce. Adapting may mean changing education?
• I prefer the statement "strengthen what you do best while diversifying enough to withstand economic downturns"
• What does this mean?
• Too vague. Need to tell kind of change
• A platitude not a plan. As with others on this page.
• Our public schools, colleges and parks do not prepare our kids for the future. We need intensive STEM and trade programming. Consumers need to be empowered with a program evaluation at every institution, including the PARKS!
• Many people can work from home to decrease issues of traffic congestion. Workplaces have to be willing to allow that.

Do you agree with the following potential responses to the region’s economic development challenges? “Focus on job creation, business attraction, and workforce training.”

• More of a national trend but we must return to smart manufacturing. Energy & Transportation
• You cannot create jobs that's a joke. If the workforce has the training and the environment is conducive the businesses with come. It must be worth it!!
• Workforce training/vocation schools should be incorporated at a young age, during high school. Other countries do this and they do it well.
• Instead of thinking about ED in terms of the number of jobs (job years) created, think about wages created. What those jobs pay is in many ways more important than how many of them there are. Together, wages & jobs amount to the value added.
• Focus on sustainable jobs and businesses. Not construction jobs for roads and housing development in open space.
• This is three questions in one...
• If we don't do this for the South and West sides, 2/3 of Chicago will drag the rest of the city down.
• This does not mean union busting or giveaways to successful enterprises. It means investing in education for all students and robust infrastructure
• Technical and entrepreneurial training should be high priorities so that we can create more new businesses across the region
• I would say business development though work force training. Many people within the community have business ideas, how can we support them? Do we always have to shop outside of the community to invest within it?
• great idea - stop the bleeding of corporate HQ's. Create an environment conducive to start ups
• Just as long as the government is creating a good environment for companies to produce jobs. The government cannot create jobs.
• Planning support should be justified by additional value and cost savings. I'm not sure that planning creates jobs, etc. if not justified by a business case, and if so justified, whether planners have that much to offer that will truly be justified based on economics rather than dog-eat-dog
as various cities and regions play "steal the bacon." Why lose the war through bad international trade deals, just to get taxed to battle over what scraps are left?

- This is very tricky since we tend to think in the old paradigms of Jobs and Training.
- Lower taxes, loosen regulations, improve the quality of education at our schools and parks!
- Education is critical

Do you agree with the following potential responses to the region’s economic development challenges? “More regional economic collaboration.”

- Again, look at a single zoning plan.
- Within the region there must be cooperation to lower all tax costs. Cooperate and consolidate.
- World Business Chicago is a good idea. However, there is no focus on the huge swaths of economic disadvantage in this region. Neighborhood groups are left to fend for themselves, and it’s extremely difficult to attract the level of investment needed for community transformation.
- Not sure what this means. Too generic.
- makes no sense for states to poach each other’s employers. We need to make the midwest the place to be (and realize our true competition is in the Sunbelt
- The larger communities would overrule smaller communities. Already is happening.
- Connect the bike trails, light them up, equip them with security cameras and allow people to commute to work in a healthy way.

Do you agree with the following potential responses to the region’s economic development challenges? “Continue to talk about diversity and welcome people of all backgrounds.”

- Diversity works when all contribute to the process what they can. More should be asked of the population to better their area.
- Attracting and hiring diversity in workplace improves work environment. Once our customers saw and experienced a diverse staff, complaints from minorities shifted away from racial overtones.
- Everyone can make an important contribution.
- Stop talking about it and do it!
- Environmental justice must be addressed.
- Talking is a good idea, but when I hear the phrase "continue to talk", it sounds a bit like all talk and no action.
- The more diverse communities will flourish while the segregated ones will weaken.
- imperative! especially in communities where the white, heterosexual community is over 80%.
  What about these spaces are making them exclusive?
- this should be a given and need not be a focus
- Welcome diverse backgrounds but don’t force or mandate quotas.
- This is of new interest to me. I was just in Cuba where there is not "diversity" but rather a "melting pot" of races.
- Need to do more than talk. Need to develop immigrant recruitment programs.
- It’s more than talking; it’s actually doing things to promote economic development in disadvantaged communities and create job opportunities for minorities.
- So important within planning!
Do you agree with the following potential responses to the region’s environmental challenges? “More emphasis on protecting open space and agricultural lands.”

- Instead of protecting ag lands, we should be restoring them to a pre-settlement state. Preserving our natural heritage.
- Impact of selling sandy soil for fracking will ruin our state's agricultural strength.
- Need bikeways to connect open spaces and schools.
- Sure, as long as it is understood that agricultural lands includes smaller acreage farmettes of 2-10 acres. These small farmettes are complementary to larger agricultural parcels.
- I agree somewhat until protecting an extra parking lot at Soldier Field becomes an "open space" argument.
- agriculture that does not use toxic chemicals and sprays, that is.
- Open space yes -- but why agriculture?
- Open space, yes. Agriculture - depends on the economics. Changing rainfall patterns and weather may have a lot to say about this
- Also, how about planting more stars by pursuing "dark sky?"
- The proposed Rt.53 extension is both a fiscal and financial disaster in the making. Focus on improving/maintaining existing infrastructure and invest in public transit.
- Do not build Route 53 north into Lake County. We don't want our open spaces to be developed.
- It would be great if there was more emphasis on urban farming, allowing for urban communities to interact with where they get their food from.
- We need to do more than "protect." We need to find economic activity that does not damage. E.g., farmers that will farm sustainably; e.g., tourist venues and attractions that use open space without damaging it.

Do you agree with the following potential responses to the region’s environmental challenges? “Better stormwater management through natural features like wetlands and swales.”

- As long as it works.
- there other ways manage stormwater wetlands and bioswales aren't enough
- Mitigation is not the answer to wetland destruction. BMPs cannot remedy stream impacts from excessive impervious cover. Parking ratios should be reduced.
- mega projects are costly and address effects, not causes. Fix the problem at the source
- Except make these areas accessible for walkers and bicyclists
- Every project should reduce permeable surface and deal with runoff responsibly. Big fines to punish offenders throughout construction AND final design.
- "Cosevation rates for water and sewer
- Also eliminate minimum billing and service charges"
- Water is blue gold. Plan with foresight, voters see wasteful inaction as backwards.
- Keep on buying land that no one wants and turn it into a green space.
- Keep on buying land that no one wants and turn it into a green space, managed by the community.
Do you agree with the following potential responses to the region’s environmental challenges? “Plant more trees.”

- Also the city of Chicago needs to take better care of its street trees
- Can’t have too many, in my opinion...
- Trees will also help with stormwater management if we plant more and channel the water to them instead of away from them.
- This is an empty recommendation on its own without context.
- Not only plant more trees. Plant the correct type of trees. Have a plan.
- Protect more prairies, which absorb water and sequester carbon.
- more native swamp trees that can soak up all the water!
- As Daley 1 so eloquently put it, "What trees do they plant?" We need to recognize the need for green
- and provide funding for the continued maintenance of those trees. If newly planted trees are not cared for, they will die and be wasted resources. If they are not trained as small trees, they will become liabilities. management plans are key!
- Stop cutting down trees in the Cook County forest preserves or replant after you cut them down. It looks bad bare and So much for preserving...
- Plant more low height trees, NOT oak or tall maples, because our parkways are small!

Do you agree with the following potential responses to the region’s governance challenges? “Achieve true government transparency.”

- Focus on FOIA strength.
- More concerned about accountability. Results speak for themselves. We need to focus on achieving results.
- Opportunities for civic data portals abound. Easy first step.
- A nice thing to say, but almost trite and not concrete enough.
- This really is not the problem it used to be. Most local government bodies offer excellent transparency, if the resident wants to use the Internet to read agendas on websites or listen to recordings or videos of meetings.
- Really.
- Overrated
- nice idea - but how about - get involved and make an effort to understand what is happening around you. Transparency of governments is great, but voters need to do something with the knowledge
- There are many disappointed with the lack of transparency shown by the Tollway Board in recent years.
- Need to define what this means.

Do you agree with the following potential responses to the region’s governance challenges? “Share services between municipalities to reduce costs.”

- Mixed feelings here - the 'centralized call center' doesn’t know the local community - I’ve seen this happen when local 911 for several communities go to one call center.
- This is the only way to have useful bicycle corridors throughout the region.
- Only if shown to be cost-efficient.
• This has to work for the municipalities involved. Fox River communities are trying this and it seems to be working well for certain shared resources. Advertise the successes and others will follow.
• Probably works better for outer-ring communities than it does for established municipalities.
• No brainer - but don't get so big that service suffers
• Consolidate municipalities reducing the number from 280+ to around 20
• We do not need the worthless 50 aldermanic offices. We need a working and accountable and communicative 311 system.

Do you agree with the following potential responses to the region’s governance challenges? “Reduce municipal reliance on sales tax.”

• Not so fast. Communities which focused on retail sales shouldn't see their work go to places they didn't. Again, a unified government would need to worry about sales tax difference within the region.
• more focus on increasing sales to reduce tax rates.
• HUGE! The whole state tax structure needs an overhaul.
• We need graduated income tax with reduction in sales tax and reduction in real estate tax. Also corporations need to start paying their share
• "Consider taxing financial transactions like market trading."
• Why? Need to understand more.
• and replace it with what? Property taxes? No thanks
• This would be huge for residents. I know if you reduced my property taxes for increased sales tax I would be happy.
• But how else will suburbs survive without their obnoxious malls?
• It's a bad incentive to create more retail space.... more than needed. We do need better taxation policies... and different things to tax..... more services.
• Not all municipals have downtown area or large quantities of businesses
• Sales tax is good: The more you buy (can afford), the more you pay.
• Abolish local government sales tax revenue sharing
• We do not need multiple taxation levels! It should be illegal. Income tax at the state and federal level, property taxes, sales taxes, license taxes.......... This is an abuse!!!
• Also on property taxes. Need a graduated state income tax.

Do you agree with the following potential responses to the region’s governance challenges? “Coordinate infrastructure investments.”

• cheaper to build a side walk during a road project than after
• Infrastructure investments require lots of money. What happens if the investment is "uncoordinated"?
• This can benefit larger municipalities as well as smaller ones.
• 100% including budget. You don't borrow from 1 department to another then ask the residents to increase taxes cause you forgot to rebudget payments back to the other department
• With respect to the proposed Route 53 Extension, the communities in the path of the proposed roadway are not having their concerns addressed. And the proposed taxes and TIFs to help pay for it are unwanted by citizens of Lake County. Do not build that road.
• Dig once approach—why does the city replace water mains in an area they are studying when they will be tearing up the street again in a matter of a few years?
• With trees included as part of the infrastructure
• There should be REGIONAL data collection investments. Again, we don’t have the data we need for many decisions. With the advent of sophisticated sensor capabilities, we should capitalize on better data
• Have seen Rt. 22 in recent years patched, paved and torn up and repaved in a matter of months. Probably because bids were won and then despite timeline changes were allowed to continue - wasting taxpayers money.
• Not sure what this would mean.
• Link road funds to the proportion of black students in primary and seconday public schools.
• This is a big one. Our government does not work! I have experience this nightmare my self and tried to stop errors but no one cares, no one listens, no one wants to do the right thing by people. Shame on the big government and the ignorant citizens. We keep on WASTING limited resources.
• Not just investments, but implementation! How many times will we be in road repair mode, with projects having closures or lane restrictions that give you no good way to get someplace (e.g., on parallel roads with no project-free road between them)? You don't need to be a civil engineer to know that's stupid planning.

**Suggestion Economic Development Responses**

• Provide incentive (income tax credit?) to people to keep more of their investments in state and in the region—could be in startups, corporations based here, real estate; craft a policy that is aimed not only at high-net-worth individuals but also the middle-class.

**Suggestion Environment Responses**

• More trails for people to enjoy open spaces
• Don't build the proposed Rt. 53 extension tollway
• Disincentivize landfills, and create more incentives for recycling domestic and industrial waste
• Protecting historic and cultural resources
• Operate energy efficiency programs that will make programs that ratepayers pay for compete. With as much as half of $$ ratepayers pay going back as incentives to install efficiency measures, and "one size fits all" planning that may often miss the best efficiency opportunities, it would be great to have another game in town.
• Provide incentives for homeowners to adopt nature-based solutions such as rain barrels, composters, rain gardens, and planting more trees and more native species.
• Urgent need to add capacity for storm water, e.g., significant dredging & expansion of designated retention/detention areas.
• When updating and renewing infrastructure in the city, do so in a way that helps with both adaptation and mitigation. For example, rebuilding buildings with both better flood defenses and green roofs. Paint streets white instead of black (will absorb less heat).
• Direct more development towards brownfield sites, away from greenfield locations (ala Plan Bay Area)
Suggestion Governance Responses

- Sales Tax is important because it helps spread burden among residents and visitors. What is a pain is the tax on homeowners. $12,000/yr is more than a house payment and there are SEVERAL modest homes (<250,000) paying these taxes.
- Open data sharing!
- Regional revenue sharing, similar to what MetCouncil in the TwinCities has. Also, why are Metra and CTA funded so differently and by different constituents/geographies so that their interests end up competing? Fund them all through one big shared pot. If the funding is unified, the organizational structures, planning, and services will follow.
- Make it easier for residents, businesses and community groups to help implement local policy.
- Don't allow road projects to strangle more lanes than are needed for the work actually being done. We have all seen miles of closure with nary a worker's soul in sight for weeks or more.

Suggestion Land Use Responses

- Revamp municipal and state tax structures so that pursuit of property, sales tax revenue is less important in guiding development.
- More opportunities for youth to access place. Most kids on the southside will not go to the museums because they don't have transit access to them. More so these are spaces they feel unwelcome.

Suggestion Transportation Responses

- transit frequency is more important than speed.
- Better East/West Travel Lanes. North/South isn't an issue but getting E/W is a pain.
- Instead of building new "high-speed" train infrastructure, combine the O'Hare Modernization Project with Metra to improve NCS service & connection to OHare terminals at the OHare Transfer station. Metra NCS already has direct service to Union Station. With an increase in service frequency, this will be a great link between OHare and Amtrak, and for that reason, may have federal funding interest. The timing seems right with OHare Modernization and Union Station upgrades.
- completing the boulevard system!
- How about enforcing existing rules of the road: speed limits, no-passing lanes, vehicle restrictions? There is ZERO enforcement any more, and the stupidity and arrogance of drivers proves it. How many people are seriously injured or die in traffic accidents compared to heroin ODs? Yet our law enforcement is proud to be averting deaths from heroin ODs while traffic is running amok. If there is no intention to enforce, then get rid of the damn signage so at least I know that I can do whatever I want to.
Part 3: Email Comments

This part of the appendix includes all comments on regional opportunities and challenges received via email during the summer of 2016, as well as public comment received on the draft Emerging Priorities for ON TO 2050 report from June 29 until August 15.

From: Harry Solomon [mailto:harry.solomon@ieee.org]
Sent: Friday, July 01, 2016 1:32 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment

I am quite disappointed that the ON TO 2050 Priorities do not explicitly address quality of life as a main category, rather than as an incidental effect under “Inclusive growth” and “Collaboration and capacity”. In particular, ON TO 2050 should explicitly include a priority for development and support of arts and culture.

As we move into the post-industrial society (whether we are there yet or not, it must surely be part of our expectations for 2050) we need to be thinking bigger about the nature of social activity in 30 years. In a context where there may simply be less demand for traditional aspects of work, it will be critical to ensure that Chicagoland is a magnet for artistic and cultural activities.

Harry Solomon
Former member, CMAP Citizens’ Advisory Committee
harry.solomon@ieee.org

From: Steven Shaw1 (Presidents Office) [mailto:Steven.Shaw@cookcountyil.gov]
Sent: Wednesday, July 27, 2016 12:02 PM
To: Bob Dean
Subject: FW: Notes for ON TO 2050

Hi Bob,
I’ve asked a couple of folks here to review the ON TO 2050 Draft, and one of them, Alex, already submitted comments (below). Her comments reflect both stylistic and content-related themes. Question: how widely have you distributed this document for review? I’m asking because I can think of one or two folks at CCA who would specifically find this interesting to review.
Steven

From: Alexandra Ensign (Presidents Office)
Sent: Tuesday, July 26, 2016 3:26 PM
To: Steven Shaw1 (Presidents Office)
Subject: Notes for ON TO 2050

Comments for ON TO 2050 June 29, 2016 Draft
P2 The table is cluttered and takes a while to absorb. I recommend making the information into a narrative, listing a few examples of topics that were studied in GO TO 2040 and new ones that will be studied in ON TO 2050.
Sirs,

I write on behalf of the Bird Conservation Network (BCN). BCN is a coalition of 21 organizations sharing an interest in the conservation of birds. BCN promotes public awareness, knowledge, appreciation and enjoyment of birds, and other wildlife and wildlife habitat. BCN proposes and supports public and private programs designed to protect, restore, and enhance the natural environment, and conserve/increase native bird populations.

BCN strongly supports the original 2013, CMAP staff’s report which concluded that the Illiana Tollway would undermine the region’s vision and principles in the existing GO TO 2040 plan. We still agrees with those findings, and call for CMAP to exclude the Illiana as a transportation priority in its upcoming ON TO 2050 regional comprehensive plan.
Thank you for considering our views.

Donnie Dann
Past President and Advocacy Chair
Bird Conservation Network [www.bcnbirds.org](http://www.bcnbirds.org)
donniebird@me.com

Dear CMAP,

In regards to the upcoming update to the regional plan for the Chicagoland area, I am offering the following comment:

Preservation of agricultural land should be the number one priority when planning for the future of the state of Illinois, and especially the beautiful rural areas that surround the city of Chicago.

Construction of the Illiana Tollway would destroy farmland, and sever farms. The acres that would be forever taken out of production are acres that will NEVER be able to be used to feed our state’s population.

Please remove the Illiana Tollway project from the GO TO 2040 Plan. Let’s focus on preserving our rural heritage while also protecting individual property rights for our farmers.

Helen Heisner
4048 W. Indiana Avenue
Beecher, IL 60401

My wife and I travel around the country. This last year we’ve traveled to Minnesota, then on to Montana and back to Illinois. We also went earlier to South Padre Island, Texas. We travel many interstate roads. We observe bridges and over-passes being re-built. Many miles of resurfacing, in Montana actual re cementing of miles of highway. Not in any part of the United States we traveled did we see a NEW road being built!
I think it’s time to put the Illiana back on the pipedream shelf! The state can’t afford to build it. Truckers can’t afford to take it! Replace and widen what we have. Quit giving intermodals everything they want like I-55/Lorenzo Interchange, just because they say, they’ll grow to be this big in 50 years! Quit destroying our farmland and recreation areas! Leave something, like our rivers alone, we’re not making anymore of these!
Thank you! Larry Readman
To whom it may concern:

I am a Village Trustee in the Village of Buffalo Grove, and I serve as our Village Board’s liaison for transportation matters. I also serve on the Northwest Municipal Conference Transportation Committee and as a member of the Board of Directors of the Lake County Transportation Alliance. I am very familiar with transportation and traffic issues and concerns in our community and our region. As such, I want to express my personal opinion on the Route 53/120 project and to urge CMAP to continue to support the northward extension of Route 53 as a highest priority transportation project for the region. In that regard, I would note:

- Traffic congestion is a growing threat to our community. Congestion and bottlenecks damage air quality, slow commerce, hinder economic development, increase energy consumption and threaten quality of life.
- Regional congestion already nears intolerable levels and it will continue to worsen until the area is relieved of the impact from the premature and unjustifiable termination of Route 53 at Lake Cook Road. The Route 53 project is thus critical for the region.
- As one media outlet quipped, the notion of extending Route 53 northward into Lake County has been around so long it has almost become a punch line. That may be true, but the project itself has not diminished in importance, and its need has not become any less immediate.
- We’ve heard a lot about the supposed “lack of consensus” from the opponents of the Route 53 extension. Consensus is defined as general agreement among the members of a given group or community. It is not to be confused with unanimity.
- Opponents claim there is no consensus for the Route 53 extension. I would submit that the facts support the opposite conclusion — there is no consensus, and no vast groundswell, for their position not to build Route 53.
- Every previous gauge of public sentiment has reflected a substantial consensus of support. Consider these points:
  - On April 7, 2009, Lake County voters conclusively expressed their will at the ballot box, voting by a landslide ratio of 76% “Yes” to 26% “No” to approve a referendum question which asked whether the State should construct the northward extension of Route 53.
  - A recent public opinion survey found 75 percent approved of extending Route 53 and only 17 percent disapproved. Those results were published in the Daily Herald on October 22, 2015. That 75 percent plurality was reached even when respondents were told it would be a Toll Road.
  - 40 Mayors representing 88 percent of Lake County’s residents signed a letter to the Tollway in support of the project.
  - Virtually every local and regional Chamber of Commerce-representing thousands of main street merchants who in turn employ thousands of local residents supports the project.
  - Virtually every local and regional Labor Union representing thousands of rank and file laborers and others support the project.
  - Manufacturers, distributors and transportation associations representing thousands of businesses and their employees support the project.
  - In 2010, CMAP’s GO TO 2040 comprehensive plan included the Route 53/120 project on its highest priority list, and one of only five new major capital projects for the region to pursue,
citing performance measures that show this facility as “ranking highest among all projects in its effect on regionwide congestion.”

- In 2012, the Illinois Route 53/120 Blue Ribbon Advisory Council (BRAC) recommended creation of a 21st Century urban highway. The BRAC included membership drawn from the leaders of municipalities affected by the facility, the Lake County Board, the county’s economic development interests, and the environmental community. The BRAC issued a Report in which it recommended creation of a corridor strategy that integrates land use, transportation, economic development, and open space. This modern boulevard would have a smaller footprint to minimize potential negative impacts while protecting the natural environment and preserving the character of Lake County.

- In 2013, as a follow up to the BRAC, the Illinois State Toll Highway Authority partnered with CMAP and Lake County on a two-pronged effort to examine the feasibility of the Route 53/120 project and BRAC Report with respect to financing and land use. To determine the feasibility, the analysis focused on five key study areas: design, environmental, financing, operations, and regulatory.

- On March 12, 2015, the Illinois Route 53/120 Project Finance Committee concluded its work with the adoption of its recommendations: (1) how to fund the extension of Illinois Route 53 north into Lake County; and (2) to support Tollway-led work to keep the project moving forward. The Finance Committee approved a package of funding recommendations that are projected to generate between $745 million to $993 million toward the Illinois Route 53/120 Project. The recommendations also requested that the Illinois Toll Highway Authority move forward with engineering and environmental studies necessary to advance the project.

- The Illinois Route 53/120 Land Use Committee members worked together to develop sound, proactive, and implementable guidance for planning and future development in the Route 53/120 Corridor. This effort concluded with a broad land use strategy for the entire corridor. The detailed information presented in the Corridor Land Use Strategy final documents represented a consensus-based approach to achieve balanced development in central Lake County, protecting the assets and values that are so important to the residents, community leaders, business interests, and others, while optimizing economic development opportunities that accompany major investments in infrastructure. The Land Use Committee endorsed the land use corridor plan on November 12, 2015.

- On December 17, 2015, the Illinois Toll Highway Authority Board unanimously approved a resolution authorizing funding for an Environmental Impact Statement for the Route 53/120 project. The EIS will garner additional facts necessary for an informed decision to be made on how best to address and remediate Lake County’s congestion predicament, and clarify the potential for implementation of the BRAC report and the Route 53/120 Committees’ recommendations.

- Anyone who drives in the area can attest to the fact we are already in the midst of a transportation crisis. Rapidly growing demands have overwhelmed Lake County’s road system. The population of Lake County has grown. Area employment has increased substantially. Road construction has not, however, kept pace. With a few notable exceptions, motorists in Lake County are still driving on essentially the same layout of arterial roads as existed in the 1920’s.

- Congested road mileage in Lake County has increased dramatically since 1990. A significant proportion of Lake County’s major roadways are already seriously congested. Traffic is only expected to continue to increase. If they haven’t done so already, Lake County’s roads will soon reach critical congestion levels. County-wide gridlock looms on the horizon.
• The greater good of the region, and specifically Lake County’s overwhelmed transportation system, argues inescapably for the northward extension of Route 53. CMAP’s GO TO 2040 comprehensive plan recognized that the project was among the region’s highest priorities. It still is. This long-overdue and desperately needed project needs to continue to move forward. As such, my message is simple – completion of the Route 53/120 project should remain as a “highest priority” for the region’s transportation system in the ON TO 2050 plan. Let’s finally get the Route 53/120 project done! Thank you.

Jeffrey Berman  
420 Newtown Drive  
Buffalo Grove, IL 60089

From: Marc Spunt <marcppunt2014@att.net>  
Sent: Saturday, August 6, 2016 8:12 AM  
To: ON TO 2050 Outreach  
Cc: Marc Spunt  
Subject: Build Rt. 53

I live off of Buffalo Grove Rd. and Arlington Heights Rd. The traffic is not getting any better. Unless all roads are made wider there is only Rt. 53 extension that can save us. I have family up north and if they could get on to 53 at 120 and not Lake Cook it could save maybe half an hour of travel time. There will always be a group against anything, but one thing is for sure, we need another North/South road and Rt. 53 extension is the way to go.

Thank you,  
Marc

From: charles grotzke <garagekey1947@yahoo.com>  
Sent: Saturday, August 6, 2016 12:12 AM  
To: ON TO 2050 Outreach  
Subject: On to 2050 Priorities comment

A strong emphasis should be put on modernizing and expanding public transit. Squandering public money by adding additional lanes to "express"ways and multi-lane arterial roads has done nothing to reduce the horrific traffic jams in the region. Providing an attractive and efficient way to get around via bus and rail will save us all not only time and money but also human lives (deaths due to auto "accidents" are among the top 10 causes of death in the U.S. year after year).
Hello!

I wanted to send the following comment for your review on behalf of our organization:

PMD zoning retention is an essential element needed in achieving the inclusive growth priority cited by CMAP in their ONTO 2050 plan. Making up approximately 4% of the City’s land use, PMDs assist in keeping industrial businesses within city limits. These businesses act as livable wage job engines with low educational barriers that residents in underserved communities can obtain and use to grow their economic status. Currently, the need for certain PMDs is under debate due to the attractiveness of the land and its proximity to high-value real estate. By eliminating PMD zoning, the City is running the risk of having these industries relocate to the suburbs. The loss of middle-class jobs will only contribute to the widening income gap of Chicago and make the goal of inclusive growth harder to achieve.

Thank you!

Hannah Jones  
Director of Economic Development  
Industrial Council of Nearwest Chicago  
320 N. Damen Ave.  
Chicago, IL 60612  
Phone: 312-421-3941  Fax: 312-421-1871  
www.industrialcouncil.com

From: Brett Comincioli  <brett@windycitydiscgolf.com>  
Sent: Thursday, August 11, 2016 11:33 AM  
To: ON TO 2050 Outreach  
Subject: Build 53

Please consider extending 53. Traveling on country roads on a daily basis is very frustrating. A drive that should take 15 to 20 minutes turns into an hour on may occasions. Thank you for your time.

Brett Comincioli  
Round Lake Beach 60073
August 11, 2016

Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Gentlemen:

As you are updating the 2050 Master Plan for the Chicago region please remember the detailed analysis your team completed for the GOTO 2040 Plan. At that time the investigation determined that a crucial infrastructure improvement was needed to ensure the regional transportation system operation, improving the economic potential of Lake County, and improving the quality of life for the residents of metropolitan Chicago.

This improvement is the completion of Illinois Route 53/120 north through central Lake County and extending from I-94 to Route 12 near McHenry County. The Illinois Toll Highway Authority and your staff have spent many hours working with local residents, interested organizations and local governments to identify key local issues that will need to be addressed in the design and construction of this improvement.

The Tollway Board authorized the Environmental Impact Statement at their December 2015 meeting and consultants are currently preparing their response to the selection committee. This process needs to move forward and the Route 53/120 roadway must remain at the top of the Infrastructure priority list for the CMAP 2050 plan. Congestion relief is the most significant need of Lake County residents and 53/120 offers the most opportunity to address this problem.

Please continue your support for the benefit of Lake County, McHenry County and Metro Chicago.

Sincerely,

[Signature]

Stephen Park
Executive Director
Lake County Transportation Alliance

One Voice...One Transportation Future
August 12, 2016
ON TO 2050 PRIORITIES COMMENT TO CHICAGO METROPOLITAN AGENCY FOR PLANNING

USING LOCAL AND REGIONAL 'BUILDING BLOCK' (INTERMEDIATE PLANNING) AREAS AND CIVIC ENGAGEMENT NETWORKS FOR REGULAR CALENDAR OF PLANNING, OUTREACH AND ASSESSMENT FORUMS FOR BETTER LIVES IN ALL COMMUNITIES AND FOR COMPETITIVENESS IN OUR WORLD INFORMATION AGE ECONOMY

It is recommended that CMAP and constituent counties, cities and special district together recognize and use data-driven intermediate planning areas in current community college and 16 Chicago Neighborhood Now areas of about 150,000 to 200,000 as Transparent Building Block areas for Digital Economy, Digital Government and Watershed Resiliency cooperation in NE Illinois, and working closely with similar smart local-regional-state initiatives in widened Burnham Plan of Chicago area including SE Wisconsin, NW Indiana and SW Michigan.

Such Building Block areas shall be used to develop low-cost, low bureaucracy Annual Calendars of Infrastructure, Service and Watershed Resiliency community forums, co-sponsored by community anchor institution networks in local school, library, utility, health and public safety areas, focused on planning and service quality evaluation for the 7 national needs for broadband in Federal Communication Commission National Broadband Plan (2010), being:
* Health and life sciences
* Education
* Jobs and Economy
* Energy, Transportation, Environment
* Public Safety
* Government Performance
* Civic Engagement

Such Building Block areas and events shall include regular outreach and coverage by community media, and by community anchor institutions with interests in increasing government performance, citizen participation and innovative partnerships in Federally-designated public-nonprofit Community Response areas, down to the local block level.

For more information, please see below Digital Economy Comments sent in May to US Department of Commerce.

Layton Olson
Facilitator
Safe and Healthy Communities Project
Internet Public Trust
www.internetpublictrust.org
'An information card in every place and pocket'
773-348-2739
Comments sent in May recommending Digital Economy Building Block (local ZIP, school-library, utility, health, community college, regional watershed) areas of 5000 to 50,000 and 100,000 to 200,000 for integration of Internet of Things sensor data into ICT community dashboard tools for every day/emergency management and monthly Quality of Life data to Department of Commerce. State of Illinois also sent comments on Smart State-local framework and technical assistance, including coordinating Digital Government for user centered services of 80 state agencies. This local people feedback-driven and data-driven approach is designed to provide Better Utilities and Government Services in locally managed well recognized cooperative jurisdiction boundaries, and resultant near real time dashboards of business intelligence in each area, and aggregated into regular (such as weekly, monthly, quarterly) quality of life indicators linked with US Commerce Department and other regular Federal Department indicators distributed to the media.

---------- Forwarded message ----------
From: "Layton Olson" <layton.olson@outlook.com>
Date: Wed, May 18, 2016 at 4:11 PM -0400
Subject: US DEPARTMENT OF COMMERCE: Do benefits Outweigh Costs of Internet of Things?
Do Benefits Outweigh Costs of the Internet of Things?
The Internet of Things (IoT) is all the rage within the information and telecommunications sector and has both applications and implications for every aspect of your life. IoT is described by the National Telecommunications and Information Administration (NTIA) as “the connection of physical objects, infrastructure, and environments to various identifiers, sensors, networks and computing capability.” It will enable many existing industries to better track, manage and automate core functions, and as a result, other industries, services and means of doing everyday tasks will be altered in ways predicted and yet unimagined. Will your life be simultaneously improved and diminished? Will convenience override any privacy concerns you might have? NTIA has issued a request for public comments on the future benefits and challenges of IoT. SSTI encourages everyone to consider responding to any or all of the 28 questions outlined in the notice, available here. The deadline for filing comments is 5:00 P.M. ET on May 23, 2016.

ACTIVE LINK TO PROPOSAL:


2. Examples of Digital Economy Plans and Areas (Innovation and Skill Cluster, Community College Business-Workforce Areas)

Northwest Georgia Digital Economy Plan  http://dr1.nwgrc.org/ PDF|Middle Georgia Digital Economy Plan - Middle Georgia Regional ... www.middlegeorgiarc.org/.../MG_DigitalEconomyPlan_FinalDraft1.pdf PDF|Digital Economic Planning - the Atlanta Regional Commission www.atlantaregional.com/.../lu_eluc_handouts_digitaleconplanbackgrou...
3. Draft Comments of Internet Public Trust, and Summary of Resources on Digital Economy Plan Areas  May 18, 2016
Comments on costs/benefits of IoT and broadband cooperation

Building Blocks of Better Lives: Designing Integrated Internet of Things, ICT and Public Works for Economic and Social Productivity; By All Communities Agenda including
A. Nourishing the nervous system of the environment and the body politic for social vitality through Internet of Things partnerships of People + Place Data Assets,
B. Reducing costs of utilities and local government through Community Response uniform standards, cooperation, transparency and civic engagement, and
C. Securing free flow and privacy of information based on data exchange cooperation and community media among local, regional, watershed and regional planning areas, and sliding scale of funding and technical assistance based on economic and social condition data indicators.

All Communities Agenda for Digital Economy and Digital Government is based on Community-centric concepts for integrating investments in Internet of Things, resiliency, cybersecurity, transparency, privacy and government and utility performance, by using uniform Local and Regional Commerce Platforms, and by significantly lowering costs of Internet superhighway and sustainability platforms in near universal broadband use and asset-building world.

Comments to U.S. Department of Commerce, NTIA on community-centric model to integrate investments in IoT into ICT, Public Works, Utilities and Local Governments for lifecycle resiliency and cybersecurity, and for smart business and family management and civic engagement in uniform local-regional private-public community anchor institution specification partnerships. It is recommended to anchor such platforms in very local building block networks and aggregated in over 2000 Digital Economy Plan areas (community college, vocational/technical extension/health service areas) of 100,000 to 200,000 residents in rural, suburban and urban areas and in Federally-recognized land use and transportation multi-county regional planning areas.

May 23, 2016
Submitted by Local Innovation and Skill Cluster Anchor Network Project
Safe and Healthy Communities Project/All Communities Agenda
Internet Public Trust, Layton Olson, Facilitator, layton.olson@outlook.com
www.internetpublictrust.org
Internet Use R & D network in development

The purposes of these comments are:
(A) to articulate a COMMUNITY-CENTRIC CONCEPT for increasing productivity (lowering costs, increasing impacts for private and public sector parties) of local Internet partnerships through integration of IoT into comprehensive ICT investments in a range of parcel to regional localities and generating Digital Economy social and economic returns, in response to questions 1, 2 and 7.
(B) to recommend the adoption of CLASSIFICATION OF INTERNET OF THINGS THROUGH COMMON IOT-ICT-PUBLIC WORKS COOPERATIVE STANDARDS AND PROCEDURES in Digital Economy Building Block areas (see models in Resources below), defined as Local Utility, Learning, Commerce, and Public Service areas aggregated in Innovation and Skill Cluster/Healthcare/Community College/Vocational/Technical and Extension areas of 100,000 to 200,000 in over 2000 rural, suburban and urban areas in 56 states and territories, and as parts of Federally-recognized multi-county regional land use, transportation, public works and watershed planning areas, in response to questions 4, and 7.
(C) to support COORDINATED FEDERAL AGENCY LEADERSHIP FOR LEVERAGING INVESTMENTS IN IOT-ICT-PUBLIC WORKS PLATFORMS to facilitate public and private IoT investments in infrastructure and natural resource resiliency, data indicators, cybersecurity, transparency, privacy, procurement and
international standards and as part of data driven "return on investment" Digital Economy Commerce Platforms, including by US Department of Commerce NTIA, USDA RUS, FEMA, US Army Corps of Engineers and other Federal (built, natural environment, human service) agencies and initiatives such as NSF US Ignite community-university-developer advanced application partnerships to meet 7 national needs for broadband (FCC 2010). The purpose is to benefit from uniform local-state-Federal, low cost regional and local resiliency and environment community dashboard metrics and communication protocols, and facilitate commerce, culture and sustainability through Local Broadband Building Block model in cooperation with regions and watersheds in the Americas and around the world, in response to questions 7, 16-20, 26.

RESOURCES ON DIGITAL ECONOMY PLANNING AND BETTER INFORMATION FOR SMART FAMILIES, BUSINESSES AND COMMUNITIES

Northwest Georgia Digital Economy Plan http://dr1.nwgrc.org/
PDF|Middle Georgia Digital Economy Plan - Middle Georgia Regional ... www.middlegeorgiarc.org/.../MG_DigitalEconomyPlan_FinalDraft1.pdf
PDF|Digital Economic Planning - the Atlanta Regional Commission www.atlantaregional.com/.../lu_eluc_handouts_digitaleconplanbackgrou...

Important Links for Families, Businesses and Communities:

All Communities Agenda
9 Principles for Lifeline Internet for US Productivity and Savings for Digital Government
Community Quality of Life for Families 1 Pager
Everyone’s in Business
Resource Guide for Business, Family and Community Choice in Smart Card Age For Bronzeville
International Innovation Summit August 2014
Better Information For Student and Community Choice
What is a Community Service Assembly

7 National Needs
Comments to US Council
Principles for Lifeline Modernization
Broadband and Regional Planning
Lifeline Internet and Productivity of US Economy

Community Hall Dashboard
Benton Foundation
Broadband Illinois
All Engines Running Resources
Community Quality of Life for Families
To: ON TO 2050 Outreach
Subject: ON TO 2050 PRIORITIES COMMENTS

On to 2050 Comment 2 August 13, 2016, linked with Comment 1 August 12, 2016 by Internet Public Trust

Recommend CMAP, local governments and community anchor institutions work with State of Illinois on Smart State-local cooperation in community college size Building Block areas, including for coordinated health and public safety services.

As model of coordinated and transparent health services, see below NY State funding opportunities for lifting and tracking total population health in local areas of 50,000 to 250,000 or more.

This model would work well with State of Illinois Smart State-local technical assistance framework developed in Digital Government 80 state agency coordination, and under proposal to 2050 planning to adopt 'intermediate planning areas' as Building Blocks of 'all' communities agenda for infrastructure, services and annual calendar of community forums on all 7 national needs in FCC national broadband plan 2010.

Layton Olson
Facilitator
Safe and Healthy Communities Project
Internet Public Trust
www.internetpublictrust.org

'An information card in every place and pocket'

Subject: Building Block: Linking Interventions For Total Population Health (LIFT Population Health) - Healthiest District Project?

Health Research, Inc. (HRI) and the New York State Department of Health (NYSDOH) are seeking applications for an initiative entitled Linking Interventions For Total Population Health (LIFT Population Health) to support prevention activities that align with and leverage other health system redesign efforts in a target community under the State Innovation Model (SIM) initiative.

LIFT Population Health awardees will be expected to implement a spectrum of coordinated and linked prevention activities (i.e., traditional clinical preventive interventions, innovative clinical preventive interventions that extend outside the clinical setting, and total population or community-wide interventions) that focus on one of the five issues specified below related to the Prevent Chronic Disease priority area of the New York State Prevention Agenda 2013-18 (Prevention Agenda).

Prevent and Control Obesity and Diabetes
Prevent and Reduce Tobacco Use
Prevent Cardiovascular Disease and Control High Blood Pressure
Reduce and Control Asthma
Prevent and Detect Cancer

The applicant should be prepared to serve as the lead organization of a coalition working to collaboratively address the specific health issue selected.

A total of up to five individual awards (up to three awards in areas with populations between 50,000 and 250,000 residents and up to two awards in areas with more than 250,000 residents) will be funded. Below is a link to the announcement for this opportunity. Letter of Interest and Questions are due August 18, 2016.

https://www.healthresearch.org/qps-2016-04-l-i-f-t-population-health-linking-interventions-for-total-population-health/
Thank you.

---

From: Tarkus [mailto:tarkus@ripco.com]
Sent: Friday, August 12, 2016 5:21 PM
To: layton.olson@outlook.com; 'Martin O'Shield' <martin@windycitysdr.com>; Michael Murphy <Michael.Murphy@thompsonhealth.org>
Cc: 'John Owrey' <johnowrey@gmail.com>; Tarkus Murphy <tarkus@ripco.com>
Subject: RE: ON TO 2050 PRIORITIES COMMENT

Copy to myself at University of Rochester medical / Thompson Health. Forgot to add my hospital account to the message, below (no changes).

From: Tarkus [mailto:tarkus@ripco.com]
Sent: Friday, August 12, 2016 5:19 PM
To: 'layton.olson@outlook.com' <layton.olson@outlook.com>; 'Martin O'Shield' <martin@windycitysdr.com>
Cc: 'John Owrey' <johnowrey@gmail.com>; Tarkus Murphy (tarkus@ripco.com) <tarkus@ripco.com>
Subject: RE: ON TO 2050 PRIORITIES COMMENT

Sent Christine’s list of 30,000 medical caregivers for cross link with DSRIP PPS groups, FCC connected interhospital networks, etc.

In many cases, the medical providers (HCPs) ARE NOT part of consortia and are not physically connected to the interhospital networks (but may have their own Internet).

SDR will allow for 4G, Wi-Fi and other connections in a community between entities (at a local level) where Internet, alone, does not suffice.

HIE networks ALSO do NOT connect directly to HCPs, instead many groups communicate sensor data / meaningful use data via the Internet (e.g. not sufficient for imaging or videoconferencing).

Medical (IRHN) may be ahead of other anchors.

---

From: layton.olson@outlook.com [mailto:layton.olson@outlook.com]
Sent: Friday, August 12, 2016 4:45 PM
To: Tarkus Murphy <tarkus@ripco.com>; Martin O'Shield <martin@windycitysdr.com>
Cc: John Owrey <johnowrey@gmail.com>
Subject: Fwd: ON TO 2050 PRIORITIES COMMENT

FYI Intermediate Planning areas as Building Block areas

Get Outlook for Android

---------- Forwarded message ----------
From: "Layton Olson" <layton.olson@outlook.com>
Date: Fri, Aug 12, 2016 at 4:00 PM -0400
ON TO 2050 PRIORITIES COMMENT TO CHICAGO METROPOLITAN AGENCY FOR PLANNING

USING LOCAL AND REGIONAL 'BUILDING BLOCK' (INTERMEDIATE PLANNING) AREAS AND CIVIC ENGAGEMENT NETWORKS FOR REGULAR CALENDAR OF PLANNING, OUTREACH AND ASSESSMENT FORUMS FOR BETTER LIVES IN ALL COMMUNITIES AND FOR COMPETITIVENESS IN OUR WORLD INFORMATION AGE ECONOMY

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Such Building Block areas shall be used to develop low-cost, low bureaucracy Annual Calendars of Infrastructure, Service and Watershed Resiliency community forums, co-sponsored by community anchor institution networks in local school, library, utility, health and public safety areas, focused on planning and service quality evaluation for the 7 national needs for broadband in Federal Communication Commission National Broadband Plan (2010), being:
* Health and life sciences
* Education
* Jobs and Economy
* Energy, Transportation, Environment
* Public Safety
* Government Performance
* Civic Engagement

Such Building Block areas and events shall include regular outreach and coverage by community media, and by community anchor institutions with interests in increasing government performance, citizen participation and innovative partnerships in Federally-designated public-nonprofit Community Response areas, down to the local block level.

For more information, please see below Digital Economy Comments sent in May to US Department of Commerce.

Layton Olson
Facilitator
Safe and Healthy Communities Project
Internet Public Trust
www.internetpublictrust.org

'An information card in every place and pocket'
773-348-2739

Comments sent in May recommending Digital Economy Building Block (local ZIP, school -library, utility, health, community college, regional watershed) areas of 5000 to 50,000 and 100,000 to 200,000 for integration of Internet of Things sensor data into ICT community dashboard tools for every day/emergency management and monthly Quality of Life data to Department of Commerce.
State of Illinois also sent comments on Smart State-local framework and technical assistance, including coordinating Digital Government for user centered services of 80 state agencies. This local people feedback-driven and data-driven approach is designed to provide Better Utilities and Government Services in locally managed well recognized cooperative jurisdiction boundaries, and resultant near real time dashboards of business intelligence in each area, and aggregated into regular (such as weekly, monthly, quarterly) quality of life indicators linked with US Commerce Department and other regular Federal Department indicators distributed to the media.

---------- Forwarded message ----------
From: "Layton Olson" <layton.olson@outlook.com>
Date: Wed, May 18, 2016 at 4:11 PM -0400
Subject: US DEPARTMENT OF COMMERCE: Do benefits Outweigh Costs of Internet of Things?
Do Benefits Outweigh Costs of the Internet of Things?
The Internet of Things (IoT) is all the rage within the information and telecommunications sector and has both applications and implications for every aspect of your life. IoT is described by the National Telecommunications and Information Administration (NTIA) as “the connection of physical objects, infrastructure, and environments to various identifiers, sensors, networks and computing capability.” It will enable many existing industries to better track, manage and automate core functions, and as a result, other industries, services and means of doing everyday tasks will be altered in ways predicted and yet unimagined. Will your life be simultaneously improved and diminished? Will convenience override any privacy concerns you might have? NITA has issued a request for public comments on the future benefits and challenges of IoT. SSTI encourages everyone to consider responding to any or all of the 28 questions outlined in the notice, available here. The deadline for filing comments is 5:00 P.M. ET on May 23, 2016.
ACTIVE LINK TO PROPOSAL:

2. Examples of Digital Economy Plans and Areas (Innovation and Skill Cluster, Community College Business-Workforce Areas)
Northwest Georgia Digital Economy Plan  http://dr1.nwgrc.org/
PDF]Middle Georgia Digital Economy Plan - Middle Georgia Regional ...
www.middlegeorgiarc.org/.../MG_DigitalEconomyPlan_FinalDraft1.pdf
PDF]Digital Economic Planning - the Atlanta Regional Commission
www.atlantaregional.com/.../fu_eluc_handouts_digitaleconplanbackgrou...

3. Draft Comments of Internet Public Trust, and Summary of Resources on Digital Economy Plan Areas  May 18, 2016
Comments on costs/benefits of IoT and broadband cooperation
Building Blocks of Better Lives: Designing Integrated Internet of Things, ICT and Public Works for Economic and Social Productivity; By All Communities Agenda including
A. Nourishing the nervous system of the environment and the body politic for social vitality through Internet of Things partnerships of People + Place Data Assets,
B. Reducing costs of utilities and local government through Community Response uniform standards, cooperation, transparency and civic engagement, and
C. Securing free flow and privacy of information based on data exchange cooperation and community media among local, regional, watershed and regional planning areas, and sliding scale of funding and technical assistance based on economic and social condition data indicators.

All Communities Agenda for Digital Economy and Digital Government is based on Community-centric concepts for integrating investments in Internet of Things, resiliency, cybersecurity, transparency, privacy and government and utility performance, by using uniform Local and Regional Commerce Platforms, and by significantly lowering costs of Internet superhighway and sustainability platforms in near universal broadband use and asset-building world.

Comments to U.S. Department of Commerce, NTIA on community-centric model to integrate investments in IoT into ICT, Public Works, Utilities and Local Governments for lifecycle resiliency and cybersecurity, and for smart business and family management and civic engagement in uniform local-regional private-public community anchor institution specification partnerships. It is recommended to anchor such platforms in very local building block networks and aggregated in over 2000 Digital Economy Plan areas (community college, vocational/technical extension/health service areas) of 100,000 to 200,000 residents in rural, suburban and urban areas and in Federally-recognized land use and transportation multi-county regional planning areas.

May 23, 2016
Submitted by Local Innovation and Skill Cluster Anchor Network Project
Safe and Healthy Communities Project/All Communities Agenda
Internet Public Trust, Layton Olson, Facilitator, layton.olson@outlook.com
www.internetpublictrust.org

The purposes of these comments are:
(A) to articulate a COMMUNITY-CENTRIC CONCEPT for increasing productivity (lowering costs, increasing impacts for private and public sector parties) of local Internet partnerships through integration of IoT into comprehensive ICT investments in a range of parcel to regional localities and generating Digital Economy social and economic returns, in response to questions 1, 2 and 7.
(B) to recommend the adoption of CLASSIFICATION OF INTERNET OF THINGS THROUGH COMMON IOT-ICT-PUBLIC WORKS COOPERATIVE STANDARDS AND PROCEDURES in Digital Economy Building Block areas (see models in Resources below), defined as Local Utility, Learning, Commerce, and Public Service areas aggregated in Innovation and Skill Cluster/Healthcare/Community College/Vocational/Technical and Extension areas of 100,000 to 200,000 in over 2000 rural, suburban and urban areas in 56 states and territories, and as parts of Federally-recognized multi-county regional land use, transportation, public works and watershed planning areas, in response to questions 4, and 7.
(C) to support COORDINATED FEDERAL AGENCY LEADERSHIP FOR LEVERAGING INVESTMENTS IN IOT-ICT-PUBLIC WORKS PLATFORMS to facilitate public and private IoT investments in infrastructure and natural resource resiliency, data indicators, cybersecurity, transparency, privacy, procurement and international standards and as part of data driven "return on investment" Digital Economy Commerce Platforms, including by US Department of Commerce NTIA, USDA RUS, FEMA, US Army Corps of Engineers and other Federal (built, natural environment, human service) agencies and initiatives such as NSF US Ignite community-university-developer advanced application partnerships to meet 7 national needs for broadband (FCC 2010). The purpose is to benefit from uniform local-state-Federal, low cost regional and local resiliency and environment community dashboard metrics and communication protocols, and facilitate commerce, culture and sustainability through Local Broadband Building Block model in cooperation with regions and watersheds in the Americas and around the world, in response to questions 7, 16-20, 26.

RESOURCES ON DIGITAL ECONOMY PLANNING AND BETTER INFORMATION FOR SMART FAMILIES, BUSINESSES AND COMMUNITIES
Important Links for Families, Businesses and Communities:

- [All Communities Agenda](#)
- [9 Principles for Lifeline Internet for US Productivity and Savings for Digital Government](#)
- [Community Quality of Life for Families 1 Pager](#)
- [Everyone's in Business](#)
- [Resource Guide for Business, Family and Community Choice in Smart Card Age For Bronzeville](#)
- [International Innovation Summit August 2014](#)
- [Better Information For Student and Community Choice](#)
- [What is a Community Service Assembly](#)

- [7 National Needs](#)
- [Comments to US Council](#)
- [Principles for Lifeline Modernization](#)
- [Broadband and Regional Planning](#)
- [Lifeline Internet and Productivity of US Economy](#)

- [Community Hall Dashboard](#)
- [Benton Foundation](#)
- [Broadband Illinois](#)
- [All Engines Running Resources](#)
- [Community Quality of Life for Families](#)

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From: Rommy Lopat [mailto:weedpatch@gmail.com]
Sent: Sunday, August 14, 2016 1:20 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment

Thank you for the opportunity to comment.

Regarding reducing economic segregation, it seems to me that hospitals and large regional "parks" (ie Lincoln Park, Botanic Garden, brookfield Zoo) are the only places where rich and poor may cross paths. Therefore, making them better hubs of community activity and directing more interaction there may improve integration. Make these places the "campuses" or hubs on which transit and transport radiate like spokes from a wheel to housing. Put (the best) libraries, schools, day care, sports, vets and dog parks (people are often united by animals) on these campuses. Give people more physical /spatial opportunities to meet.
"Make no small plans". I would take a goal such as "all rivers contain fish you can eat" or "no flooding" or "save birds/bats/butterflies" or "have enough affordable housing for everyone" and explore what our region would physically look like if these bugs were solved. Then ask, how can we create that reality?

Right now, your writing is too bland to inspire change. Remember also that readers now want pictures and short text. Think "cookbook": people LOVE to buy them for a reason...

Happy to help further if I can incl editing. Rommy Lopat, Lake Forest, IL

From: Irma Morales [mailto:marysol66@yahoo.com]
Sent: Sunday, August 14, 2016 3:31 PM
To: ON TO 2050 Outreach
Subject: <Emerging Priorities for ONTO TO 2050

This is Irma Morales, a Bachelor Social Work student at St. Augustine College and Little Village resident for more than two decades. I attended more than two workshops related to emerging priorities in Chicago. I agree that pollution problem is one of the priorities in any state because is essential for us to have a clean and healthy air to breath, as well as the priorities already chosen. However as Little Village resident my daily concern is about having a training place and an alternative school in the Midwest as a way to decrease violence in the streets due to different factors but that involve mainly to the youths. It is very important to have a safe and healthy places for youths and seniors in this part of the city to the well development of this neighborhood. I hope that these problems are taken in consideration like priorities to the good functioning of our community. Thank you for giving me the opportunity to give my feedback.

From: Ott, Monica A LRC [mailto:Monica.A.Ott@usace.army.mil]
Sent: Monday, August 15, 2016 5:52 AM
To: ON TO 2050 Outreach
Cc: Clayton Harris (director@iipd.com); George Braam (george.braam@urs.com); Joe Schuessler (Joseph.Schuessler@mwr.d); Antonio Baxton (Antonio.Baxton@illinois.gov)
Subject: ON TO 2050 Priorities Comment (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Dear Madam/Sir:

Thank you for the opportunity to submit a comment on your Draft report, Emerging Priorities for ONTO 2050, describing topics that could be emphasized in the region’s next comprehensive plan.

Please consider adding a section on Chicago’s port, and waterborne transport and commerce, which have vital economic and environmental roles in the region.

Very respectfully,
From: mickeysimple@comcast.net [mailto:mickeysimple@comcast.net]
Sent: Monday, August 15, 2016 11:32 AM
To: ON TO 2050 Outreach
Cc: Woodbury, Rick; john.donovan@dot.gov
Subject: Public comment re: OnTo2050 Emerging Priorities - Narrow Commuter Vehicles

Thank you for the opportunity to comment on the Emerging Priorities for OnTo2050. I attended several of the workshops.

As a Monday-Friday single occupant driving commuter from Buffalo Grove to Chicago, I observe the enormous waste in commuting in Chicago.

I enthusiastically advocate adding narrow commuting vehicles (NCVs) to CMAP’s expressed list of alternative transportation modes. Like bicycles, NCVs’ single-width design allows independent commuters to choose a right-sized, road efficient transportation form but with the added attributes of weather control, road protection, and highway transport capability. A build, rent/lease NCV program will mitigate congestion and improve air quality in a highly cost effective way.

For more information about NCVs see the link at www.commutercars.com

Thank you for your consideration.

- Michael Weiser
Buffalo Grove, IL

cc: John Donovan, Metropolitan Planning Specialist, US Department of Transportation Federal Highway Administration, Illinois Division
Rick Woodbury, Tango NCV inventor, Commuter Cars President

From: David Kralik [mailto:DKralik@METRARR.COM]
Sent: Monday, August 15, 2016 12:19 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment
Thanks for the opportunity to provide feedback on the *Emerging Priorities for On To 2050* report. Below are consensus comments from Metra. Please let me know if you have any questions about these.

**David Kralik, AICP** | Department Head, Long Range Planning | dkralik@metrarr.com
Metra | 547 W. Jackson Blvd. | Chicago, IL 60661-5717 | (312) 322-8035

**Metra comments on *Emerging Priorities for On To 2050* – 8/15/16**

- **Transportation Infrastructure, page 11:** Among the strategies explored for maintaining and modernizing the region’s transportation system, this document should also consider potential changes in transportation governance in order to implement options and strategies that may be currently constrained in the existing structures. As shown in the initial results from the CMAP Transit Ridership Growth Study, policy implication can have biggest impact on increasing ridership, but some policy changes are hamstrung by the limitations of the existing structures.

- **Alternative Transportation, page 14:** A term other than "alternative" should be used to refer to these modes to make them legitimate investment options for the region. The term "alternative", although it may be familiar to the public, makes these modes sound second-rate to private vehicles and therefore less of a priority. Perhaps consider titling this section “Transportation Beyond the Automobile.” In addition, this Emerging Priority should also address ride-share and its future within the transportation system, including TNCs and autonomous vehicles. Especially in the case of autonomous vehicles, CMAP should provide public policy direction and guidance in order to ensure that these vehicles are part of a transportation system that is good for the public and the environment ahead of their onset.

- **Reinvestment and Infill, page 19:** Investment in infill, especially in areas well served by transit should not be limited to traditional mixed use transit oriented development. In addition to increasing residential density near transit, finding ways to encourage dense employment near transit nodes can make the most efficient use of transportation resources.

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**From:** Christina Kupkowski [mailto:ckupkowski@willcountyillinois.com]
**Sent:** Monday, August 15, 2016 2:16 PM
**To:** ON TO 2050 Outreach
**Subject:** ON TO 2050 Priorities Comment

I have two main concerns when reading through the Priorities document.

1. All of the Figures, except for the 1st one, are not reference in the narrative nor do they reference back to what they are showing. One of these items are necessary for the Figures to be meaningful to the reader otherwise they are just colorful pictures taking up space that really don’t add anything.

2. If this report is truly for “public” consumption, there are many times within the document where you lose focus on who your audience is and start utilizing terminology that some of us in the industry may have a hard time understanding. I not saying that the report needs to be less technical, but we
have to remember that not everyone who will be reading this report will have a college education, so terminology used needs to be accessible to the public.

Thank you for the opportunity to review this document.

Sincerely,
Christina Kupkowski, PE
Phase I Project Manager
Will County Division of Transportation
16841 W. Laraway Road
Joliet, IL 60433

Main Phone: (815) 727-8476
Direct: (815) 774-6329
Cell: (815) 641-7722
Email: ckupkowski@willcountyillinois.com

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From: Diane Ower [mailto:dlkower@comcast.net]
Sent: Monday, August 15, 2016 3:45 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

Good afternoon:

I was determined enough to attend 2 of the CMAP informational meetings this summer- Prairie Crossing, Grayslake and Waukegan, IL. At both meetings I wished there were more enticements or advanced public education from your group to connect with more of the public to help them become more aware of the issues and the value of gathering their input. While I appreciated the stories about the precocious 5th graders input, the stories took away our time to get to our issues. That said, thank you for holding these meetings.

I live in Zion, where the trains do not operate with a full schedule as they run only to Waukegan, cutting out Zion, Winthrop Harbor and Kenosha. This is 2016 and there needs to be more emphasis on helping the workforce and citizens the opportunity to participate fully by having trains and buses with realistic usage times. Far too often, workers are stranded because the public transit shuts down.

Most of the tax payers DO NOT want the Rt 53 Extension due to the sheer expenses of trying to engineer a road over unstable wetlands. What is the point of pouring billions down that hole [for developers] instead of tweaking what we already have existing that can be engineered with an eye to NON-motorized separated usage and eliminating choke points? The Rt. 53 extension would destroy and divide communities, and superimposing it on the Go To 2050 RTP has created massive controversy and planning gridlock.
Lake County needs to keep its greenways, its flora and fauna and gem of livability it has. We have had a record number of high ozone and high particulate days in Lake County: please accept the task to positively fix this problem with your planning of future transportation here.

Money and budgets are impacting our future, but the idea of congestion pricing would become an addiction to greed an invitation to slow pricing adjustment and a horrible idea that would hurt the very people trying to get to their jobs. I worry about the ancillary roads becoming detour routes for big rigs and traffic that can’t afford taking expensive tollways that may use capricious pricing.

I do hope you consider reaching out in creative info publicity spots in a variety of ways to engender more input from a broader range of our communities that would value the opportunity to bring their own experiences and ideas to improve our future transportation and life quality. I heard the deft handling of the pre-released report before holding the Waukegan meeting, [so upsetting to this community] and I feel that you gave us short shrift.

Respectfully,
Diane Ower

From: Evan Craig [mailto:aukauk@comcast.net]
Sent: Monday, August 15, 2016 4:10 PM
To: ON TO 2050 Outreach
Subject: Emerging Priorities for ON TO 2050

ON TO 2050 Priorities Comment.
To: onto2050@cmap.illinois.gov
Emerging Priorities for ON TO 2050

The Clean Power Lake County Coalition offers these comments regarding the subject report.

In collaboration with the League of Women Voters, we sponsored an event in the evening of July 29, 2016 in Waukegan. The subject report was released on that morning, claiming to summarize the input from that meeting and others. Besides the obvious inability of a report to summarize an event that had not yet occurred, the release of the report was known to the actual as well as potential attendees at this input session, and had a negative effect on the integrity of the process. Specifically, this reinforced concerns that the outcome has already been decided, or that it will be decided by CMAP irrespective of the input received. The ability to submit these comments after the fact does not correct this flaw. How does CMAP intend to rectify this for this community?

As organizers of the event, we were disappointed that the spanish translator was asked not to translate all content for the substantial number of hispanic participants. This further throws into question whether the views of minority communities is sought or heard by this process. How does CMAP intend to rectify this for this community?

Here are some of the concerns that members of Clean Power Lake County would like to see addressed by this process:
Transportation Metrics
The allocation of transportation resources should be weighted to provide the most economic gain while requiring the least amount of travel. The practice of using Level of Service to try to reduce congestion by building more capacity has not been effective, and has promoted new roadways rather than urban transit. Communities like Waukegan, and counties that need a revitalized urban core, like Lake County, need this shift in priority. In particular, we seek improvements to mass transit and connections within Lake County to Waukegan and the Lakeshore communities to spur renewal, and oppose the extension of Rt. 53/120 to the border of Waukegan, where it will cause more congestion, and require vehicles and tolls that will disadvantage low-income communities.

Green Infrastructure
- Natural resources in the region should be preserved, particularly Lake Michigan, and acreage of conservation open-space should be increased.
- Access to park space, particularly in urban communities, should be improved, not filled in.
- Planning should reduce emissions responsible for climate change, through mitigation and planning. Resilience should be integrated through watershed planning and enhanced stormwater management efforts (regionally and locally).
- Energy efficiency programs and policies as well as expand distributed generation projects like community solar should be strengthened.
- Access to local food, particularly in economically disadvantaged communities should be increased, and existing and new urban agriculture initiatives that are locally driven and paired with educational programs should be supported.
- Recycling programs should be improved.

Economic Development
- Environmental and equity lenses should be applied to economic development efforts
- Economic revitalization should be both sustainable and benefit local residents of the area without leading to gentrification and displacement (important in many place especially in Waukegan lakefront efforts).
- Economic development and green infrastructure projects should be paired with high quality jobs opportunities and local job training programs to ensure local hiring;
- Housing affordability should be leveraged to reduce congestion and increase livability and economic competitiveness.

Transit
- Waukegan needs more transit locally, and enhanced transit connection to Lake County’s communities. Efficient bus routes to employment centers for at least 2 shifts is needed. Buses must be low or zero-emitting to preserve the air quality of denser communities.
- Access for cyclists should be expanded between communities around Lake County and Waukegan.

Thank you for receiving these comments.
Clean Power Lake County

Evan Craig
Dear CMAP,

As a trade organization that represents an industry that has tremendous impacts on the state and local economies of Illinois, we would like to provide some general observations and comments to the draft report, Emerging Priorities for On To 2050.

First we would like to thank CMAP for its efforts to guide in the planning of a vision for the future of the Chicagoland region. We recognize the many efforts that have gone into the document thus far.

At the outset, we support looking at a regional plan through a global lens. Your comments in the economic conditions section are appreciated in recognizing metropolitan Chicago as a center of global commerce and as “a hub for making and moving goods on the local, national and international scales.” The recognition that Illinois has its challenges due to negative perceptions is a balance that also gives credence to the report. We, as part of the state economy are hopeful that a plan can provide some recommendations for a sustainable and livable region that will go a long way to attracting both foreign and domestic concerns that will provide employment to the many high-skilled workers that the region has to offer.

**Housing Choice:**

We share the idea that a range of housing types are necessary to fully respond to the demand for housing at all parts of the spectrum. We believe the private marketplace can best respond to that demand in concert with a regulatory framework that doesn’t impose excessive fees and requirements that go beyond the scope of health and safety and simply artificially inflate the cost of housing.

Additionally, we are leaders in championing the cause for fair housing. We ascribe to an industry code of ethics that makes equal access to housing a priority. We have made it part of our mandatory continuing education requirements enforced by the Illinois Department of Financial and Professional Regulation and have worked with the Illinois Department of Human Rights on educating our members on the concepts of reasonable accommodation and modifications to assure that those with any disability, seen or unseen, can also enjoy equal access to housing.

Given our scope of expertise in the real estate markets across the state in addition to our passion and commitment to fair and equal access to housing we are supportive of the priority of housing choice, and specifically to “better incorporate market factors into planning for all housing types”. This speaks to our historic concern of regulatory and other costly policy barriers to housing.
And finally, one sector that seems to be missing from the report and the related works thus far is how the region will plan for those that are un-housed. Homelessness is a housing type. Someone living on the street, is living somewhere. Solutions to provide opportunities for those at the lowest rung of the housing ladder should be included in the vision for the future. Whether it’s seniors, veterans, the disabled, or someone simply suffering from an unfortunate life circumstance, they should be included and should be part of this plan. Outreach to current non-profits and shelter organizations that serve this community should be considered a partner in this effort.

Inclusive Growth:

This concept of inclusive growth is a common good that all can agree. While, in similar fashion to our passion and work towards equal access to housing, we agree that attempts to include all voices in community planning and priority discussions is something that should be pursued. We will however, be ready with questions on the approach to certain outcome goals the plan aims to achieve.

Specifically, “make existing economic opportunities more attainable”, the fundamental question is, what does this mean? Is this jobs? Is this education? Is this housing/real estate? This, while on its face is a moral good, it is hard to know how this is really addressed in a regional plan. The same observation is true for “foster new opportunities in excluded communities” and “ensure that new economic opportunities are meaningful”. We suggest that more conversation and focus needs to be discussed to identify where CMAP and the 2050 Plan can meet this need. We agree, as you state, “Extensive partnerships will be required to address some of the broader issues intrinsic to promoting inclusive growth.” We can definitely be a partner in this as discussions of economic, community and housing development take place across the region. Therefore, it may be more feasible for CMAP to focus on the other two priorities, “coordinate approaches across jurisdictions and organizations” and ‘encourage access to planning and decision-making processes for all residents.” This can lend itself to weave in the model of inclusion throughout the plan itself rather than having specific recommendations when other entities may be better equipped to focus and be part of local planning efforts as they occur throughout the region. For example, “promoting access to well-paying jobs with long-term opportunity, may be a concept that is included in the transportation or goods movement sections. In goods movement the report mentions addressing land use conflicts with sensitive school, hospital, and residential areas. This could be a good opportunity to find creative solutions for walk to work, employer assisted housing, shuttle options, etc., to effectively create new and vibrant areas in some of globally traded clusters, such as the Transportation and Logistics cluster that creates opportunities for a variety of income levels to live, work and play in areas the plan may currently refer to as “disinvested”.

This is a good segue to caution against using terms within the plan such as “disinvested area” or “disinvested communities”, this unfairly labels communities and fosters a perception of substandardness, while we label more affluent areas as “opportunity areas”. We discovered the use of this weaved throughout the report and suggest a re-thinking of this classification. In the real estate market, there are times when a stigma can cause very real negative economic consequences for a perception, rather than a reality. We would argue that many of these area-types are ripe for new opportunities and growth and the plan should recognize the positive attributes, highest and best uses, and potential visions rather than classifying areas with a negative undertone.
Flooding and Stormwater:

As REALTORS, we understand the important mission of local regulations regarding flooding prevention and stormwater management. We share policy makers' desire to maintain a healthy sustainable ecosystem.

County stormwater management requirements largely deal with "volume control" or retention. This has to do with how much stormwater can be permitted to run off a property. These types of requirements are imposed on property owners, and are an essential part of stormwater management.

However, overly restrictive requirements and inflexible retention rates could make redevelopment very difficult and cost-prohibitive. We have expressed this point to the Metropolitan Water Reclamation District of Chicagoland and the Illinois Department of Natural Resources.

Often redevelopment sites will have existing infrastructure; this will limit the ability to do surface collection and other treatment practices. Regulations should recognize this. Also, redevelopment sites provide a good opportunity to improve stormwater management conditions on these sites. Accordingly, stormwater rules should be flexible and take into account predevelopment and post-development conditions. The rules for redevelopment should be different from those being applied to the development of vacant land. In any region of Illinois, economic development is an important public policy goal; stormwater regulations should not make redevelopment, for all practical purposes, impossible.

Also, we do not believe that stormwater rules should incorporate extensive wetland protection measures. Although there is certainly some link between many wetlands and riparian environments and effective stormwater management, regulation of small, isolated wetlands (generally found on smaller residential lots) may be overreaching in the context of flooding and storm damage protection. Although all wetlands may provide some habitat protection and related ecological values, their relation to stormwater is questionable.

As an organization that continues to be the voice of our 43,000 members and real estate consumers, we thank you for the opportunity to provide input on this report. If you have further questions please contact either Mike Scobey at mscobey@illinoisrealtor.org or Sharon Gorrell at sgorrell@illinoisrealtor.org.

Sincerely,

Sharon Gorrell
Housing Policy Advisor
Illinois REALTORS

Michael Scobey
Assistant Director, Government Affairs
Illinois REALTORS

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Sharon Gorrell, MPPA, CIPS
August 15, 2016

Chicago Metropolitan Agency for Planning (CMAP)
233 S. Wacker Dr. #800
Chicago, IL 60606

Re: ON TO 2050 Priorities Comment

To Whom It May Concern:

The Active Transportation Alliance is excited about CMAP’s continued commitment in ON TO 2050 toward supporting policies and plans that will increase the share of trips in the region that are made by walking, biking or riding transit. We appreciated the opportunity to provide direct feedback at our staff workshop in May and look forward to engaging in the rest of the plan’s development process.

Following is some of our specific feedback in the priority areas that most directly relate to our mission.

HOUSING CHOICE

- Transit-Oriented Development (TOD): In line with the Center for Neighborhood Technology’s (CNT) Prospering in Place report, establish priority development areas—supported with regional financial incentives administered by CMAP—to target technical assistance and investment in communities ripe for additional TOD, particularly suburban communities with Metra stations. Take advantage of opportunities to expand major suburban job centers into mixed-use destinations with the addition of rapid transit connecting these centers. In addition, identify financial disincentives for developments that are excessively car-dependent and congestion-inducing.

Foster equitable TOD that provides housing at a range of price points reflective of the wage spectrum of the area, and promote policies that support or preserve affordable housing options around TOD projects.

TRANSPORTATION INFRASTRUCTURE AND PROGRAMMING

- Congestion Relief: It’s disappointing that the congestion-relief strategies highlighted in the document are “incident detection and response, improved communications, and real-time traffic management.”

A key principle for ON TO 2050 should be the need for a completely different approach to congestion relief. The feasibility of more roads and parking for mobility and congestion relief (in
addition to the health, environmental and financial burdens) is now clearly demonstrated by research and experience. ON TO 2050 should chart a course for reducing car dependency and congestion in tandem with better alternatives to driving and supportive land uses.

There are other reasons to abandon supply-side approaches. Households are increasingly without children, and these people disproportionately want homes that emphasize walkability and transit, not personal cars and parking lots. This is the future for urban areas. In addition, autonomous cars could increase the efficiency of cars on roads and reduce the “need” for more capacity. When identifying strategies to relieve congestion, focus on investments that increase the share of trips made by transit, biking and walking in busy corridors. Congestion pricing and managed lanes are most effective when existing travel lanes are converted to the managed variety.

- **Traffic Calming**: Too many superwide arterial streets in the city and suburbs encourage people driving to speed and fail to protect the most vulnerable users, the residents who walk and bike. Give priority to road diets, refuge islands, bike lanes and other traffic-calming measures to slow vehicles to appropriate speeds.

- **Transit Expansion**: While addressing the transit system’s clear state-of-good repair and modernization needs, identify opportunities to expand the rapid transit system — including bus rapid transit running in dedicated bus lanes — to increase job access and generate economic development, especially in parts of the region suffering from disinvestment like much of the Southland.

- **Transportation Demand Management (TDM)**: Identify opportunities for communities to collaborate on TDM strategies and policies that reduce travel demand of single-occupancy, private vehicles. Tactics such as congestion pricing, parking management and pricing, and transit incentives have proven effective in other regions.

**ALTERNATIVE TRANSPORTATION**

- **Low-Stress Bikeways**: Chicago and the surrounding suburbs have growing bike networks, but far too many residents are left without safe and convenient routes for most trips. Efficient investments in protected bike lanes, neighborhood greenways and trails have proven effective at increasing bike modeshare. In collaboration with local stakeholders, CMAP should prioritize creation of connected networks of low-stress, on-street bike facilities as well as filling in gaps in its Northeastern Illinois Regional Greenways and Trails Plan.

- **Bus Innovation**: Emphasize the need for low-cost, near-term improvements to local bus service in the city and suburbs to reverse recent trends of declining ridership. The Chicago
Transit Authority and Pace are already pursuing improvements like dedicated lanes, traffic signal priority (TSP) and prepaid boarding, but funding and political barriers prevent the agencies from taking these investments to scale across their systems.

- **Vision Zero**: Encourage communities to commit to Vision Zero policies and plans that reduce and ultimately eliminate traffic fatalities for all users. Focus investment in high-crash corridors, where the majority of crashes resulting in deaths or serious injuries are occurring.

- **Complete Streets**: The plan’s recognition of the importance of adopting and implementing Complete Streets policies is critical. Protecting our most vulnerable users — people walking and biking — while making streets safer for everyone should be the top priority for new projects. CMAP itself should adopt a Complete Streets approach with the projects the agency plans and funds, prioritizing investments that bring benefits for all users.

- **Data Collection**: Establish a methodology for collecting baseline data on active transportation rates and use. We have a limited understanding of the types of walking, biking and transit trips that occur in the region, which makes planning, decision-making and project prioritization challenging.

**SUSTAINABLE TRANSPORTATION FUNDING**

- **Funding Disparity**: In line with Cook County’s recently released Long Range Transportation Plan, identify ways to address the unequal distribution of transportation resources across the region and advocate for more investment in biking, walking and transit at all levels of government. The plan rightly identifies public transit as the “single-most important mode” for economic growth.

- **Dedicated Funding**: It is encouraging to see ON TO 2050 will emphasize the need for a dedicated regional source of funding for transportation capital projects, particularly transit projects. This is one of our top priorities as it would allow the region to access additional available federal funding for major improvement and expansion projects.

**PUBLIC HEALTH**

- In recent years, the public health and urban planning sectors have joined forces to promote the vision that place and health are intimately connected and that the built environment dramatically impacts people’s health and wellness. Health must be integrated into regional planning decisions like the programming of the Surface Transportation Program (STP) funds in order for the region to address major challenges such as rising health care costs to individuals and governments, education outcomes, and job loss and reduced wages due to
illness or premature death. These issues disproportionately affect families in low-income communities across the region, so they are fundamental to address equity.

Active Trans hosted a meeting between CMAP and top health leaders in our region, with attendees agreeing to identify opportunities to integrate a health “lens” within ON TO 2050. While the emerging priorities draft does not reflect this prioritization, Active Trans supports a more prominent role for public health — as has been done for equity and inclusiveness — within the final product.

Thank you for the opportunity to provide feedback and continue to participate in the planning process.

Sincerely,

[Signature]

Ron Burke, Executive Director  
Active Transportation Alliance
From: Justin Hoffman [mailto:justhoff@gmail.com]
Sent: Monday, August 15, 2016 9:58 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Please include CrossRail Chicago in the list of projects to evaluate, especially because it is not an agency project but benefits the entire region.

Justin Hoffman
2524 W Wilson Ave
#1
Chicago, IL 60625

From: Macaire Grambauer [mailto:moviemadmac@gmail.com]
Sent: Monday, August 15, 2016 10:00 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Macaire Grambauer
1635 N. Whipple
Chicago, IL 60647

From: Kara Fischer [mailto:kara.fischer@icloud.com]
Sent: Monday, August 15, 2016 10:00 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Kara Fischer
5540 S Hyde Park Blvd
Chicago, IL 60637

From: Steve Weagant [mailto:Steve8160@gmail.com]
Sent: Monday, August 15, 2016 10:00 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Steve Weagant
6007 n Sheridan rd
Apt 39h
Chicago, IL 60660
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Philipp Palmer
3550 n knox ave
Unit 2
Chicago, IL 60641

From: Kyle Whitehead [mailto:kyle@activetrans.org]
Sent: Monday, August 15, 2016 10:02 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Kyle Whitehead
3015 W. Logan Boulevard Unit 1
Chicago, IL 60647

From: Kara Hughes Salgado [mailto:info@westtownchamber.org]
Sent: Monday, August 15, 2016 10:02 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Kara Hughes Salgado
1819 W. Chicago Ave.
Chicago, IL 60622

From: Leta Dally [mailto:ladally@gmail.com]
Sent: Monday, August 15, 2016 10:03 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Leta Dally
2424 W. Estes Ave.
5D
Chicago, IL 60645
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From: Paul Johnson [mailto:pejohnson2@gmail.com]
Sent: Monday, August 15, 2016 10:05 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Paul Johnson
555 W Cornelia Ave Apt 1009
Chicago, IL 60657

From: Nancy Mork [mailto:nmork@erikson.edu]
Sent: Monday, August 15, 2016 10:07 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Harriet Kudlacik
6710 N. Octavia Avenue
2nd FL
Chicago, IL 60631

From: JOHN MOCK [mailto:232jrdm4022@gmail.com]
Sent: Monday, August 15, 2016 10:14 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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JOHN MOCK
3501 NORTH NORA AVENUE
Chicago, IL 60634

From: Maria Del Zoppo [mailto:mdelzoppo@gmail.com]
Sent: Monday, August 15, 2016 10:16 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Andrea Lamoreaux
21 W Goethe 8B
Chicago, IL 60610
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Elizabeth Bullock
4500 N. Magnolia Ave., #3
Chicago, IL 60640

From: Preston Hamilton [mailto:preston_hamilton@msn.com]
Sent: Monday, August 15, 2016 10:34 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Preston Hamilton
5130 W winona st.
undefined
Chicago, IL 60630

From: Eric Sullivan [mailto:epsullivan28@gmail.com]
Sent: Monday, August 15, 2016 10:48 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Eric Sullivan  
520 S State St  
Unit 714  
Chicago, IL 60605

From: Robert Hart [mailto:robhart99@gmail.com]  
Sent: Monday, August 15, 2016 10:53 AM  
To: ON TO 2050 Outreach  
Subject: ON TO 2050 Priorities Comment.

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Robert Hart  
345 W. Fullerton Parkway  
#1704  
Chicago, IL 60614
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David Pickett
5349 N Kenmore Ave
Unit 2N
Chicago, IL 60640

From: Elizabeth Rahuba [mailto:dusty.trellis2010@gmail.com]
Sent: Monday, August 15, 2016 11:11 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Elizabeth Rahuba
1126 E 47th St., Apt. I-1
Chicago, IL 60653

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From: JOHN LLEWELLYN [mailto:john llewellyn@msichicago.org]
Sent: Monday, August 15, 2016 11:20 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

Great news for our region! President Obama has announced his Presidential Library will be in Jackson Park, right along the Metra Electric.

Unfortunately, our region’s transportation planning system is not set up to take full advantage of this opportunity. To date, our planning is agency-driven instead of regionally-driven. Projects that fit within the silos of each agency (like the CTA, IDOT, CDOT, Pace, Metra or Aviation) move forward while projects that involve multiple agencies with real regional benefits do not.

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JOHN LLEWELLYN
4529 N MOZART
CHICAGO, IL 60625

From: Lynn Morris [mailto:catmorris@live.com]
Sent: Monday, August 15, 2016 11:21 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Lynn Morris
233 E. Wacker Dr.
#3504
Chicago, IL 60601
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julius parod
468 W Melrose
Chicago, IL 60657
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Robert Lane
10 Riverside Dr. Suite 400
Apt 410
Chicago, IL 60014

From: Dylan Hayward [mailto:Dylan@justbuildit.org]
Sent: Monday, August 15, 2016 11:40 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Dylan Hayward  
1836 N Albany  
Apt 1  
Chicago, IL 60647

From: Adam Plaiss [mailto:adam.plaiss@gmail.com]  
Sent: Monday, August 15, 2016 12:17 PM  
To: ON TO 2050 Outreach  
Subject: ON TO 2050 Priorities Comment.

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Adam Plaiss  
4831 W. Hutchinson St.  
Chicago, IL 60641
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Greg Smith
1102 E 46th St
#301
Chicago, IL 60653
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Patrick Kerins
1118 W Wrightwood Ave
Apt 1
Chicago, IL 60614

From: Sebastian Burca [mailto:sebicu@hotmail.com]
Sent: Monday, August 15, 2016 12:54 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Sebastian Burca  
1948 W. Lawrence Ave.  
Apt. 3E  
Chicago, IL 60640

From: Christopher Devine [mailto:cdevine66@gmail.com]  
Sent: Monday, August 15, 2016 2:24 PM  
To: ON TO 2050 Outreach  
Subject: ON TO 2050 Priorities Comment.

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Christopher Devine  
5154 North Neenah  
Chicago, IL 60656
From: Brent Barker [mailto:me@brentwbarker.net]
Sent: Monday, August 15, 2016 2:31 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Brent Barker
2744 W Cortland St #2
Chicago, IL 60647

From: Bonnie Fritz [mailto:wolfmom55@hotmail.com]
Sent: Monday, August 15, 2016 4:12 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Bonnie Fritz
3418 N Central Park Ave
3418 North Central Park Avenue
Chicago, IL 60618

From: Ray Okoniewski [mailto:rayokoniewski@fastmail.fm]
Sent: Monday, August 15, 2016 4:29 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Ray Okoniewski
3021 S Emerald Ave.
Chicago, IL 60608

From: Nan Warshaw [mailto:nan62@narl.com]
Sent: Monday, August 15, 2016 4:41 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Nan Warshaw
4515 N. Saint Louis Ave.
Chicago, IL 60625
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Theodore Jackanicz
3802 N. Kenneth Ave.
Chicago, IL 60641

From: Wm O'Donnell [mailto:wsodonnell2@lycos.com]
Sent: Monday, August 15, 2016 5:24 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Wm O'Donnell
5525 N Winthrop 302
302
Chicago, IL 60640

From: Donna Hippensteel [mailto:donnahip@sbcglobal.net]
Sent: Monday, August 15, 2016 5:49 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Donna Hippensteel
901 S Plymouth Ct
Chicago, IL 60605

From: Bill King [mailto:audiking@gmail.com]
Sent: Monday, August 15, 2016 6:19 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Bill King
1420 Balmoral
Chicago, IL 60640
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Mark Brooker  
1149 E. 56th Street, #3  
Chicago, IL 60637
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Shane Nodurft
4025 North Pulaski Road
Apartment 108
Chicago, IL 60641

From: Jo Ann Potashnick [mailto:Jarp@rcn.com]
Sent: Monday, August 15, 2016 9:59 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Jo Ann Potashnick  
528A W. Barry Ave  
Chicago, IL 60657

From: Brock Auerbach-Lynn [mailto:brockmister06@hotmail.com]  
Sent: Tuesday, August 16, 2016 12:11 AM  
To: ON TO 2050 Outreach  
Subject: ON TO 2050 Priorities Comment.

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Brock Auerbach-Lynn  
435 w oakdale #3B  
Chicago, IL 60657
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Yoav Kashiv
862 N Hermitage Ave
Apt 2F
Chicago, IL 60622

From: Steven Montgomery [mailto:senmontgomery@gmail.com]
Sent: Tuesday, August 16, 2016 7:35 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Please include CrossRail Chicago in the list of projects to evaluate, especially because it is not an agency project but benefits the entire region.

Steven Montgomery
1227 W. Cotage Pl.
Chicago, IL 60607

From: Meredith West [mailto:mawest06@gmail.com]
Sent: Tuesday, August 16, 2016 8:19 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Meredith West
911 N Wood St
Chicago, IL 60622

From: Tim Holt [mailto:holttima@gmail.com]
Sent: Tuesday, August 16, 2016 8:25 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Tim Holt
747 W. Brompton Ave
Chicago, IL 60657
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BOB HAGELE
222 N COLUMBUS DR #2603
CHICAGO, IL 60601
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Mark McClelland
3041 W Logan Blvd #1E
Chicago, IL 60647

From: Lilia Rissman [mailto:lirissman@gmail.com]
Sent: Tuesday, August 16, 2016 10:09 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Lilia Rissman
1340 S Michigan
Chicago, IL 60605

From: Debra Gleason [mailto:misshuganah@gmail.com]
Sent: Tuesday, August 16, 2016 10:28 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Debra Gleason
5700 W. Grace St
Chicago, IL 60634
From: Laura Migas [mailto:unicorndancer517@gmail.com]
Sent: Tuesday, August 16, 2016 11:47 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Laura Migas
5805 N. Rockwell St Apt 2N
Chicago, IL 60659

From: James Audrain [mailto:jpaudrain@gmail.com]
Sent: Tuesday, August 16, 2016 2:10 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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James Audrain
1708 N Whipple Street
Chicago, IL 60647

---

From: Ben C [mailto:ben.cirrus@gmail.com]
Sent: Wednesday, August 17, 2016 7:28 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Ben C  
1935 N Sawyer  
Chicago, IL 60647

---

From: Alejandro Sanchez [mailto:setotaisho@gmail.com]  
Sent: Wednesday, August 17, 2016 2:03 PM  
To: ON TO 2050 Outreach  
Subject: ON TO 2050 Priorities Comment.

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Alejandro Sanchez  
901 W Argyle St  
Chicago, IL 60640
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John Kendryna
4924 N Glenwood
Apt 2
Chicago, IL 60640
I think regional planning is a great way to improve the region. Portland metro is a great example on how to improve a region by focusing on centralization. Toronto’s mass annexation on it’s surrounding suburbs is another great plan that boost the image a city on the international scale. Image is important, it what gives others the desire to invest in a region. Chicago needs to boost its population and grow. More people, more tax base. Also another NFL team is need in the region. It increases the city’s image. Millions of American nation wide watch football. That’s free advertisement of the city and region every Monday night. Free advertisement can could boost tourism and investment. The city should host the Olympic. A new stadium that can host events like the World Cup, Superbowl and Final Four. The new stadium could be a revenue sharing facility between the city and suburbs. Elon Musk hyper tunnel should be built in Chicago, linking airport to the loop. The EL has been so misused. In San Francisco tourist pay a pertain to ride the cable car because of their vintage look. The EL should’ve been restored to a 19th century look with vintage train. It would’ve be a premium tourist ride. We should consider creating other forms of mass transit from a London style tube subway (tube are narrower and longer and thus easier to build). Walker drive should be expanded south so that the South Loop be better incorporated into the city. Even consider replacing our antiquated freeway with broad boulevard. My last idea. To increase the city’s skyscraper height. To do this, offer a 10 year 50 percent off on property tax for a tower that’s a thousand feet tall. No property tax for 10 years for a tower that’s two thousand feet tall. Why? Because tall buildings produce greater job creation. From electricity to construction and material to people living and working there. There is a greater long term tax infusion from this building. If the city can get three to five extra super tall towers because it this, after 10 years the property tax windfall will be a benefit to the city.

Sent from my iPhone
Chicago needs to expand and rationalize its subway system, a much faster, less-subject-to-adverse-weather, more efficient and logical mode of transit that can promote sustainable urban densities.
Thank you for reading my email. I could make many suggestions and throw out ideas but I will try to make it short and sweet with one which I think is the most important.

That one idea is the revitalization of the Chicago River both North and South Branch. I feel even in its infancy that the Chicago River main branch revitalization has proven to be a great cultural and civic asset to the city.

I think the idea of utilizing this unique asset that sets us apart from other major cities should not be ignored any longer. If the north and south branches were utilized as a recreational and aesthetic asset as the main branch has been in the last few years it would greatly enhance the neighborhoods and all of Chicago for tourists and residents alike.

I know that would mean controversial ideas like getting rid of planned manufacturing districts and building dense housing along the river corridors but I feel like overall the benefit would be worth the cost.

I think there would still be potential industrial zones and corridors for which businesses could still make CHICAGO their home. But we only have one river to fully utilize to its best use.

So my suggestion is that we allow housing, greenery, and retail (facing the river) from Cermack to Foster. Type of housing that would be appropriate would be partially based on transit and demand considerations.

Hopefully new and best uses will be a top priority for Chicago 2050. Looking forward to the report and plans in full.

Best wishes,
James Neaylon

Sent from my T-Mobile 4G LTE device
Dear CMAP Committee,

I have long had a Chicago fantasy where Lake Shore Drive is a subterranean highway from Fullerton through Downtown and past McCormick Place to the 55/LSD interchange. This would nearly double the size of Lincoln Park, but more importantly, create an uninterrupted park experience from the various streets on the park's western edge all the way to the lakefront, creating a more natural feel and allowing opportunities to add needed natural habitat acreage. It would finally allow Chicagoans to connect to the lakefront directly, easily and beautifully.

What I think is just as interesting would be to add dedicated commuter bike lanes where LSD once was, a significant statement, in addition to the recreational paths closer to the water's edge currently in place. To be able to ride through the park to work totally free from traffic lights and the danger of cars and pedestrians and joggers and strollers and rollerbladers and skateboarders would be a wonderful experience and a great use of the lakefront. It would be the world's first bicycle freeway as such, but a freeway far, far easier and exponentially cheaper to maintain. Dedicating so much precious lakefront to the primacy of bicycles would make a clear statement that Chicago is a green, progressive city, and would no doubt do for Lincoln Park what Millennium Park did for downtown property values and development. Keeping some sections of the long stretch of planters dividing LSD into North and South lanes currently in place would be a fun touch and a reminder of what use to be as bikers ride to and from Downtown over LSD's former massive, divisive footprint. The long term
savings gained from not having to maintain miles of highway, including clearing snow and storm damage, and replacing plants ruined by road salt, etc, and the increase in property values and development related to a more desirable park experience should make the cost of moving LSD underground, which would be significant, more workable.

I would also like to see all the streets cutting up Grant Park- Monroe, Jackson, Congress, Balboa and Columbus, which cleave the whole into isolated subdivisions, be moved underground East of the rail lines and connect underground with a subterranean LSD. This would make one contiguous, seamless park all the way to the water's edge and add usable acreage. If plans are not already in place to cover the train tracks on the Western side of the park along Michigan Avenue I would like to see that done as well.

Moving LSD underground would also connect the Field Museum and Soldier Field with downtown and the South Loop, a growing residential neighborhood. Right now crossing LSD to get to either destination and the lakefront is unpleasant.

McCormick Place would suddenly have a huge park running in between its two main convention centers. It's exciting to think of all the possible ways such greenspace could be used to attract conventioneers to Chicago.

Anyone who has been to Boston before and after the Big Dig is sure it has been worth the time and money it took to connect Downtown Boston to the waterfront. Chicagoans are positioned to reap greater rewards than those the people of Boston currently enjoy.

Thank You!

William Cusack
Hello CMAP,
I love Chicago and I am full of ideas on how to improve transportation and city living. You will probably get a few ideas from me but here my first one:
bike/run trail next to existing train tracks (mostly BNSF). This trail will allow Cicero, Little Village, Pilsen, and University Village residents to be connected to the river and to the lake. The picture below shows a possible trail (red line) which will go along the train tracks with a couple of exits along the way and one main exit/entrance by the river (Ping Tom Park). Rails to Trails is a popular concept in Europe and it has had some growth in the states: http://www.railstotrails.org/resource-library/resources/americas-rails-with-trails/
The city is full of train tracks and this idea could help get cyclists off dangerous city streets and connect many communities to the river. Please let me know if you have any questions.

These pictures are good examples of what we could have:
Thaaks,

Antonio (Tony) Gonnella
(815) 861-7044
ON TO 2050 Outreach

From: Michael Paulucci <michaeelpaulucci@gmail.com>
Sent: Friday, February 26, 2016 10:19 AM
To: onto2050 plan
Subject: Connection of Northwest Side and Northeast Side

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I think for Chicago to be ready and to cut down on transportation, there needs to be a easier way to connect communities in the Wicker Park, Logan Square, Avondale area with the Lakeview, Lincoln Park, Ravenswood, Uptown, Roscoe Village sections of Chicago. The main streets to travel East and West (Division, North, Fullerton, Belmont) are really horrible with traffic. I think the same goes for the Southeast and Southwest equivalents as well. I always wondering what a train would look like that connected the Blue Line up north with the Red or Brown lines. Or, a train that made a C, going from Hyde Park to Lakeview, around the near outside of the city, connecting with the Orange, Pink, Green, Blue, Brown, Red. This one simple train line with be HUGE in connecting trains to neighborhoods and making it easier to access.

Thanks,

Mike Paulucci
Bucktown Citizen

--
Michael J. Paulucci, M.F.A.
614.668.7177
www.alroiofilms.com
michaeelpaulucci@gmail.com
Dear OnTo 2050

I have a crazy idea on how to revolutionize the city of Chicago, as well as the metropolitan area. It could make Mayor Emanuel’s quest for a 20 minute train ride from the loop to O’Hare a reality while at the same time repairing aging infrastructure, solving pothole problems, create thousands of new jobs, lower the cities carbon foot print, and solve some other major transportation issues. The cost of a project like this could be trillions… right? wrong! That’s what makes this plan so brilliant! I am in the process of putting together the research and planning for this endeavor, and I can’t wait until it can be realized. This will revolutionize Chicago, and when we’re done with Chicago… we can sell the rights to use this in other cities. I’m sure you think this is too good to be true. I understand your skepticism, but this is the real deal.

I am looking forward to our chat,

Benjy Blenner
Good afternoon,

I first want to express my excitement over the On to 2050 Plan.

Additionally, I'd like to encourage you to consider as part of the expansion of public transit adding an outer ring to the CTA, so that riders do not have to go downtown to switch for example from the Blue to Brown lines. I fully recognize that this is an extremely costly and challenging project, but I'm sure you can appreciate the impact it would have on the usability of our public transit system.

Thank you for your time.

Best,

Madeleine

--

Madeleine M. Brown
Hi Lindsay,

I attempted to fill out the comments field on this sub page’s feedback section, but was served with a "You do not have permission to access the requested resource" error every time I clicked submit. Hope you find my thoughts below helpful, and note that I'd love to get involved in CMAP's efforts in any way possible.

1. What factors should be considered for evaluating transportation sources?
First, we should learn from the mistakes of Chicago's (and other U.S. cities') "urban renewal" movements, which wiped out large swaths of density and historic structures in often the poorest neighborhoods. For example, UIC's construction completely devastated the walkability, unique housing and cultural integration of the near SW side. We lost so much in that short-sighted redevelopment (the original Maxwell street market, 95 percent of the Hull House complex and the unique makeup of immigrant enclaves that were all pushed out in the name of "progress").

My point is, yes transportation infrastructure expansion often means sacrificing structures, but this development should be handled in a manner that preserves as much density and walkability as possible, while simultaneously avoiding the creation of any more barriers (e.g., highway divides) that only end up segregating populations. Also in that notion (and considering climate change), transportation that moves the highest percentage of a population possible should be prioritized. This means expanding heavy and light rail, BRT and other shared-transit options.

2. Do you prefer funding sources that charge users of the transportation system or other, non user-fee sources? Please specify.
I prefer a mix of both. History has proven that money generated from transit users alone isn’t sufficient (and also makes transit unaffordable to the most needy residents), but it’s also not fair to rely entirely upon non-users for this funding. While reducing carbon emissions and congestion is good for all (and a region’s economy overall), I believe an equal balance can still be achieved.

3. Please provide any additional comments.
While this doesn't exactly deal with a big-picture item, one element I think we're sadly overlooking at the moment is multi-lingual announcements and signage across our transit systems. If the Chicago region is serious about increasing foreign tourism over the next decade, then making autonomous travel easier for non-English speaking travelers should be priority number one. Advancements here would not only serve tourists, but also make foreign-born residents feel more welcome in a region that often claims its largest city is "world-class," yet little consideration is given to accommodating non-English speakers. I'm a proud Chicagoan, but when I travel to Shanghai, Beijing, Tokyo, Taipei, Paris, Berlin, São Paulo, Dubai or any other truly global city, I'm often reminded how lacking our multi-lingual infrastructure really is (especially on public transit and around heavily trafficked tourist corridors).
But what really sells this idea? Consider the fact that NO other major U.S. city has invested in this type of initiative (except LA's metro, which has automated platform announcements in Spanish), so Chicago could truly set itself apart in the eyes of travelers if it were to promote this. Our world is only going to become even more globally connected in the next forty years (even the next ten), so starting on this now couldn't be any more appropriate.

-- Jon

Jon Christens
M. 989.708.0506
jon.christens@gmail.com
Good afternoon,

Thank you for hosting the open house this past week. I enjoyed the event and learned quite a bit. I believe housing supply/affordability are important to healthy gentrification in many of the city's neighborhoods. Solutions to both should be discussed together.

One of the challenges facing housing nonprofits and affordable housing developers is an inability to compete with for-profit housing developers for funding, tax credits or projects on city-owned land. As a result, cities get very limited or spotty affordable housing ensuring gentrification issues and exacerbating the housing gap. When the government is awarding grants, discounts, credits, etc., I think extra points or awards should be given to affordable housing nonprofits and developers so for-profit developers are forced to compete on an even playing field.

Sincerely,
Antionette Taylor-Thomas
Graduate Student, DePaul University, (MPS)
ON TO 2050 Outreach

From: May, David <dmay@walshgroup.com>
Sent: Friday, March 11, 2016 2:19 PM
To: ON TO 2050 Outreach
Subject: On To 2050 comments

Follow Up Flag: Follow up
Flag Status: Completed

CMAP: On To 2050
Comments – David May – March 5, 2016

Planning Process
Current Practice is Balkanized and Byzantine. Transportation planning is performed by CMAP, RTA, CTA, Metra, PACE, Amtrak, CDOT, IDOT, USDOT, ISTHA, FRA, BNSF, UPRR, CREATE, Cook County, and Regional Mayors Councils. This is irrational, inefficient and uneconomical.

TRANSPORTATION SYSTEM FUNDING

Amount
Motor Fuel Tax increase and then adjusted
Mileage Tax
Extend Sales Tax to Services to increase RTA revenue
A more rational RTA sales tax. Why does Western Springs pay a higher tax rate than Hinsdale for exactly the same Metra and PACE service? Why does Western Springs pay the same rate for Metra and PACE service as Oak Park pays for Metra and PACE and CTA service?
Property Tax Increment near Transit Stations to transit.
Tax “free” surface parking stalls used by customers and employees so that employees and customers who don’t use the parking don’t subsidize drivers who do.
Facilitate the construction and operation of private tollways.
Transit Fares need to be regularly adjusted for inflation and market value.
CTA L fares need to be calculated on the basis of distance traveled. Convert to a read-in and read-out fare calculation system use Ventra cards. Then adjust fares by time of day to flatten demand peaks.

Allocation
IDOT: NE Illinois does not receive its fair share.
Tollways: NE Illinois. Why aren’t downstate highways tolled?
Highways vs Transit: more money to transit.

Transit Agencies
Create a more effective transit agency than the RTA+CTA+METRA+PACE bureaucratic hydra.

INCLUSIVE GROWTH
The overarching planning goal should be growing opportunity and quality of life, NOT population growth.

Community Development
City of Chicago Infill neighborhoods
Infill transit stations
TOD supports
Pedestrian-friendly designs
More bike paths/lanes
Consider structural racism and the Black Lives Matter perspective in making infrastructure and community investment
A much higher minimum wage
Much less incarceration for drug offenses
Build gated communities offering invincible personal and property security, and strictly enforced good-neighbor behavior requirements.

Property Tax Rates in poor suburbs are crushing
Reform State School Funding to substantially increase State spending from income taxes on K-12 schools with high populations of low income students and with low EAV per student. Substantial state school funding to provide equitable educational opportunities would also allow poor communities to reduce their astronomical property tax rates that depress housing demand and scare away businesses.

HIGHWAY OPERATIONS
Ban semis from expressways during rush hours.
To improve highway traffic, focus on reducing the number of vehicles by providing better transit service and new “last mile” options, such as rush hour on-demand shuttle buses, tiny electric station cars, Divvy-style bikes, and walkable suburban retail and business campuses.
1) As hwy 53 gets extended, PROHIBIT semi traffic on Hicks Rd a/k/a old 53, between north of Lake Cook Road and the junction with Hwy 83.

This is largely a residential area; is only two lanes; and the noise and fumes have already grown to unbearable levels. With the extension having a toll with a 45 mph speed limit, it will drive more traffic through this area rather than relieving traffic congestion. This defeats the purpose of the extension.

If you won’t do what’s right, at least raise the speed limit on the extension of 53 so there will be a benefit to paying the toll.

2) Add a railroad track to the train going from Buffalo Grove to Antioch.

We need more trains to make this line more usable and encourage more public transportation rather than automobile travel.

Already there are frequent delays in the current schedule caused by having to backup when a freight train wants to go through.
Laser machine usage of graphics for economic/environmental change!

EZELL
ON TO 2050 Outreach

From: terry@spindoctorcyclewerks.com
Sent: Tuesday, June 14, 2016 10:07 PM
To: ON TO 2050 Outreach
Subject: draft thoughts

Follow Up Flag: Follow up
Flag Status: Completed

My concerns relate to the transportation infrastructure.

I agree with abandoning both the Illiana and Lake County 53 extension. We have too much investment in cars, oil, and concrete.

The first criteria should be support of a multi modal solution. The best way to inclusive growth is for the transportation system to support people movements across all income levels. Bus transit lanes as are going on I90 with connections to rail and other transportation options are the way to go. Western access to O'Hare is necessary as a way not just to the airport, but through the airport.

Inefficient rail freight snarls road crossings, interferes with Metra, and creates multiple, unnecessary switches. Railroads maximize rail miles on their rails. Sometimes more direct routing to the customers would be better served by switching to other railroads hundreds of miles from Chicago. The switching lines get overloaded in circles around Chicago just to move cars between railroads that would have been more effective outside our region. It often dds extra costs to the customers due to erratic deliveries.

Terry Witt
Bartlett
630-837-4767
My wife and I travel around the country. This last year we’ve traveled to Minnesota, then on to Montana and back to Illinois. We also went earlier to South Padre Island, Texas. We travel many interstate roads. We observe bridges and overpasses being re-built. Many miles of resurfacing, in Montana actual re cementing of miles of highway. Not in any part of the United States we traveled did we see a NEW road being built!
I think it’s time to put the Illiana back on the pipedream shelf! The state can’t afford to build it. Truckers can’t afford to take it! Replace and widen what we have. Quit giving intermodals everything they want like I-55/Lorenzo Interchange,
just because they say, they’ll grow to be this big in 50 years! Quit destroying our farmland and recreation areas! Leave something, like our rivers alone, we’re not making anymore of these!
Thank you! Larry Readman
Dear CMAP,

In regards to the upcoming update to the regional plan for the Chicagoland area, I am offering the following comment:

Preservation of agricultural land should be the number one priority when planning for the future of the state of Illinois, and especially the beautiful rural areas that surround the city of Chicago.

Construction of the Illiana Tollway would destroy farmland, and sever farms. The acres that would be forever taken out of production are acres that will NEVER be able to be used to feed our state's population.

Please remove the Illiana Tollway project from the GO TO 2040 Plan. Let's focus on preserving our rural heritage while also protecting individual property rights for our farmers.

Helen Heisner
4048 W. Indiana Avenue
Beecher, IL 60401
Sirs,

I write on behalf of the Bird Conservation Network (BCN). BCN is a coalition of 21 organizations sharing an interest in the conservation of birds. BCN promotes public awareness, knowledge, appreciation and enjoyment of birds, and other wildlife and wildlife habitat. BCN proposes and supports public and private programs designed to protect, restore, and enhance the natural environment, and conserve/increase native bird populations.

BCN strongly supports the original 2013, CMAP staff’s report which concluded that the Illiana Tollway would undermine the region’s vision and principles in the existing GO TO 2040 plan. We still agrees with those findings, and call for CMAP to exclude the Illiana as a transportation priority in its upcoming ON TO 2050 regional comprehensive plan.

Thank you for considering our views.

Donnie Dann
Past President and Advocacy Chair
Bird Conservation Network  www.bcnbirds.org
donniebird@me.com
Sirs, lets take a good look at removal of the illiana tollway from the 2050 cmap plan. Destruction of 8000 acres of farmland, disruption of wildlife habitats, all for truck traffic (maybe). and with all the surveys in the losses out whey the gains if any. I beg you to focus on existing repairs and reroutes. THANK YOU JAMES A CIZMAR
I am writing to ask you to remove the Illiana Toll Road from your “Go To 2040 and 2050” Plans for numerous valid reasons. As part of a group of concerned citizens we have actually spoken with the heads of the warehouses and Intermodal truck terminals in the Joliet, Wilmington and Elwood areas to see if they are interested in using this toll road if it is built. Their answers were NO! It is too far out of the way and much too costly. They plan to continue to go north, so my question is, why build it if no one will use it? Other trucking companies that pass through the area will not use a road they have to pay to use when they can travel alternate routes for free.

The proposed toll road would destroy thousands of acres of valuable and precious farmland. Food is an essential part of our lives and when we destroy it for no good reason it is lost and gone forever. It would also destroy the livelihoods of numerous farmers unfairly by taking away their land or dividing the land leaving parcels that would be difficult to get to or land locking parcels altogether.

The burden it would create for emergency responders would be dangerous to the residents in the area as most fire departments are volunteer. The states would subsidize the investors, but not the EMS people, which is grossly unfair.

Environmentally the road would create a dam that would destroy farm tiles used for drainage of farm land and would cause ponding and in some cases, flooding. This would further reduce crop production creating more hardships for farmers and farm families.

We believe that other improvements in existing infrastructure would produce greater results. For instance adding lanes to I-55 and I-80 in Illinois to help facilitate traffic flow to the north east and northwest where the majority of truck traffic prefers to go. Building a new road that will draw money away from maintaining and improving the roads we have is more fiscally responsible.

For these reasons and more we hope you will stop the Illiana from going forward by removing it from your future plans.

Thank you.
Respectfully,

Patricia Mussman
I absolutely oppose the Illiana Toll Road.

Number One - It is unnecessary. There are many alternative routes that could be explored at a much lesser cost.

Number Two - It destroys precious land that future generations won't know anything about. Part of the American life is farm land.

Number Three - It destroys wildlife habitats. There is still much wild life to be enjoyed in Indiana - the kind that is present in nature, not government. This unnecessary road would destroy that.

Number Four - The people who want to do this are unfamiliar with the land, the animals, the vegetation and the people. They know nothing about what they are trying to interrupt. It is only too obvious that they are not scientists, and they sure don't know what is best for the landowners and homeowners in this state.

Sincerely,
Melanie Van Sickle
16468 Parrish Avenue
Lowell, IN 46356
Dear Politicians,

I am absolutely opposed to the Illiana. I work for a large trucking company driving a low boy and travel between Illinois and Indiana on a daily basis. The management of this company has stated over and over again that it will not use the Illiana should it ever be built. In fact, in speaking with friends working for other trucking companies, their management agrees with mine.

It is an unnecessary idea. Instead, there are other ways to make connections with existing roads with less effort and less money.

Ask somebody who knows something for ideas on how to find alternative routes to alleviate traffic on 80 if that's what you all are concerned about. You don't have to destroy huge pieces of land, people's farms, natural habitats, beautiful vegetation, etc.

I don't think you politicians appreciate the open land that we have in this part of the USA. Most of your time is spent in meeting rooms, hotel rooms and restaurants. You have lost the concept of land, and are out of touch with your fellow Americans in both Indiana and Illinois.

Thank you,
Erik Schmidt
16468 Parrish Avenue
Lowell, IN 46356
ON TO 2050 Outreach

From: Marc Spunt <marcspunt2014@att.net>
Sent: Saturday, August 06, 2016 8:13 AM
To: ON TO 2050 Outreach
Cc: Marc Spunt
Subject: Build Rt. 53

I live off of Buffalo Grove Rd. and Arlington Heights Rd. The traffic is not getting any better. Unless all roads are made wider there is only Rt. 53 extension that can save us. I have family up north and if they could get on to 53 at 120 and not Lake Cook it could save maybe half an hour of travel time. There will always be a group against anything, but one thing is for sure, we need another North/South road and Rt. 53 extension is the way to go.

Thank you,

Marc
Please see attached.
Please consider extending 53. Traveling on country roads on a daily basis is very frustrating. A drive that should take 15 to 20 minutes turns into an hour on may occasions. Thank you for your time.

Brett Comincioli
Round Lake Beach 60073
ON TO 2050 Outreach

From: Yonah Freemark <YFreemark@metroplanning.org>
Sent: Friday, June 17, 2016 5:46 PM
To: ON TO 2050 Outreach
Cc: Peter Skosey; Marisa Novara; Alden Loury; Ryan Griffin-Stegink; Sarah Cardona; Danielle Gallet
Subject: Comments and feedback on CMAP's ON TO 2050 Emerging Priorities report

To whom it may concern,

Below, you will find comments and questions related to the Emerging Priorities for ON TO 2050 draft from Metropolitan Planning Council (MPC) staff. We hope this feedback can be helpful as you move forward with the next draft of the document.

Please get in touch with me or other members of MPC's staff if you have specific questions about our feedback. Thank you,

Yonah Freemark
Manager | Metropolitan Planning Council
yfreemark@metroplanning.org | 312-863-6021

Inclusive growth

Evidence for the claim that "the regions and cities that perform best economically are integrated, diverse, and support economic mobility" (pg. 4) is limited at best, but this is the focus of MPC's current Cost of Segregation study. We think it would be appropriate to leave this out for now, emphasizing instead other related (and much firmer) evidence that integrated neighborhoods produce better outcomes for low-income individuals.

Alternatively, CMAP could provide research backup for their statements about equity and ties to economic performance. CMAP is welcome to use the statement below from MPC's study brief, with the sources below: "Metropolitan areas with high segregation and poverty tend to perform worse economically than less-segregated regions.”


We appreciated the inclusion of the data point from the National Equity Atlas about the Chicago region losing $130 billion in GDP due to racial gaps in income. However, there were no direct references to those disparities in the strategies CMAP proposes to employ. For sure, addressing gaps in skills and education along with other ideas offered are likely to address those racial income gaps but some of those gaps may require addressing racial inequity head-on. For instance, data shows that those racial income gaps still exist even when controlling for similar levels of education and job experience.

Housing Choice

We recommend that CMAP add:

- It is not simply that a range of housing types is needed, it's that where they are located throughout the region matters.
- Recommendations that include a regional approach to fair housing and explores creative incentives and enforcement mechanisms for fair and affordable housing in all parts of the region.

Similar to the data point in the Inclusive growth section about racial inequality costing the region a fair share of GDP, we wonder if the region's lost economic power due to high housing and transportation costs can be articulated in a similar fashion. For instance, if families were able to spend a reasonable share of their income on housing and transportation (30 percent for housing, 15 percent for transportation), how much more income would they have to spend? What would be the increase in the region's GDP were housing and transit available at such levels of affordability?

Goods movement

Missing from this relatively short section were mentions of permitting and overnight deliveries. Some evidence suggests that the single biggest thing that could be done to relieve and avoid congestion would be to make deliveries overnight, but that's usually illegal in most municipalities. The trick is to find a way to balance the noise concerns of overnight work and encourage businesses to hire staff to work overnight—cheaper and easier than rebuilding and widening all the roads and grade crossings.
Climate change/resilience

To make a slightly stronger tie between this draft priorities report and key components of that Climate Resilience strategy paper, we suggest the below changes:

**Conservation (pg 10)**
- GO TO 2040 calls for a target of conserving 400,000 acres of open space by 2040. This should remain a key strategy in ON TO 2350, and included somewhere in this section on Conservation.
- It should be noted that conservation is also a critical means through which we increase resilience to climate change and reduce greenhouse gas emissions. Biodiverse ecosystems reduce urban heat island effect and promote carbon sequestration.
- ON TO 2050 recommendations related to local food production and access should include a climate resilience lens by addressing the importance of climate preparedness strategies and techniques in urban agriculture.

**Flooding and climate change (pg 11)**
- In the section "What to do about it" there should also be a mention of "improving planning for climate change (including integrating resilience into existing planning processes)" as well as "building capacity for resilience planning (including building climate literacy and exploring a platform for coordinating regional resilience initiatives)." These are the additional themes from the regional climate resilience strategy paper CMAP has developed in partnership with CCT which we believe should not be overlooked in this short write-up of priorities as they are key components to building resilience in any sector.

**Water resources**

While MPC applauds CMAP in its continued support of the Water 2050 Plan and its original recommendations, recent new modeling reports from the Ill. State Water Survey point toward a more critical situation with regard to supply constraints than originally thought when Water 2350 came out in 2010. This planning situation has reinvigorated stakeholders in northeastern Illinois and MPC would highly advise CMAP in taking a more proactive role in helping drive regional water supply planning, dialogue and outreach on best management practices for the communities it serves.

**Transportation funding**

In the list of performance measures at the end of the transportation funding section on pg. 9, CMAP should add mention of equity to the as cited metrics of environment, natural areas, and overall economic success. Equity could be implied in the latter but should be noted explicitly.

We recommend strongly against the argument that "the past ten years may signal a shift in travel behavior" (pg. 7). Unfortunately, recent evidence suggests that while there was a significant decline in vehicle miles traveled between 2008 and 2013 or so, over the past two years, that trend reversed and we are now at all-time highs in terms of traffic. We would place an emphasis on the opportunity to encourage more people to shift to other modes, not the reality yet.

The importance of increasing funding for transportation cannot be emphasized enough, but it is worth emphasizing that public-private partnerships are not "funding," as implied on pg. 8. PPPs should be discussed as a vehicle for financing and execution, not a source of new funding.

Overall, what is missing is any mention of the need to provide adequate transportation service, not just transportation infrastructure. While it is obviously important to emphasize the need to keep our transportation system in a state of good repair, we must also ensure that we have the funds to operate services on it.

This is not a minor concern. The GO TO 2040 financial plan for transportation updated in 2014 estimated that 53 percent of total transportation spending would be dedicated to operations between 2015 and 2040. Yet the use of those operations funds—or the need to expand them to accommodate a growing population—is barely mentioned either in GO TO 2040 or this draft priorities report. The Sustainable transportation funding section (pg. 8) notes the importance of finding new funding for capital projects but says nothing about operations, despite the fact that MPC's research demonstrates that per-capita transit operation funding in the Chicago region is about half that as in peer regions like New York and the Bay Area.

Other MPOs have demonstrated that their regional plans can emphasize the importance of operations. Puget Sound Regional Council's Vision 2040 specifically notes the importance of "Reduc[ing] the need for new capital improvements through investments in operations" Why is this such an important issue, particularly for transit? Because in order to achieve the goal of significantly expanding the share of trips taken on transit, we need more frequent services on our existing bus and rail routes. Yet over the past twenty-five years, even as the region's population has expanded, the level of bus service provided in Chicago has declined by about 20 percent. Our regional plan must recognize the importance of righting this issue and improving service to the people who are using the transit network.

One way to conceptualize this is in terms of access. How can we make our transit system provide as much access to as many amenities as possible for the most number of people? This question should frame the passenger transportation section of the plan.
ON TO 2050 Outreach

From: Harry Solomon <harry.solomon@ieee.org>
Sent: Friday, July 01, 2016 1:32 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment

I am quite disappointed that the ON TO 2050 Priorities do not explicitly address quality of life as a main category, rather than as an incidental effect under “Inclusive growth” and “Collaboration and capacity”. In particular, ON TO 2050 should explicitly include a priority for development and support of arts and culture.

As we move into the post-industrial society (whether we are there yet or not, it must surely be part of our expectations for 2050) we need to be thinking bigger about the nature of social activity in 30 years. In a context where there may simply be less demand for traditional aspects of work, it will be critical to ensure that Chicagoland is a magnet for artistic and cultural activities.

Harry Solomon
Former member, CMAP Citizens’ Advisory Committee
harry.solomon@ieee.org
ON TO 2050 Outreach

From: Christine Sobek <csobek@waubonsee.edu>
Sent: Thursday, July 14, 2016 10:06 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment

I wanted to offer this feedback on the Emerging Priorities for the ON TO 2050 report. I feel that the issue of ensuring that our region has a robust technology infrastructure that will support a truly digital workplace and society has been overlooked. Please access "Playing to Win in America's Digital Crossroads" for some relevant discussion.

CJS/mb

Christine J. Sobek, Ed.D.
President
Waubonsee Community College
Route 47 at Waubonsee Drive
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ON TO 2050 Outreach

From: Christensen, Bruce D. <BChristensen@lakecountyil.gov>
Sent: Monday, July 18, 2016 10:48 AM
To: ON TO 2050 Outreach
Cc: Karry, Emily; Lucas, Ashley; Trigg, Paula J.; koconnor@libertyvilletownship.us
Subject: ON TO 2050 Priorities Comment

While the language “the region’s most vulnerable residents” appears in the text discussing alternative transportation, there is no mention of non-traditional transit or paratransit to be found. I would suggest that those of us struggling to facilitate non-traditional transit services in the collar counties consider paratransit to be an emerging priority.

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation
600 West Winchester Road
Libertyville, IL 60048
(847) 377-7455
bchristensen@lakecountyil.gov
A strong emphasis should be put on modernizing and expanding public transit. Squandering public money by adding additional lanes to "express"ways and multi-lane arterial roads has done nothing to reduce the horrific traffic jams in the region. Providing an attractive and efficient way to get around via bus and rail will save us all not only time and money but also human lives (deaths due to auto "accidents" are among the top 10 causes of death in the U.S. year after year).
To whom it may concern:

I am a Village Trustee in the Village of Buffalo Grove, and I serve as our Village Board's liaison for transportation matters. I also serve on the Northwest Municipal Conference Transportation Committee and as a member of the Board of Directors of the Lake County Transportation Alliance. I am very familiar with transportation and traffic issues and concerns in our community and our region. As such, I want to express my personal opinion on the Route 53/120 project and to urge CMAP to continue to support the northward extension of Route 53 as a highest priority transportation project for the region. In that regard, I would note:

- Traffic congestion is a growing threat to our community. Congestion and bottlenecks damage air quality, slow commerce, hinder economic development, increase energy consumption and threaten quality of life.
- Regional congestion already nears intolerable levels and it will continue to worsen until the area is relieved of the impact from the premature and unjustifiable termination of Route 53 at Lake Cook Road. The Route 53 project is thus critical for the region.
- As one media outlet quipped, the notion of extending Route 53 northward into Lake County has been around so long it has almost become a punch line. That may be true, but the project itself has not diminished in importance, and its need has not become any less immediate.
- We've heard a lot about the supposed "lack of consensus" from the opponents of the Route 53 extension. Consensus is defined as general agreement among the members of a given group or community. It is not to be confused with unanimity.
- Opponents claim there is no consensus for the Route 53 extension. I would submit that the facts support the opposite conclusion — there is no consensus, and no vast groundswell, for their position not to build Route 53.
- Every previous gauge of public sentiment has reflected a substantial consensus of support. Consider these points:
  - On April 7, 2009, Lake County voters conclusively expressed their will at the ballot box, voting by a landslide ratio of 76% "Yes" to 26% "No" to approve a referendum question which asked whether the State should construct the northward extension of Route 53.
  - A recent public opinion survey found 75 percent approved of extending Route 53 and only 17 percent disapproved. Those results were published in the Daily Herald on October 22, 2015. That 75 percent plurality was reached even when respondents were told it would be a Toll Road.
- 40 Mayors representing 88 percent of Lake County's residents signed a letter to the Tollway in support of the project.
- Virtually every local and regional Chamber of Commerce-representing thousands of main street merchants who in turn employ thousands of local residents supports the project.
- Virtually every local and regional Labor Union representing thousands of rank and file laborers and others support the project.
- Manufacturers, distributors and transportation associations representing thousands of businesses and their employees support the project.

• In 2010, CMAP's GO TO 2040 comprehensive plan included the Route 53/120 project on its highest priority list, and one of only five new major capital projects for the region to pursue, citing performance measures that show this facility as "ranking highest among all projects in its effect on regionwide congestion."

• In 2012, the Illinois Route 53/120 Blue Ribbon Advisory Council (BRAC) recommended creation of a 21st Century urban highway. The BRAC included membership drawn from the leaders of municipalities affected by the facility, the Lake County Board, the county's economic development interests, and the environmental community. The BRAC issued a Report in which it recommended creation of a corridor strategy that integrates land use, transportation, economic development, and open space. This modern boulevard would have a smaller footprint to minimize potential negative impacts while protecting the natural environment and preserving the character of Lake County.

• In 2013, as a follow up to the BRAC, the Illinois State Toll Highway Authority partnered with CMAP and Lake County on a two-pronged effort to examine the feasibility of the Route 53/120 project and BRAC Report with respect to financing and land use. To determine the feasibility, the analysis focused on five key study areas: design, environmental, financing, operations, and regulatory.

• On March 12, 2015, the Illinois Route 53/120 Project Finance Committee concluded its work with the adoption of its recommendations: (1) how to fund the extension of Illinois Route 53 north into Lake County; and (2) to support Tollway-led work to keep the project moving forward. The Finance Committee approved a package of funding recommendations that are projected to generate between $745 million to $993 million toward the Illinois Route 53/120 Project. The recommendations also requested that the Illinois Toll Highway Authority move forward with engineering and environmental studies necessary to advance the project.

• The Illinois Route 53/120 Land Use Committee members worked together to develop sound, proactive, and implementable guidance for planning and future development in the Route 53/120 Corridor. This effort concluded with a broad land use strategy for the entire corridor. The detailed information presented in the Corridor Land Use Strategy final documents represented a consensus-based approach to achieve balanced development in central Lake County, protecting the assets and values that are so important to the residents, community leaders, business interests, and others, while optimizing economic development opportunities that
accompany major investments in infrastructure. The Land Use Committee endorsed the land use corridor plan on November 12, 2015.

- On December 17, 2015, the Illinois Toll Highway Authority Board unanimously approved a resolution authorizing funding for an Environmental Impact Statement for the Route 53/120 project. The EIS will garner additional facts necessary for an informed decision to be made on how best to address and remediate Lake County’s congestion predicament, and clarify the potential for implementation of the BRAC report and the Route 53/120 Committees’ recommendations.

- Anyone who drives in the area can attest to the fact we are already in the midst of a transportation crisis. Rapidly growing demands have overwhelmed Lake County’s road system. The population of Lake County has grown. Area employment has increased substantially. Road construction has not, however, kept pace. With a few notable exceptions, motorists in Lake County are still driving on essentially the same layout of arterial roads as existed in the 1920’s.

- Congested road mileage in Lake County has increased dramatically since 1990. A significant proportion of Lake County’s major roadways are already seriously congested. Traffic is only expected to continue to increase. If they haven’t done so already, Lake County’s roads will soon reach critical congestion levels. County-wide gridlock looms on the horizon.

The greater good of the region, and specifically Lake County’s overwhelmed transportation system, argues inescapably for the northward extension of Route 53. CMAP’s GO TO 2040 comprehensive plan recognized that the project was among the region’s highest priorities. It still is. This long-overdue and desperately needed project needs to continue to move forward. As such, my message is simple – completion of the Route 53/120 project should remain as a “highest priority” for the region’s transportation system in the ON TO 2050 plan. Let’s finally get the Route 53/120 project done!

Thank you.

Jeffrey Berman
420 Newtown Drive
Buffalo Grove, IL 60089
ON TO 2050 Outreach

From: Layton Olson <layton.olson@outlook.com>
Sent: Friday, August 12, 2016 3:00 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 PRIORITIES COMMENT

August 12, 2016

ON TO 2050 PRIORITIES COMMENT TO CHICAGO METROPOLITAN AGENCY FOR PLANNING

USING LOCAL AND REGIONAL 'BUILDING BLOCK' (INTERMEDIATE PLANNING) AREAS
AND CIVIC ENGAGEMENT NETWORKS FOR REGULAR CALENDAR OF PLANNING, OUTREACH
AND ASSESSMENT FORUMS FOR BETTER LIVES IN ALL COMMUNITIES AND FOR
COMPETITIVENESS IN OUR WORLD INFORMATION AGE ECONOMY

It is recommended that CMAP and constituent counties, cities and special district together
recognize and use data-driven intermediate planning areas in current community college and
16 Chicago Neighborhood Now areas of about 150,000 to 200,000 as Transparent Building Block areas for
Digital Economy, Digital Government and Watershed Resiliency cooperation in NE Illinois, and
working closely with similar smart local-regional-state initiatives in widened Burnham Plan of Chicago
area including SE Wisconsin, NW Indiana and SW Michigan.

Such Building Block areas shall be used to develop low-cost, low-bureacracy Annual Calendars of
Infrastructure, Service and Watershed Resiliency community forums, co-sponsored by community anchor
institution networks in local school, library, utility, health and public safety areas, focused on planning and
service quality evaluation for the 7 national needs for broadband in Federal Communication Commission
National Broadband Plan (2010), being:
* Health and life sciences
* Education
* Jobs and Economy
* Energy, Transportation, Environment
* Public Safety
* Government Performance
* Civic Engagement

Such Building Block areas and events shall include regular outreach and coverage by community media, and by
community anchor institutions with interests in increasing government performance, citizen participation and
innovative partnerships in Federally-designated public-nonprofit Community Response areas, down to the
local block level.

For more information, please see below Digital Economy Comments sent in May to US Department of
Commerce.

Layton Olson
Facilitator
Safe and Healthy Communities Project
Internet Public Trust
www.internetpublictrust.org
'An information card in every place and pocket'
773-348-2739

Comments sent in May recommending Digital Economy Building Block (local ZIP, school -library, utility, health, community college, regional watershed) areas of 5000 to 50, 000 and 100,000 to 200,000 for integration of Internet of Things sensor data into ICT community dashboard tools for every day/emergency management and monthly Quality of Life data to Department of Commerce.
State of Illinois also sent comments on Smart State-local framework and technical assistance, including coordinating Digital Government for user centered services of 80 state agencies.
This local people feedback-driven and data-driven approach is designed to provide Better Utilities and Government Services in locally managed well recognized cooperative jurisdiction boundaries, and resultant near real time dashboards of business intelligence in each area, and aggregated into regular (such as weekly, monthly, quarterly) quality of life indicators linked with US Commerce Department and other regular Federal Department indicators distributed to the media.

----------- Forwarded message -----------
From: "Layton Olson" <layton.olson@outlook.com>
Date: Wed, May 18, 2016 at 4:11 PM -0400
Subject: US DEPARTMENT OF COMMERCE: Do benefits Outweigh Costs of Internet of Things?
Do Benefits Outweigh Costs of the Internet of Things?
The Internet of Things (IoT) is all the rage within the information and telecommunications sector and has both applications and implications for every aspect of your life. IoT is described by the National Telecommunications and Information Administration (NTIA) as “the connection of physical objects, infrastructure, and environments to various identifiers, sensors, networks and computing capability.” It will enable many existing industries to better track, manage and automate core functions, and as a result, other industries, services and means of doing everyday tasks will be altered in ways predicted and yet unimagined.
Will your life be simultaneously improved and diminished? Will convenience override any privacy concerns you might have? NITA has issued a request for public comments on the future benefits and challenges of IoT. SSTI encourages everyone to consider responding to any or all of the 28 questions outlined in the notice, available here. The deadline for filing comments is 5:00 P.M. ET on May 23, 2016.

ACTIVE LINK TO PROPOSAL:

utm_campaign=966f57f4d0-
SSTI_Weekly_Digest_4_21_2016&utm_medium=email&utm_term=0_ecf5992d4c-966f57f4d0-220176597

2. Examples of Digital Economy Plans and Areas (Innovation and Skill Cluster, Community College Business-Workforce Areas)

Northwest Georgia Digital Economy Plan  http://dr1.nwerc.org/
PDF)Middle Georgia Digital Economy Plan - Middle Georgia Regional ...
PDF)Digital Economic Planning - the Atlanta Regional Commission
3. Draft Comments of Internet Public Trust, and Summary of Resources on Digital Economy Plan Areas  May 18, 2016
Comments on costs/benefits of IoT and broadband cooperation

Building Blocks of Better Lives: Designing Integrated Internet of Things, ICT and Public Works for Economic and Social Productivity; By All Communities Agenda including

A. Nourishing the nervous system of the environment and the body politic for social vitality through Internet of Things partnerships of People + Place Data Assets,
B. Reducing costs of utilities and local government through Community Response uniform standards, cooperation, transparency and civic engagement, and
C. Securing free flow and privacy of information based on data exchange cooperation and community media among local, regional, watershed and regional planning areas, and sliding scale of funding and technical assistance based on economic and social condition data indicators.

All Communities Agenda for Digital Economy and Digital Government is based on Community-centric concepts for integrating investments in Internet of Things, resiliency, cybersecurity, transparency, privacy and government and utility performance, by using uniform Local and Regional Commerce Platforms, and by significantly lowering costs of Internet superhighway and sustainability platforms in near universal broadband use and asset-building world.

Comments to U.S. Department of Commerce, NTIA on community-centric model to integrate investments in IoT into ICT, Public Works, Utilities and Local Governments for lifecycle resiliency and cybersecurity, and for smart business and family management and civic engagement in uniform local-regional private-public community anchor institution specification partnerships. It is recommended to anchor such platforms in very local building block networks and aggregated in over 2000 Digital Economy Plan areas (community college, vocational/technical extension/health service areas) of 100,000 to 200,000 residents in rural, suburban and urban areas and in Federally-recognized land use and transportation multi-county regional planning areas.

May 23, 2016
Submitted by Local Innovation and Skill Cluster Anchor Network Project
Safe and Healthy Communities Project/All Communities Agenda
Internet Public Trust, Layton Olson, Facilitator, layton.olson@outlook.com
www.internetpublictrust.org
Internet Use R & D network in development

The purposes of these comments are:
(A) to articulate a COMMUNITY-CENTRIC CONCEPT for increasing productivity (lowering costs, increasing impacts for private and public sector parties) of local Internet partnerships through integration of IoT into comprehensive ICT investments in a range of parcel to regional localities and generating Digital Economy social and economic returns, in response to questions 1, 2 and 7.
(B) to recommend the adoption of CLASSIFICATION OF INTERNET OF THINGS THROUGH COMMON IOT-ICT-PUBLIC WORKS COOPERATIVE STANDARDS AND PROCEDURES in Digital Economy Building Block areas (see models in Resources below), defined as Local Utility, Learning, Commerce, and Public Service areas aggregated in Innovation and Skill Cluster/Healthcare/Community College/Vocational/Technical and Extension areas of 100,000 to 200,000 in over 2000 rural, suburban and urban areas in 56 states and territories, and as parts of Federally-recognized multi-county regional land use, transportation, public works and watershed planning areas, in response to questions 4, and 7.
(C) to support COORDINATED FEDERAL AGENCY LEADERSHIP FOR LEVERAGING INVESTMENTS IN IOT-ICT-PUBLIC WORKS PLATFORMS to facilitate public and private IoT investments in infrastructure and natural
resource resiliency, data indicators, cybersecurity, transparency, privacy, procurement and international standards and as part of data driven "return on investment" Digital Economy Commerce Platforms, including by US Department of Commerce NTIA, USDA RUS, FEMA, US Army Corps of Engineers and other Federal (built, natural environment, human service) agencies and initiatives such as NSF US Ignite community-university-developer advanced application partnerships to meet 7 national needs for broadband (FCC 2010). The purpose is to benefit from uniform local-state-Federal, low cost regional and local resiliency and environment community dashboard metrics and communication protocols, and facilitate commerce, culture and sustainability through Local Broadband Building Block model in cooperation with regions and watersheds in the Americas and around the world, in response to questions 7, 16-20, 26.

RESOURCES ON DIGITAL ECONOMY PLANNING AND BETTER INFORMATION FOR SMART FAMILIES, BUSINESSES AND COMMUNITIES

Northwest Georgia Digital Economy Plan  http://dr1.nwgrc.org/
PDF Middle Georgia Digital Economy Plan - Middle Georgia Regional ... www.middlegeorgiaarc.org/.../MG_DigitalEconomyPlan_FinalDraft1.pdf
PDF Digital Economic Planning - the Atlanta Regional Commission www.atlantaregional.com/.../atl_reg_policy_digital_road_map... Important Links for Families, Businesses and Communities:

All Communities Agenda
9 Principles for Lifeline Internet for US Productivity and Savings for Digital Government
Community Quality of Life for Families 1 Pager
Everyone's in Business
Better Information For Student and Community Choice
What is a Community Service Assembly

7 National Needs
Comments to US Council
Principles for Lifeline Modernization
Broadband and Regional Planning
Lifeline Internet and Productivity of US Economy

Community Hall Dashboard
Benton Foundation
Broadband Illinois
All Engines Running Resources
Community Quality of Life for Families
ON TO 2050 Outreach

From: layton.olson@outlook.com
Sent: Saturday, August 13, 2016 2:15 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 PRIORITIES COMMENTS

On to 2050 Comment 2 August 13, 2016, linked with Comment 1 August 12, 2016 by Internet Public Trust

Recommend CMAP, local governments and community anchor institutions work with State of Illinois on Smart State-local cooperation in community college size Building Block areas, Including for coordinated health and public safety services.

As model of coordinated and transparent health services, see below NY State funding opportunities for lifting and tracking total population health in local areas of 50,000 to 250,000 or more.

This model would work well with State of Illinois Smart State-local technical assistance framework developed in Digital Government 80 state agency coordination, and under proposal to 2050 planning to adopt 'intermediate planning areas' as Building Blocks of 'all' communities agenda' for infrastructure, services and annual calendar of community forums on all 7 national needs in FCC national broadband plan 2010.

Layton Olson
Facilitator
Safe and Healthy Communities Project
Internet Public Trust
www.internetpublictrust.org
'an information card in every place and pocket'

Subject: Building Block: Linking Interventions For Total Population Health (LIFT Population Health) - Healthiest District project?

Health Research, Inc. (HRI) and the New York State Department of Health (NYSDOH) are seeking applications for an initiative entitled Linking Interventions For Total Population Health (LIFT Population Health) to support prevention activities that align with and leverage other health system redesign efforts in a target community under the State Innovation Model (SIM) initiative.

LIFT Population Health awardees will be expected to implement a spectrum of coordinated and linked prevention activities (i.e., traditional clinical preventive interventions, innovative clinical preventive interventions that extend outside the clinical setting, and total population or community-wide interventions) that focus on one of the five issues specified below related to the Prevent Chronic Disease priority area of the New York State Prevention Agenda 2013-18 (Prevention Agenda).

Prevent and Control Obesity and Diabetes
Prevent and Reduce Tobacco Use
Prevent Cardiovascular Disease and Control High Blood Pressure
Reduce and Control Asthma
Prevent and Detect Cancer
The applicant should be prepared to serve as the lead organization of a coalition working to collaboratively address the specific health issue selected.

A total of up to five individual awards (up to three awards in areas with populations between 50,000 and 250,000 residents and up to two awards in areas with more than 250,000 residents) will be funded. Below is a link to the announcement for this opportunity. Letter of Interest and Questions are due August 18, 2016.

https://www.healthresearch.org/qps-2016-04-l-i-f-t-population-health-linking-interventions-fcr-total-population-health/

Thank you.

From: Tarkus [mailto:tarkus@ripco.com]
Sent: Friday, August 12, 2016 5:21 PM
To: layton.olson@outlook.com; 'Martin O'Shield' <martin@windycitysdr.com>; Michael Murphy <Michael.Murphy@thompsonhealth.org>
Cc: 'John Owrey' <johnowrey@gmail.com>; Tarkus Murphy <tarkus@ripco.com>
Subject: RE: ON TO 2050 PRIORITIES COMMENT

Copy to myself at University of Rochester medical / Thompson Health. Forgot to add my hospital account to the message, below (no changes).

From: Tarkus [mailto:tarkus@ripco.com]
Sent: Friday, August 12, 2016 5:19 PM
To: 'layton.olson@outlook.com' <layton.olson@outlook.com>; 'Martin O'Shield' <martin@windycitysdr.com>
Cc: 'John Owrey' <johnowrey@gmail.com>; Tarkus Murphy (tarkus@ripco.com) <tarkus@ripco.com>
Subject: RE: ON TO 2050 PRIORITIES COMMENT

Sent Christine’s list of 30,0000 medical caregivers for cross link with DSRIP PPS groups, FCC connected interhospital networks, etc.
In many cases, the medical providers (HCPs) ARE NOT part of consortia and are not physically connected to the interhospital networks (but may have their own Internet).

SDR will allow for 4G, Wi-Fi and other connections in a community between entities (at a local level) where Internet, alone, does not suffice.

HIE networks ALSO do NOT connect directly to HCPs, instead many groups communicate sensor data / meaningful use data via the Internet (e.g. not sufficient for imaging or videoconferencing).

Medical (IRHN) may be ahead of other anchors.

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From: layton.olson@outlook.com [mailto:layton.olson@outlook.com]
Sent: Friday, August 12, 2016 4:45 PM
To: Tarkus Murphy <tarkus@ripco.com>; Martin O'Shield <martin@windycitysdr.com>
Cc: John Owrey <johnowrey@gmail.com>
Subject: Fwd: ON TO 2050 PRIORITIES COMMENT

FYI Intermediate Planning areas as Building Block areas

Get Outlook for Android

-------- Forwarded message --------
From: "Layton Olson" <layton.olson@outlook.com>
Date: Fri, Aug 12, 2016 at 4:00 PM -0400
Subject: ON TO 2050 PRIORITIES COMMENT
To: "onto2050@cmap.illinois.gov" <onto2050@cmap.illinois.gov>

August 12, 2016

ON TO 2050 PRIORITIES COMMENT TO CHICAGO METROPOLITAN AGENCY FOR PLANNING

USING LOCAL AND REGIONAL 'BUILDING BLOCK' (INTERMEDIATE PLANNING) AREAS
AND CIVIC ENGAGEMENT NETWORKS FOR REGULAR CALENDAR OF PLANNING, OUTREACH
AND ASSESSMENT FORUMS FOR BETTER LIVES IN ALL COMMUNITIES AND FOR
COMPETITIVENESS IN OUR WORLD INFORMATION AGE ECONOMY

It is recommended that CMAP and constituent counties, cities and special district together recognize and use data-driven intermediate planning areas in current community college and 16 Chicago Neighborhood Now areas of about 150,000 to 200,000 as Transparent Building Block areas for Digital Economy, Digital Government and Watershed Resiliency cooperation in NE Illinois, and working closely with similar smart local-regional-state initiatives in widened Burnham Plan of Chicago area including SE Wisconsin, NW Indiana and SW Michigan.

Such Building Block areas shall be used to develop low-cost, low bureaucracy Annual Calendars of Infrastructure, Service and Watershed Resiliency community forums, co-sponsored by community anchor institution networks in local school, library, utility, health and public safety areas, focused on planning and service quality evaluation for the 7 national needs for broadband in Federal Communication Commission National Broadband Plan (2010), being:

* Health and life sciences
* Education
* Jobs and Economy
* Energy, Transportation, Environment
* Public Safety
* Government Performance
* Civic Engagement

Such Building Block areas and events shall include regular outreach and coverage by community media, and by community anchor institutions with interests in increasing government performance, citizen participation and innovative partnerships in Federally-designated public-nonprofit Community Response areas, down to the local block level.

For more information, please see below Digital Economy Comments sent in May to US Department of Commerce.
Layton Olson
Facilitator
Safe and Healthy Communities Project
Internet Public Trust
www.internetpublictrust.org

'An information card in every place and pocket'
773-348-2739

Comments sent in May recommending Digital Economy Building Block (local ZIP, school -library, utility, health, community college, regional watershed) areas of 5000 to 50,000 and 100,000 to 200,000 for integration of Internet of Things sensor data into ICT community dashboard tools for every day/emergency management and monthly Quality of Life data to Department of Commerce.

State of Illinois also sent comments on Smart State-local framework and technical assistance, including coordinating Digital Government for user centered services of 80 state agencies.

This local people feedback-driven and data-driven approach is designed to provide Better Utilities and Government Services in locally managed well recognized cooperative jurisdiction boundaries, and resultant near real time dashboards of business intelligence in each area, and aggregated into regular (such as weekly, monthly, quarterly) quality of life indicators linked with US Commerce Department and other regular Federal Department indicators distributed to the media.

-------- Forwarded message --------
From: "Layton Olson" <layton.olson@outlook.com>
Date: Wed, May 18, 2016 at 4:11 PM -0400
Subject: US DEPARTMENT OF COMMERCE: Do benefits Outweigh Costs of Internet of Things?

Do Benefits Outweigh Costs of the Internet of Things?

The Internet of Things (IoT) is all the rage within the information and telecommunications sector and has both applications and implications for every aspect of your life. IoT is described by the National Telecommunications and Information Administration (NTIA) as “the connection of physical objects, infrastructure, and environments to various identifiers, sensors, networks and computing capability.” It will enable many existing industries to better track, manage and automate core functions, and as a result, other industries, services and means of doing everyday tasks will be altered in ways predicted and yet unimaginined. Will your life be simultaneously improved and diminished? Will convenience override any privacy concerns you might have? NITA has issued a request for public comments on the future benefits and challenges of IoT. SSTI encourages everyone to consider responding to any or all of the 28 questions outlined in the notice, available here. The deadline for filing comments is 5:00 P.M. ET on May 23, 2016.
2. Examples of Digital Economy Plans and Areas (Innovation and Skill Cluster, Community College Business-Workforce Areas)

Northwest Georgia Digital Economy Plan  http://dr1.awgcr.org/

PDF/Middle Georgia Digital Economy Plan - Middle Georgia Regional...
www.middlegeorgiarc.org/.../MG_DigitalEconomyPlan_FinalDraft1.pdf

PDF/Digital Economic Planning - the Atlanta Regional Commission
www.atlantaregional.com/.../in_eluc_handouts_digiidecouplplanbackgrou...

3. Draft Comments of Internet Public Trust, and Summary of Resources on Digital Economy Plan Areas  May 18, 2016

Comments on costs/benefits of IoT and broadband cooperation

Building Blocks of Better Lives: Designing Integrated Internet of Things, ICT and Public Works for Economic and Social Productivity; By All Communities Agenda including

A. Nourishing the nervous system of the environment and the body politic for social vitality through Internet of Things partnerships of People + Place Data Assets,

B. Reducing costs of utilities and local government through Community Response uniform standards, cooperation, transparency and civic engagement, and

C. Securing free flow and privacy of information based on data exchange cooperation and community media among local, regional, watershed and regional planning areas, and sliding scale of funding and technical assistance based on economic and social condition data indicators.

All Communities Agenda for Digital Economy and Digital Government is based on Community-centric concepts for integrating investments in Internet of Things, resiliency, cybersecurity, transparency, privacy and government and utility performance, by using uniform Local and Regional Commerce Platforms, and by significantly lowering costs of Internet superhighway and sustainability platforms in near universal broadband use and asset-building world.
Comments to U.S. Department of Commerce, NTIA on community-centric model to integrate investments in IoT into ICT, Public Works, Utilities and Local Governments for lifecycle resiliency and cybersecurity, and for smart business and family management and civic engagement in uniform local-regional private-public community anchor institution specification partnerships. It is recommended to anchor such platforms in very local building block networks and aggregated in over 2000 Digital Economy Plan areas (community college, vocational/technical extension/health service areas) of 100,000 to 200,000 residents in rural, suburban and urban areas and in Federally-recognized land use and transportation multi-county regional planning areas.

May 23, 2016

Submitted by Local Innovation and Skill Cluster Anchor Network Project

Safe and Healthy Communities Project/All Communities Agenda

Internet Public Trust, Layton Olson, Facilitator, laytonolson@outlook.com

www.internetpublictrust.org

Internet Use R & D network in development

The purposes of these comments are:

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(C) to support COORDINATED FEDERAL AGENCY LEADERSHIP FOR LEVERAGING INVESTMENTS IN IOT-ICT-PUBLIC WORKS PLATFORMS to facilitate public and private IoT investments in infrastructure and natural resource resiliency, data indicators, cybersecurity, transparency, privacy, procurement and international standards and as part of data driven "return on investment" Digital Economy Commerce Platforms, including by US Department of Commerce NTIA, USDA RUS, FEMA, US Army Corps of Engineers and other Federal (built, natural environment, human service) agencies and initiatives such as NSF US Ignite community-university-developer advanced application partnerships to meet 7 national needs for broadband (FCC 2010). The purpose is to benefit from uniform local-state-Federal, low cost regional and local resiliency and environment community dashboard metrics and communication protocols, and facilitate commerce, culture and sustainability through Local Broadband Building Block model in cooperation with regions and watersheds in the Americas and around the world, in response to questions 7, 16-20, 26.

RESOURCES ON DIGITAL ECONOMY PLANNING AND BETTER INFORMATION FOR
SMART FAMILIES, BUSINESSES AND COMMUNITIES

Northwest Georgia Digital Economy Plan  http://dr1.nwgcrc.org/

PDF] Middle Georgia Digital Economy Plan - Middle Georgia Regional ...
www.middlegeorgiarc.org/.../MG_DigitalEconomyPlan_FinalDraft1.pdf

PDF] Digital Economic Planning - the Atlanta Regional Commission
www.atlantaregional.com/.../lu_eluc_handouts_digitalecomplanbackgrou...

Important Links for Families, Businesses and Communities:

All Communities Agenda

9 Principles for Lifeline Internet for US Productivity and Savings for Digital Government

Community Quality of Life for Families 1 Pager

Everyone’s in Business


Better Information For Student and Community Choice

What is a Community Service Assembly

7 National Needs

Comments to US Council

Principles for Lifeline Modernization

Broadband and Regional Planning

Lifeline Internet and Productivity of US Economy
Community Hall Dashboard

Benton Foundation

Broadband Illinois

All Engines Running Resources

Community Quality of Life for Families
Thank you for the opportunity to comment.

Regarding reducing economic segregation, it seems to me that hospitals and large regional "parks" (ie Lincoln Park, Botanic Garden, Brookfield Zoo) are the only places where rich and poor may cross paths. Therefore, making them better hubs of community activity and directing more interaction there may improve integration. Make these places the "campuses" or hubs on which transit and transport radiate like spokes from a wheel to housing. Put (the best) libraries, schools, day care, sports, vets and dog parks (people are often united by animals) on these campuses. Give people more physical/spatial opportunities to meet.

"Make no small plans". I would take a goal such as "all rivers contain fish you can eat" or "no flooding" or "save birds/bats/butterflies" + or "have enough affordable housing for everyone" and explore what our region would physically look like if these bug probs were solved. Then ask, how can we create that reality?

Right now, your writing is too bland to inspire change. Remember also that readers now want pictures and short text. Think "cookbook": people LOVE to buy them for a reason...

Happy to help further if I can incl editing. Rommy Lopat, Lake Forest, IL
ON TO 2050 Outreach

From: Irma Morales <marysol66@yahoo.com>
Sent: Sunday, August 14, 2016 3:31 PM
To: ON TO 2050 Outreach
Subject: <Emerging Priorities for ONTO TO 2050

This is Irma Morales, a Bachelor Social Work student at St. Augustine College and Little Village resident for more than two decades. I attended more than two workshops related to emerging priorities in Chicago. I agree that pollution problem is one of the priorities in any state because is essential for us to have a clean and healthy air to breath, as well as the priorities already chosen. However as Little Village resident my daily concern is about having a training place and an alternative school in the Midwest as a way to decrease violence in the streets due to different factors but that involve mainly to the youths. It is very important to have a safe and healthy places for youths and seniors in this part of the city to the well development of this neighborhood. I hope that these problems are taken in consideration like priorities to the good functioning of our community. Thank you for giving me the opportunity to give my feed back.
ON TO 2050 Outreach

From: Justin Hoffman <justhoff@gmail.com>
Sent: Monday, August 15, 2016 9:58 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

Great news for our region! President Obama has announced his Presidential Library will be in Jackson Park, right along the Metra Electric.

Unfortunately, our region's transportation planning system is not set up to take full advantage of this opportunity. To date, our planning is agency-driven instead of regionally-driven. Projects that fit within the silos of each agency (like the CTA, IDOT, CDOT, Pace, Metra or Aviation) move forward while projects that involve multiple agencies with real regional benefits do not.

Connecting the new Obama Library as part of a Museum South campus to the entire region -- especially to the international tourists sure to come to O'Hare Airport -- is a regional project that does not move forward under our agency-driven system.

I write in support of CrossRail Chicago -- a multiple-agency program of projects that would connect the Metra Electric to Metra service to O'Hare Airport and the northwest suburbs, serving as the trunk for eventual Midwest high-speed rail service for bringing in customers and visitors within 500 miles to our region.

The Obama Library is the latest game-changing example of the power and need for CrossRail Chicago as it happens to be located along this crucial asset of an existing grade-separated electric-powered railroad.

Please include CrossRail Chicago in the list of projects to evaluate, especially because it is not an agency project but benefits the entire region.

Justin Hoffman
2524 W Wilson Ave
#1
Chicago, IL 60625
ON TO 2050 Outreach

From: Macaire Grambauer <moviemadmac@gmail.com>
Sent: Monday, August 15, 2016 10:00 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Macaire Grambauer
1635 N. Whipple
Chicago, IL 60647
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Kara Fischer
5540 S Hyde Park Blvd
Chicago, IL 60637
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Steve Weagant
6007 n Sheridan rd
Apt 39h
Chicago, IL 60660
ON TO 2050 Outreach

From: Philipp Palmer <dotsusama@gmail.com>
Sent: Monday, August 15, 2016 10:02 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment

Great news for our region! President Obama has announced his Presidential Library will be in Jackson Park, right along the Metra Electric.

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Philipp Palmer
3550 n knox ave
Unit 2
Chicago, IL 60641
ON TO 2050 Outreach

From: Kyle Whitehead <kyle@activetrans.org>
Sent: Monday, August 15, 2016 10:02 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Kyle Whitehead
3015 W. Logan Boulevard Unit 1
Chicago, IL 60647
ON TO 2050 Outreach

From: Kara Hughes Salgado <info@westtownchamber.org>
Sent: Monday, August 15, 2016 10:02 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Kara Hughes Salgado
1819 W. Chicago Ave.
Chicago, IL 60622
ON TO 2050 Outreach

From: Leta Dally <ladally@gmail.com>
Sent: Monday, August 15, 2016 10:03 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Leta Dally
2424 W. Estes Ave.
5D
Chicago, IL 60645
ON TO 2050 Outreach

From: Joe Villanti <jpv023@gmail.com>
Sent: Monday, August 15, 2016 10:04 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Joe Villanti
4231 N. Major
4231 N. Major
Chicago, IL 60634
ON TO 2050 Outreach

From: Paul Johnson <pjohnson2@gmail.com>
Sent: Monday, August 15, 2016 10:05 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Paul Johnson
555 W Cornelia Ave Apt 1009
Chicago, IL 60657
ON TO 2050 Outreach

From: Nancy Mork <nmork@erikson.edu>
Sent: Monday, August 15, 2016 10:07 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Nancy Mork
4541 N. Wolcott B
Chicago, IL 60640
ON TO 2050 Outreach

From: Jack Ferry <JackF66@gmail.com>
Sent: Monday, August 15, 2016 10:10 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Jack Ferry
5445 N. Sheridan Road
# 2908
Chicago, IL 60640
ON TO 2050 Outreach

From: Harriet Kudlacik <hkudlacik@appraisalinstitute.org>
Sent: Monday, August 15, 2016 10:13 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Harriet Kudlacik
6710 N. Octavia Avenue
2nd Fl
Chicago, IL 60631
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JOHN MOCK
3501 NORTH NORA AVENUE
Chicago, IL 60634
ON TO 2050 Outreach

From: Maria Del Zoppo <mdelzoppo@gmail.com>
Sent: Monday, August 15, 2016 10:16 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Maria Del Zoppo
2451 N. Sawyer
2nd Floor
Chicago, IL 60647
ON TO 2050 Outreach

From: Andrea Lamoreaux <alamoreaux@wfmt.com>
Sent: Monday, August 15, 2016 10:19 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Andrea Lamoreaux
21 W Goethe 8B
Chicago, IL 60610
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Elizabeth Bullock
4500 N. Magnolia Ave., #3
Chicago, IL 60640
ON TO 2050 Outreach

From: Preston Hamilton <preston_hamilton@msn.com>
Sent: Monday, August 15, 2016 10:34 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Preston Hamilton
5130 W winona st.
undefined
Chicago, IL 60630
ON TO 2050 Outreach

From: Eric Sullivan <epsullivan28@gmail.com>
Sent: Monday, August 15, 2016 10:48 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Eric Sullivan
520 S State St
Unit 714
Chicago, IL 60605
ON TO 2050 Outreach

From: Robert Hart <robenhart99@gmail.com>
Sent: Monday, August 15, 2016 10:53 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Robert Hart
345 W. Fullerton Parkway
#1704
Chicago, IL 60614
ON TO 2050 Outreach

From: David Pickett <davidmpickett@gmail.com>
Sent: Monday, August 15, 2016 11:10 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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David Pickett
5349 N Kenmore Ave
Unit 2N
Chicago, IL 60640
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Elizabeth Rahuba
1126 E 47th St., Apt. I-1
Chicago, IL 60653
ON TO 2050 Outreach

From: JOHN LLEWELLYN <john.llewellyn@msichicago.org>
Sent: Monday, August 15, 2016 11:20 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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JOHN LLEWELLYN
4529 N MOZART
CHICAGO, IL 60625
ON TO 2050 Outreach

From: Lynn Morris <catmorris@live.com>
Sent: Monday, August 15, 2016 11:21 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Lynn Morris
233 E. Wacker Dr.
#3504
Chicago, IL 60601
ON TO 2050 Outreach

From: mickeysimple@comcast.net
Sent: Monday, August 15, 2016 11:32 AM
To: ON TO 2050 Outreach
Cc: Woodbury, Rick; john.donovan@dot.gov
Subject: Public comment re: OnTo2050 Emerging Priorities - Narrow Commuter Vehicles

Thank you for the opportunity to comment on the Emerging Priorities for OnTo2050. I attended several of the workshops.

As a Monday-Friday single occupant driving commuter from Buffalo Grove to Chicago, I observe the enormous waste in commuting in Chicago.

I enthusiastically advocate adding narrow commuting vehicles (NCVs) to CMAP’s expressed list of alternative transportation modes. Like bicycles, NCVs’ single-width design allows independent commuters to choose a right-sized, road efficient transportation form but with the added attributes of weather control, road protection, and highway transport capability. A build, rent/lease NCV program will mitigate congestion and improve air quality in a highly cost effective way.

For more information about NCVs see the link at www.commutercars.com

Thank you for your consideration.

- Michael Weiser
Buffalo Grove, IL

cc: John Donovan, Metropolitan Planning Specialist, US Department of Transportation Federal Highway Administration, Illinois Division
Rick Woodbury, Tango NCV inventor, Commuter Cars President
ON TO 2050 Outreach

From: julius parod <jparod@knox.edu>
Sent: Monday, August 15, 2016 11:35 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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julius parod
468 W Melrose
Chicago, IL 60657
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Robert Lane
10 Riverside Dr. Suite 400
Apt 410
Chicago, IL 60014
ON TO 2050 Outreach

From: Dylan Hayward <Dylan@justbuildit.org>
Sent: Monday, August 15, 2016 11:40 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Dylan Hayward
1836 N Albany
Apt 1
Chicago, IL 60647
ON TO 2050 Outreach

From: Adam Plaiss <adam.plaiss@gmail.com>
Sent: Monday, August 15, 2016 12:17 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Adam Plaiss
4831 W. Hutchinson St.
Chicago, IL 60641
ON TO 2050 Outreach

From: David Kralik <DKralik@METRARR.COM>
Sent: Monday, August 15, 2016 12:19 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment

Thanks for the opportunity to provide feedback on the Emerging Priorities for ON TO 2050 report. Below are consensus comments from Metra. Please let me know if you have any questions about these.

David Kralik, AICP | Department Head, Long Range Planning | dkralik@metrarr.com
Metra | 547 W. Jackson Blvd. | Chicago, IL 60661-5717 | (312) 322-8035

Metra comments on Emerging Priorities for ON TO 2050 – 8/15/16

- Transportation Infrastructure, page 11: Among the strategies explored for maintaining and modernizing the region's transportation system, this document should also consider potential changes in transportation governance in order to implement options and strategies that may be currently constrained in the existing structures. As shown in the initial results from the CMAP Transit Ridership Growth Study, policy implication can have biggest impact on increasing ridership, but some policy changes are hamstrung by the limitations of the existing structures.

- Alternative Transportation, page 14: A term other than "alternative" should be used to refer to these modes to make them legitimate investment options for the region. The term "alternative", although it may be familiar to the public, makes these modes sound second-rate to private vehicles and therefore less of a priority. Perhaps consider titling this section "Transportation Beyond the Automobile." In addition, this Emerging Priority should also address ride-share and its future within the transportation system, including TNCs and autonomous vehicles. Especially in the case of autonomous vehicles, CMAP should provide public policy direction and guidance in order to ensure that these vehicles are part of a transportation system that is good for the public and the environment ahead of their onset.

- Reinvestment and Infill, page 19: Investment in infill, especially in areas well served by transit should not be limited to traditional mixed use transit oriented development. In addition to increasing residential density near transit, finding ways to encourage dense employment near transit nodes can make the most efficient use of transportation resources.
ON TO 2050 Outreach

From: Kyle Whitehead <Kyle@activetrans.org>
Sent: Monday, August 15, 2016 12:24 PM
To: ON TO 2050 Outreach
Cc: John O'Neal; Martin Menninger; Jane Grover
Subject: ON TO 2050 Priorities Comment
Attachments: CMAP ON TO 2050 Comment_ActiveTrans.pdf

Please find feedback from Active Transportation Alliance Executive Director Ron Burke attached, based upon discussions with our staff, board, members and supporters. Let me know if you have any questions.

Kyle

Kyle Whitehead
Government Relations Director
Active Transportation Alliance
9 W. Hubbard St., Suite 402
Chicago, IL 60654-6545
Direct line: 312-216-0473
Fax: 312-427-4907

Support our advocacy work by registering today for the Kickstand Classic Bike Challenge! Make history on a bike on Sunday, September 25. Register at KickstandClassic.org.
ON TO 2050 Outreach

From: Greg Smith <gregory.henry.smith@gmail.com>
Sent: Monday, August 15, 2016 12:36 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Connecting the new Obama Library as part of a Museum South campus to the entire region -- especially to the international tourists sure to come to O'Hare Airport -- is a regional project that does not move forward under our agency-driven system.

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Please include CrossRail Chicago in the list of projects to evaluate, especially because it is not an agency project but benefits the entire region.

Greg Smith
1102 E 46th St
#301
Chicago, IL 60653
ON TO 2050 Outreach

From: Patrick Kerins <jpkkerins@gmail.com>
Sent: Monday, August 15, 2016 12:53 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Patrick Kerins
1118 W Wrightwood Ave
Apt 1
Chicago, IL 60614
ON TO 2050 Outreach

From: Sebastian Burca <sebicu@hotmail.com>
Sent: Monday, August 15, 2016 12:54 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Sebastian Burca
1948 W. Lawrence Ave.
Apt. 3E
Chicago, Il 60640
I have two main concerns when reading through the Priorities document.

1. All of the Figures, except for the 1st one, are not reference in the narrative nor do they reference back to what they are showing. One of these items are necessary for the Figures to be meaningful to the reader otherwise they are just colorful pictures taking up space that really don’t add anything.

2. If this report is truly for “public” consumption, there are many times within the document where you lose focus on who your audience is and start utilizing terminology that some of us in the industry may have a hard time understanding. I not saying that the report needs to be less technical, but we have to remember that not everyone who will be reading this report will have a college education, so terminology used needs to be accessible to the public.

Thank you for the opportunity to review this document.

Sincerely,
Christina Kupkowski, PE
Phase I Project Manager
Will County Division of Transportation
16841 W. Laraway Road
Joliet, IL 60433

Main Phone: (815) 727-8476
Direct: (815) 774-6329
Cell: (815) 641-7722
Email: ckupkowski@willcountyillinois.com
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Christopher Devine
5154 North Neenah
Chicago, IL 60656
ON TO 2050 Outreach

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Brent Barker
2744 W Cortland St #2
Chicago, IL 60647
ON TO 2050 Outreach

From: Diane Ower <dlkower@comcast.net>
Sent: Monday, August 15, 2016 3:45 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

Good afternoon:

I was determined enough to attend 2 of the CMAP informational meetings this summer- Prairie Crossing, Grayslake and Waukegan, IL. At both meetings I wished there were more enticements or advanced public education from your group to connect with more of the public to help them become more aware of the issues and the value of gathering their input. While I appreciated the stories about the precocious 5th graders input, the stories took away our time to get to our issues. That said, thank you for holding these meetings.

I live in Zion, where the trains do not operate with a full schedule as they run only to Waukegan, cutting out Zion, Winthrop Harbor and Kenosha. This is 2016 and there needs to be more emphasis on helping the workforce and citizens the opportunity to participate fully by having trains and buses with realistic usage times. Far too often, workers are stranded because the public transit shuts down.

Most of the tax payers DO NOT want the Rt 53 Extension due to the sheer expenses of trying to engineer a road over unstable wetlands. What is the point of pouring billions down that hole [for developers] instead of tweaking what we already have existing that can be engineered with an eye to NON-motorized separated usage and eliminating choke points? The Rt. 53 extension would destroy and divide communities, and superimposing it on the Go To 2050 RTP has created massive controversy and planning gridlock.

Lake County needs to keep its greenways, its flora and fauna and gem of livability it has. We have had a record number of high ozone and high particulate days in Lake County: please accept the task to positively fix this problem with your planning of future transportation here.

Money and budgets are impacting our future, but the idea of congestion pricing would become an addiction to greed an invitation to slow pricing adjustment and a horrible idea that would hurt the very people trying to get to their jobs. I worry about the ancillary roads becoming detour routes for big rigs and traffic that can’t afford taking expensive tollways that may use capricious pricing.

I do hope you consider reaching out in creative info publicity spots in a variety of ways to engender more input from a broader range of our communities that would value the opportunity to bring their own experiences and ideas to improve our future transportation and life quality. I heard the deft handling of the pre-released report before holding the Waukegan meeting, [so upsetting to this community] and I feel that you gave us short shrift.

Respectfully,
Diane Ower
ON TO 2050 Outreach

From: Evan Craig <aukauk@comcast.net>
Sent: Monday, August 15, 2016 4:10 PM
To: ON TO 2050 Outreach
Subject: Emerging Priorities for ON TO 2050

ON TO 2050 Priorities Comment.
To: onto2050@cmap.illinois.gov
Emerging Priorities for ON TO 2050

The Clean Power Lake County Coalition offers these comments regarding the subject report.

In collaboration with the League of Women Voters, we sponsored an event in the evening of July 29, 2016 in Waukegan. The subject report was released on that morning, claiming to summarize the input from that meeting and others. Besides the obvious inability of a report to summarize an event that had not yet occurred, the release of the report was known to the actual as well as potential attendees at this input session, and had a negative effect on the integrity of the process. Specifically, this reinforced concerns that the outcome has already been decided, or that it will be decided by CMAP irrespective of the input received. The ability to submit these comments after the fact does not correct this flaw. How does CMAP intend to rectify this for this community?

As organizers of the event, we were disappointed that the spanish translator was asked not to translate all content for the substantial number of hispanic participants. This further throws into question whether the views of minority communities is sought or heard by this process. How does CMAP intend to rectify this for this community?

Here are some of the concerns that members of Clean Power Lake County would like to see addressed by this process:

Transportation Metrics
The allocation of transportation resources should be weighted to provide the most economic gain while requiring the least amount of travel. The practice of using Level of Service to try to reduce congestion by building more capacity has not been effective, and has promoted new roadways rather than urban transit. Communities like Waukegan, and counties that need a revitalized urban core, like Lake County, need this shift in priority. In particular, we seek improvements to mass transit and connections within Lake County to Waukegan and the Lakeshore communities to spur renewal, and oppose the extension of Rt. 53/120 to the border of Waukegan, where it will cause more congestion, and require vehicles and tolls that will disadvantage low-income communities.

Green Infrastructure
- Natural resources in the region should be preserved, particularly Lake Michigan, and acreage of conservation open-space should be increased.
- Access to park space, particularly in urban communities, should be improved, not filled in.
- Planning should reduce emissions responsible for climate change, through mitigation and planning. Resilience should be integrated through watershed planning and enhanced stormwater management efforts (regionally and locally).
- Energy efficiency programs and policies as well as expand distributed generation projects like community solar should be strengthened.
- Access to local food, particularly in economically disadvantaged communities should be increased, and existing and new urban agriculture initiatives that are locally driven and paired with educational programs should be supported.

63
• Recycling programs should be improved.

Economic Development

• Environmental and equity lenses should be applied to economic development efforts
• Economic revitalization should be both sustainable and benefit local residents of the area without leading to gentrification and displacement (important in many place especially in Waukegan lakefront efforts).
• Economic development and green infrastructure projects should be paired with high quality jobs opportunities and local job training programs to ensure local hiring;
• Housing affordability should be leveraged to reduce congestion and increase livability and economic competitiveness.

Transit

• Waukegan needs more transit locally, and enhanced transit connection to Lake County's communities. Efficient bus routes to employment centers for at least 2 shifts is needed. Buses must be low or zero-emitting to preserve the air quality of denser communities.
• Access for cyclists should be expanded between communities around Lake County and Waukegan.

Thank you for receiving these comments.
Clean Power Lake County

Evan Craig
Chair, Sierra Club Woods & Wetlands Group
M:231-714-2795
Quis custodiet ipsos custodes
ON TO 2050 Outreach

From: Bonnie Fritz <wolfmom55@hotmail.com>
Sent: Monday, August 15, 2016 4:12 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Bonnie Fritz
3418 N Central Park Ave
3418 North Central Park Avenue
Chicago, IL 60618
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Ray Okoniewski
3021 S Emerald Ave.
Chicago, IL 60608
ON TO 2050 Outreach

From: Nan Warshaw <nan62@narl.com>
Sent: Monday, August 15, 2016 4:41 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Nan Warshaw
4515 N. Saint Louis Ave.
Chicago, IL 60625
ON TO 2050 Outreach

From: Theodore Jackanicz <tmjskv@earthlink.net>
Sent: Monday, August 15, 2016 4:50 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Theodore Jackanicz
3802 N. Kenneth Ave.
Chicago, IL 60641
ON TO 2050 Outreach

From: Wm O'Donnell <wsodonnell2@lycos.com>
Sent: Monday, August 15, 2016 5:24 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Wm O'Donnell
5525 N Winthrop 302
302
Chicago, IL 60640
ON TO 2050 Outreach

From: Donna Hippensteel <donnahip@sbcglobal.net>
Sent: Monday, August 15, 2016 5:49 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Donna Hippensteel
901 S Plymouth Ct
Chicago, IL 60605
ON TO 2050 Outreach

From: Bill King <audiking@gmail.com>
Sent: Monday, August 15, 2016 6:19 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Bill King
1420 Balmoral
Chicago, IL 60640
ON TO 2050 Outreach

From: Mark Brooker <brooker.mark@gmail.com>
Sent: Monday, August 15, 2016 8:23 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Mark Brooker
1149 E. 56th Street, #3
Chicago, IL 60637
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Shane Nodurft
4025 North Pulaski Road
Apartment 108
Chicago, IL 60641
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Jo Ann Potashnick
528A W. Barry Ave
Chicago, IL 60657
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Brock Auerbach-Lynn
435 w oakdale #3B
Chicago, IL 60657
ON TO 2050 Outreach

From: Yoav Kashiv <yoav66@hotmail.com>
Sent: Tuesday, August 16, 2016 3:26 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

Great news for our region! President Obama has announced his Presidential Library will be in Jackson Park, right along the Metra Electric.

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Yoav Kashiv
862 N Hermitage Ave
Apt 2F
Chicago, IL 60622
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Steven Montgomery
1227 W. Cotage Pl.
Chicago, IL 60607
ON TO 2050 Outreach

From: Meredith West <mawest06@gmail.com>
Sent: Tuesday, August 16, 2016 8:19 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Meredith West
911 N Wood St
Chicago, IL 60622
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Tim Holt
747 W. Brompton Ave
Chicago, IL 60657
ON TO 2050 Outreach

From: BOB HAGELE <bobhagele@gmail.com>
Sent: Tuesday, August 16, 2016 9:03 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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BOB HAGELE
222 N COLUMBUS DR #2603
CHICAGO, IL 60601
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Mark McClelland
3041 W Logan Blvd #1E
Chicago, IL 60647
ON TO 2050 Outreach

From: Lilia Rissman <lilrissman@gmail.com>
Sent: Tuesday, August 16, 2016 10:09 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Lilia Rissman
1340 S Michigan
Chicago, IL 60605
ON TO 2050 Outreach

From: Debra Gleason <misshuganah@gmail.com>
Sent: Tuesday, August 16, 2016 10:28 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Debra Gleason
5700 W. Grace St
Chicago, IL 60634
ON TO 2050 Outreach

From: Laura Migas <unicorndancer517@gmail.com>
Sent: Tuesday, August 16, 2016 11:47 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Laura Migas
5805 N. Rockwell St Apt 2N
Chicago, IL 60659
ON TO 2050 Outreach

From: James Audrain <jpaudrain@gmail.com>
Sent: Tuesday, August 16, 2016 2:10 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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James Audrain
1708 N Whipple Street
Chicago, IL 60647
ON TO 2050 Outreach

From: Ben C <ben.cirrus@gmail.com>
Sent: Wednesday, August 17, 2016 7:26 AM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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1935 N Sawyer
Chicago, IL 60647
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Ben C
1935 N Sawyer
Chicago, IL 60647
ON TO 2050 Outreach

From: Alejandro Sanchez <setotaisho@gmail.com>
Sent: Wednesday, August 17, 2016 2:03 PM
To: ON TO 2050 Outreach
Subject: ON TO 2050 Priorities Comment.

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Alejandro Sanchez
901 W Argyle St
Chicago, IL 60640
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John Kendryna
4924 N Glenwood
Apt 2
Chicago, IL 60640
Part 4: Organizations Contacted

The following is a list of all organizations contacted during the initial engagement period. Organizations in **bold** held an ON TO 2050 outreach workshop or event.

<table>
<thead>
<tr>
<th>Organization</th>
<th>County</th>
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</thead>
<tbody>
<tr>
<td>Access Living</td>
<td>Cook</td>
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<tr>
<td><strong>Active Transportation Alliance</strong></td>
<td>Region</td>
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<tr>
<td>Adler University, Institute for Social Exclusion</td>
<td>Cook</td>
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<tr>
<td>Alliance of the SouthEast</td>
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<tr>
<td>Andersonville Chamber of Commerce</td>
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<tr>
<td>ArcheWorks</td>
<td>Cook</td>
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<tr>
<td><strong>Austin Coming Together</strong></td>
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<tr>
<td><strong>Austin Neighborhood stakeholders</strong></td>
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<td>Back of the Yards Neighborhood Council</td>
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<tr>
<td>Berwyn Development Corporation</td>
<td>Cook</td>
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<tr>
<td>Bethel New Life</td>
<td>Cook</td>
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<tr>
<td>Blue Ocean Logic</td>
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<tr>
<td>Blue Stem Earth Festival, Will County</td>
<td>Will</td>
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<tr>
<td>Board of Commissioners of Cook County</td>
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<tr>
<td>Brighton Park Neighborhood Council</td>
<td>Cook</td>
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<tr>
<td>Brothers Standing Together</td>
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<tr>
<td><strong>Calumet Area Industrial Commission</strong></td>
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<td>Camiros, Ltd.</td>
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<td>Cannon Design</td>
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<tr>
<td>Catholic Charities, Refugee Resettlement Services</td>
<td>Region</td>
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<tr>
<td><strong>Center for Community Health Equity, Rush</strong></td>
<td>Region</td>
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<tr>
<td><strong>Center for Neighborhood Technology</strong></td>
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<td>Chatham/Avalon Park Community Council</td>
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<td>Chicago Architecture Foundation</td>
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<td><strong>Chicago Area Fair Housing Alliance</strong></td>
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<tr>
<td><strong>Chicago Council on Global Affairs</strong></td>
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<tr>
<td>Chicago Food Policy Action Council</td>
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<td><strong>Chicago Jobs Council</strong></td>
<td>Region</td>
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<tr>
<td>Chicago Neighborhood Initiatives</td>
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<tr>
<td>Chicago Neighborhoods Now, Chicago Department of Planning and Development</td>
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<tr>
<td><strong>Chicago Plus/Chicago North Shore Convention and Visitors Bureau</strong></td>
<td>Cook</td>
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<tr>
<td><strong>Chicago Region Trees Initiative</strong></td>
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<tr>
<td>Chicago Sky Community Relations</td>
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<td>Chicago Urban League</td>
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<td><strong>Chicago West Community Development Corporation</strong></td>
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<td>Chicago Wilderness</td>
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<td><strong>Chicagoland Chamber of Commerce</strong></td>
<td>Region</td>
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<tr>
<td>Organization</td>
<td>County</td>
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<tr>
<td>City of Blue Island</td>
<td>Cook</td>
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<tr>
<td>City of Chicago</td>
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<tr>
<td>City of Chicago, Department of Planning &amp; Development</td>
<td>Cook</td>
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<tr>
<td>City of Chicago, Office of the Mayor</td>
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<tr>
<td>City of Evanston</td>
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<tr>
<td>City of Geneva</td>
<td>Kane</td>
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<tr>
<td>City of Highland Park</td>
<td>Lake</td>
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<tr>
<td>City of Joliet</td>
<td>Will</td>
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<tr>
<td>City of Naperville, Community</td>
<td>DuPage</td>
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<td>City of Naperville, Staff</td>
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<tr>
<td>City Treasurer - Chicago</td>
<td>Cook</td>
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<td>Civic Consulting Alliance</td>
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<td>CJ and Associates</td>
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<tr>
<td>Claretian Associates</td>
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<td>College of Lake County</td>
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<tr>
<td>Community Investment Corporation</td>
<td>Region</td>
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<tr>
<td>Community Partners for Affordable Housing</td>
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<tr>
<td>Congress for New Urbanism</td>
<td>Region</td>
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<tr>
<td>CONSEG (Consortium of North Shore Environmental Groups)</td>
<td>Cook</td>
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<tr>
<td>Consortium to Lower Obesity in Chicago Children</td>
<td>Cook</td>
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<tr>
<td>Cook County (directors)</td>
<td>Cook</td>
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<tr>
<td>Cook County (staff)</td>
<td>Cook</td>
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<tr>
<td>Cook County Department of Transportation &amp; Highways</td>
<td>Cook</td>
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<tr>
<td>Crown Philanthropies</td>
<td>Region</td>
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<tr>
<td>Delta Institute</td>
<td>Region</td>
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<tr>
<td>Denise Arnold LLC</td>
<td>Cook</td>
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<tr>
<td>DuPage Mayors and Managers, Transportation/Technical Committee</td>
<td>DuPage</td>
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<tr>
<td>E.T.H.O.S. (affiliated South Shore groups)</td>
<td>Cook</td>
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<tr>
<td>Edgewater Historical Society</td>
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<tr>
<td>Edgewater Sustainability Project</td>
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<td>Elevate Energy</td>
<td>Region</td>
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<tr>
<td>Elgin residents</td>
<td>Kane/Kendall</td>
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<td>Enlace Chicago</td>
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<td>Enterprise Community Partners</td>
<td>Region</td>
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<tr>
<td>Equestrian Coalition of McHenry County</td>
<td>McHenry</td>
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<td>Equip for Equality</td>
<td>Region</td>
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<tr>
<td>ETHOS Southside</td>
<td>Cook</td>
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<tr>
<td>eTOD/Enterprise Community Partners</td>
<td>Cook</td>
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<tr>
<td>Evanston Community Foundation</td>
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<tr>
<td>Faith in Place / Riverdale Organizing for Change (ROC)</td>
<td>Cook</td>
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<tr>
<td>Family Focus</td>
<td>Cook</td>
</tr>
</tbody>
</table>
Organization                                    County
Far South Community Development Corporation  Cook
Farm Illinois                                 Region
Fermi National Accelerator Laboratory        Kane
Foley & Lardner                               Cook
Forest Preserve District of Cook County      Cook
Forest Preserve of Will County              Will
Friends of the Parks                         Cook
Future Leaders in Planning students         Region
Garfield Park Community Council             Cook
Garfield Park Conservatory Alliance         Cook
Girl Scouts of Greater Chicago and Northwest Indiana  Region
Glenbord South High School                   DuPage
Go Green Wilmette                           Cook
Greater Auburn Gresham Development Corporation  Cook
Greater Englewood Community Development Corporation  Cook
Greater McHenry County Leadership           McHenry
Greater Southwest Development Corporation    Cook
Hamdard Healthcare                           DuPage
Hands to Help Ministries                    Cook
Harvard Business School Club of Chicago      Cook
Health and Disability Advocates             Cook
Heartland Alliance                           Region
Highland Park Chamber of Commerce           Lake
Horner Park Neighbors                        Cook
Horsemens Council of Illinois                McHenry
Housing Acuerdo, Latino Policy Forum         Region
Illinois Association of Park Districts       Region
Illinois Association of Realtors            Region
Illinois Coalition for Immigrant and Refugee Rights  Region
Illinois Facilities Fund                    Region
Illinois Hispanic Chamber of Commerce       Region
Illinois Horsemens Association               McHenry
Illinois Housing Council                    Cook
Imagine Englewood                            Cook
Instituto del Progreso Latino               Region
Jefferson Park Forward                      Cook
Kane County Division of Transportation      Kane
Kane County Planning Cooperative            Kane
Kane/Kendall Council of Mayors              Kane/Kendall
Kane/Kendall Council of Mayors Transportation Policy Committee  Kane/Kendall
Kendall County Mayors & Managers            Kendall
Kinzie Real Estate Group                    Cook
Organization
Korean Cultural Center of Chicago
Cook
LAI - Lambda Alpha International (Land Economics Society - Chicago Chapter)
Cook
Lake County Chamber Hispanic Committee
Lake
Lake County Housing Action Coalition
Lake
Lake County Municipal League
Lake
Lake County Stormwater Management Commission
Lake
Lake County Tech Hub & Business Incubator
Lake
Lake Kinzie Industrial Council
Cook
Lambda Legal
Region
Landmarks Illinois
Region
Latin United Community Housing Association
Cook
League Policy Forum
Region
League of Women Voters of Central Kane County
Kane
League of Women Voters of Evanston
Cook
League of Women Voters of Homewood Flossmoor
Cook
League of Women Voters of Lake County
Lake
League of Women Voters of Lake County (Grayslake)
Lake
League of Women Voters of Lake County (Waukegan, Spanish)
Lake
Liberty Prairie Foundation
Lake
LISC
Cook
LISC Chicago, Planning Cohort
Cook
Little Village Environmental Justice Organization
Cook
Lloyd A. Fry Foundation
Region
Logan Square Neighborhood Association
Cook
Loyola University Center for Urban Research and Learning
Region
Magnetar Academy
Region
Mano a Mano Family Resource Center
Lake
McCormick Foundation
Region
McHenry County Board, District 2
McHenry
McHenry County Community Foundation
McHenry
McHenry County Council of Mayors
McHenry
McHenry County Economic Development Corp.
McHenry
McKinley Elementary School, Bellwood
Cook
Metropolitan Planning Council
Region
Metropolitan Water Reclamation District
Cook
Mikva Challenge
Cook
Morton Arboretum
DuPage
My Block My Hood My City
Cook
NAACP: South Chicago
Cook
Near North Unity Program
Cook
Near West Side Community Development Corporation
Cook
Neighborhood Housing Services of Chicago
Cook
Organization
Neighbors of West Loop
New Star Services (formerly SouthSTAR)
No Illiana 4 Us
North Central Council of Mayors
North Lawndale Community Coordinating Council (NLCCC)
North River Commission
Northern Illinois Food Bank
Northfield Village Board/League of Women Voters
Northwest Municipal Conference
Northwest Side Housing Center
Northwest Special Recreation Association
Office of Senator Mark Kirk
Old Town Merchants and Residents Association
ONE Northside
Peggy Notebaert Nature Museum, Conservation Corps
Pilsen Neighbors Community Council
Polk Brothers Foundation
Portage Park Chamber of Commerce
Progress Center for Independent Living
Public Allies Chicago
Quad Communities Development Corporation
Red Line Extension Coalition
Resident Association of Greater Englewood (R.A.G.E.)
Resurrection Project
Rogers Park Business Alliance
Roseland Heights Community Association
Seven Generations Ahead
Seventhwave
Siemens
Sierra Club
Six Corners Association
Skidmore, Owings & Merrill LLP
Skokie Public Library
Slow Roll Chicago
Solomon Cordwell Buenz
Son Chiquitos
South Austin Neighborhood Association
South Metropolitan Higher Education Consortium (SMHEC)
South Suburban Housing Collaborative
Southland Human Services Leadership Council
Southwest Conference of Mayors
State of Black Chicago, Public Policy Institute

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<td>Sunshine Gospel Ministries, Sunshine Enterprises</td>
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<td>Terry Guen Design Associates</td>
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<td>The Chicago Lighthouse for People who are Blind or Visually Impaired</td>
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<td>The Miracle Center</td>
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<td>The Resurrection Project</td>
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<td>The Richard H. Driehaus Foundation</td>
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<td><strong>The Warehouse Project and Gallery</strong></td>
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<td><strong>Transport Chicago</strong></td>
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<td>U of C, Urban Labs</td>
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<td>Visit McHenry County</td>
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The Chicago Metropolitan Agency for Planning (CMAP) is our region’s official comprehensive planning organization. The agency and its partners are developing ON TO 2050, a new comprehensive regional plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.