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# 1. Introduction and overview

From May 27 to September 10, 2009, the Chicago Metropolitan Agency for Planning (CMAP) launched an important period of public input for the *GO TO 2040* comprehensive regional planning campaign. Referred to as “Invent the Future,” this phase solicited feedback from residents and stakeholder groups regarding several alternative future scenarios that CMAP had created to describe how the region might develop in coming years and decades. Each scenario combined a number of different planning strategies, and the best strategies -- as identified through extensive research and public input -- will ultimately be the basis of the preferred Regional Scenario that will be presented for CMAP Board approval in January 2010. “Invent the Future” was a large-scale effort that encouraged residents to express their priorities for the future of the region.

Based on public feedback and quantitative analysis of the effects of each scenario on traffic, public health, the environment, the economy, and many other features, the preferred Regional Scenario will be the basis of specific strategies, policies, and investments that will make up the *GO TO 2040* Plan, which will be completed in October 2010.

This report details how CMAP engaged the public in setting the priorities for the development of the preferred Regional Scenario. *GO TO 2040*'s Invent the Future phase had two primary goals:

1. To educate the region on the impacts of multiple planning strategies;
2. And to gain public input on the development of CMAP's preferred future.

To accomplish these goals, from June 1 to September 10, 2009 CMAP provided the public with a variety of opportunities to have their say on policy decisions that could be included in *GO TO 2040*. The public engagement phase began with an official sneak-preview kick-off event on May 27, 2009 at the Chicago Botanic Garden in Glencoe, Illinois. CMAP's partners and stakeholders were invited to preview workshop activities, online interactive tools, and the kiosk software before they were presented to the rest of the region. This preview was also meant to promote to key partners and stakeholders that now is the time CMAP needs to hear from their membership and constituents.

Building flexible opportunities for participation was key for the implementation of this phase. Therefore CMAP developed a variety of ways for the public to be involved. Participants could choose the length and depth of participation, with options ranging from taking a two-question survey to participating in a two-hour workshop. Opportunities were available for face-to-face contact at public workshops or online participation that did not require direct interaction. Throughout these methods of engagement CMAP asked residents to help us prioritize policies and tell us about the trade-offs they would be willing to support to reach their goals.

All the activities described in this document align closely with CMAP's *Public Participation Plan*, which was created to "develop a proactive public participation process in northeastern Illinois that provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement of the public in developing regional plans and capital programs." In addition, CMAP recognizes that public participation is a key component in effective planning. It is essential that the residents of northeastern Illinois have a voice in how the region's plans are formulated. This report details the public engagement tools, promotion, results, and lessons learned from our summer public engagement events and activities.

## **1.1 MetroQuest**

The primary public engagement tool used during the summer was an interactive software, called MetroQuest. This software was developed so that users can experiment with different types of transportation investments and development patterns and consequently view the outcomes of each decision they make. Each combination of potential actions is called a scenario. MetroQuest allows users to create multiple future scenarios and compare them to one another. The software visually illustrates the relationships between land use and transportation and depicts the impact of these choices on the region through animated maps, graphs, and charts. Variations on this software were used throughout the public engagement process: at public meetings, [on the web](#), and also in stand-alone kiosks.

With funding support from The Chicago Community Trust, this tool was developed by Vancouver-based Envision Sustainability Tools, Inc, in collaboration with CMAP over an eight-month period beginning in the spring of 2008. This software was based on local data that included the Chicago Wilderness Green Infrastructure Vision, current CMAP land use inventories, regional information on water and energy consumption, travel data, census data, and national research.

Built in to the tool is a "current trend," or reference, scenario that shows what would happen if the region continues in a linear fashion on the path it is presently headed in. The "current trend" scenario is depicted by the orange shape in the figure below. This scenario is a fictional scenario that assumes that there are no significant changes to the way we are building or investing in transportation, the environment and other policy areas. It serves as a comparison tool to show the impact of different choices on the future. After a user creates their own scenario it can then be compared to the current trend scenario on different performance indicators.

To create a scenario, MetroQuest begins by asking six questions on planning and policy issues and offering participants a variety of answer choices.

### **Development Density**

Q. What type of development should the region encourage?

A. Low density growth, current patterns of growth, moderately compact growth, or highly compact growth

**Development Location**

Q. Where should the region encourage development of new homes and businesses?

A. Unfocused, community and metropolitan centers, or metropolitan centers

**Road Network.**

Q. How much should we invest in the road network?

A. Minimum maintenance, moderate increase, or significant increase

**Transit System**

Q. How much should we invest in the transit system?

A. Minimum maintenance, moderate increase, or significant increase

**Transportation Policy**

Q. Which transportation policies should we encourage?

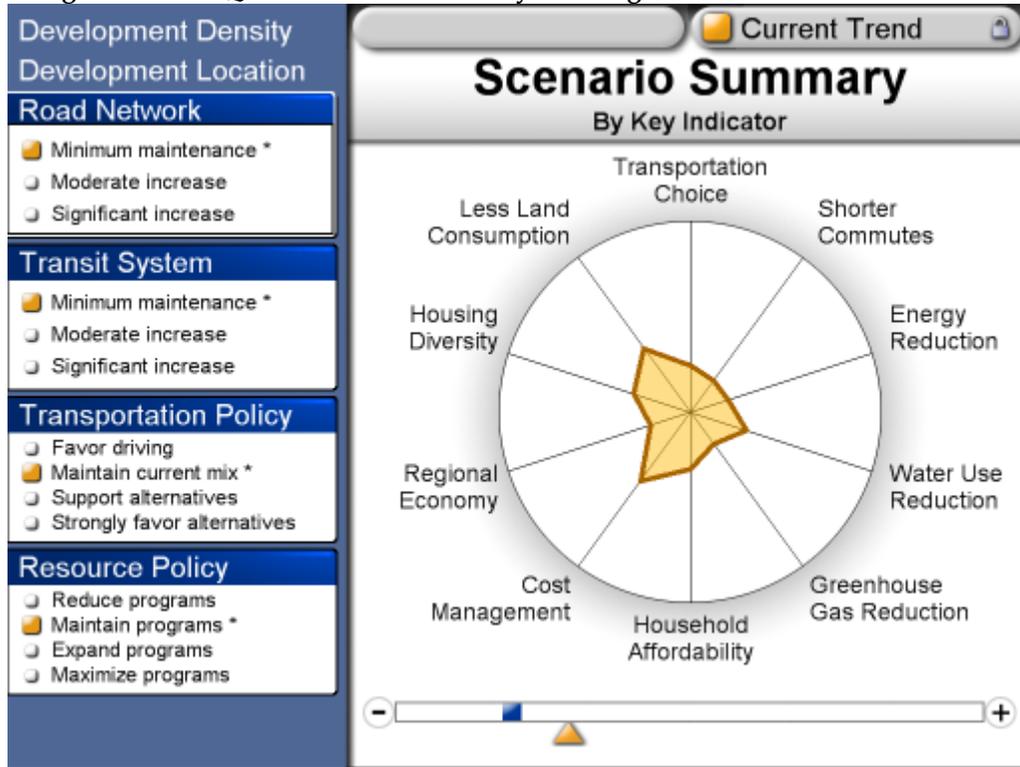
A. Favor driving, maintain current mix, support alternatives, or strongly favor alternatives

**Resource Policy**

Q. How much should we invest in managing energy, air quality, greenhouse gases and water?

A. Reduce programs, maintain programs, expand programs, or maximize programs

Figure 1: MetroQuest Scenario Summary showing the "Current Trend" scenario



After answering the questions, MetroQuest instantly allows users to see the impacts of their choices on ten different indicators. The closer the points on each spoke are to the outer edge of the wheel, the better each scenario has performed. Users can compare the scenario they created to the “current trend” scenario, depicted above in orange, and see how their answers have impacted the following performance indicators (also listed around the wheel above):

Housing Diversity  
 Land Consumption  
 Transportation Choice  
 Commute Time  
 Energy

Water Use  
 Greenhouse Gasses  
 Household Affordability  
 Cost Management  
 Regional Economy

The relationship between answer choices and the indicators can be explored in even greater detail than the polygon it creates. For instance, by choosing to invest in roads and transit as well as policies that support alternatives to driving, the green scenario – labeled “my scenario” – shape gets larger. In a workshop environment, the multitude of options can lead to discussions on the costs and benefits of one choice over another. To provide fodder to potential discussions, land use maps depicting land consumption or preservation are also available to explore (see below). After exploring outcomes, the newly created scenario can then be refined to achieve a desired outcome.

Figure 2 MetroQuest Scenario Summary showing the "Current Trend" vs. "My Scenario"

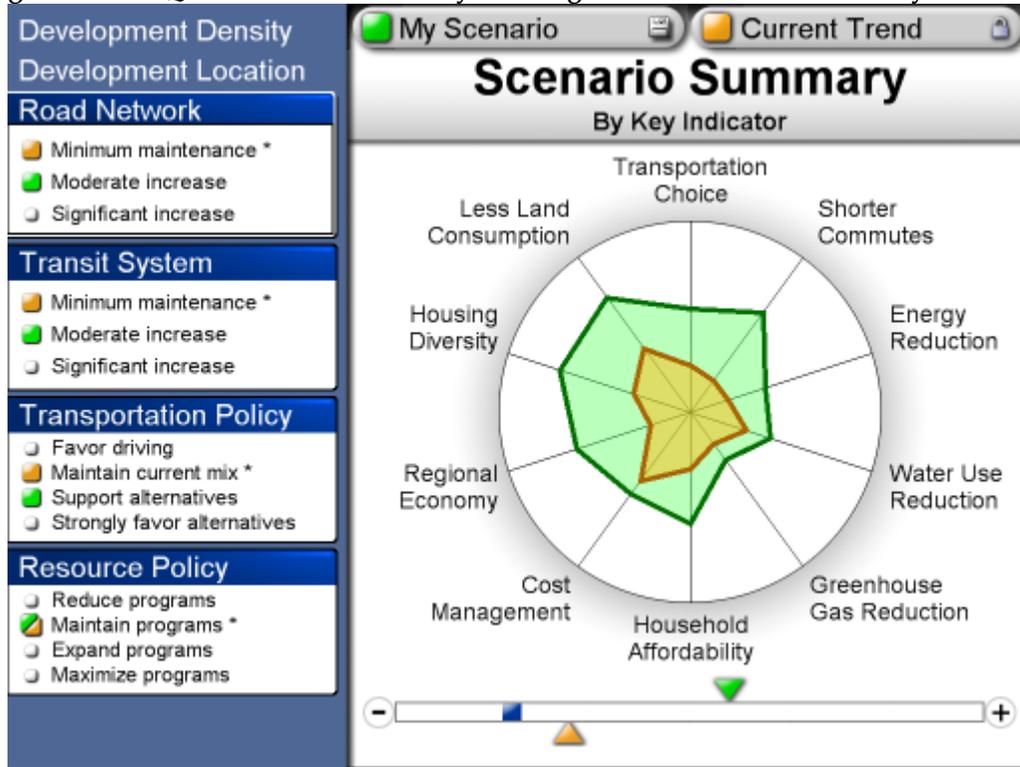
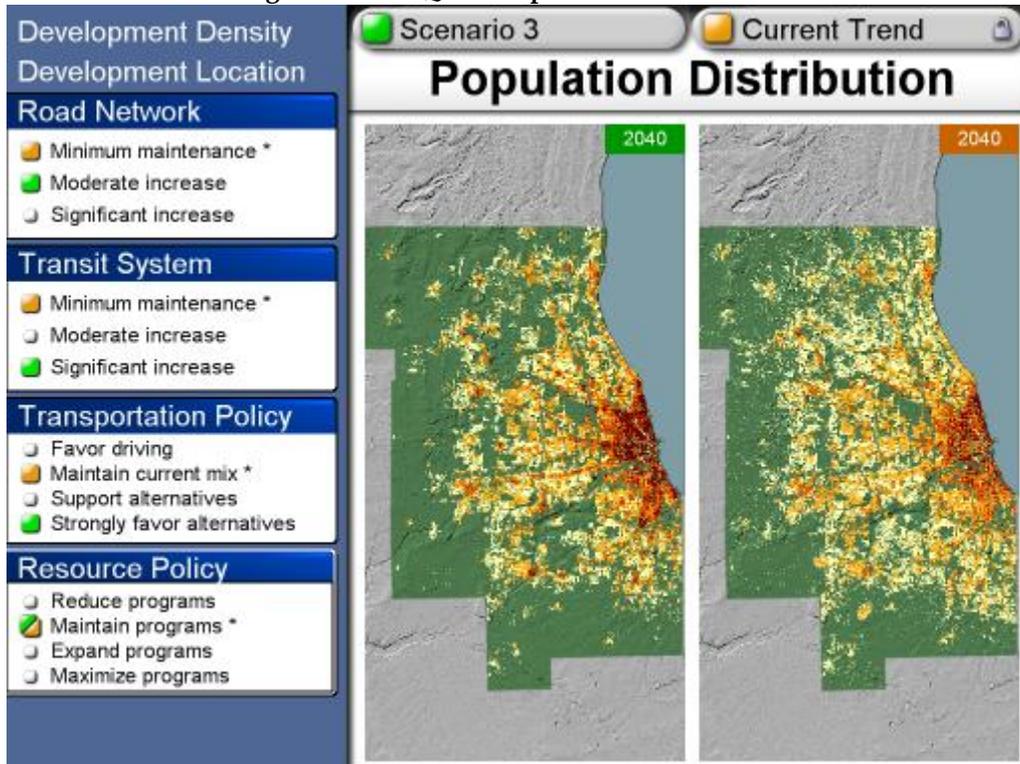


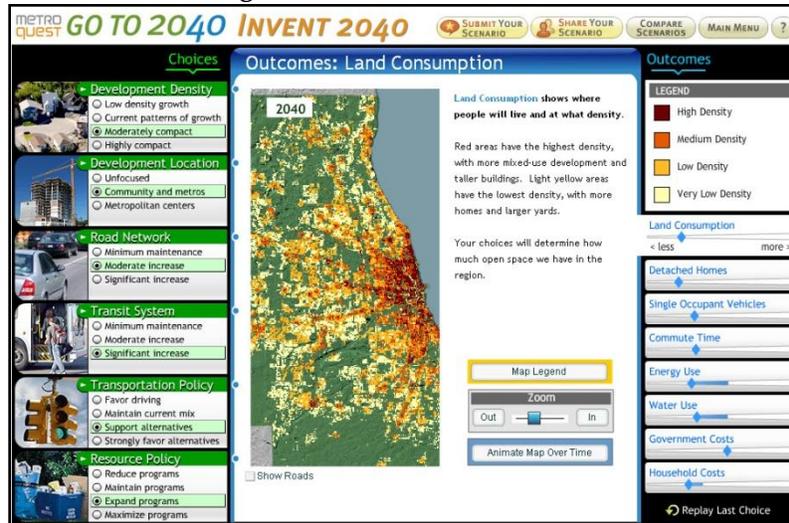
Figure 3 MetroQuest Population Distribution



## 1.2 Online

### MetroQuest: Invent 2040

Figure 4 Invent 2040 screenshot



The online version of MetroQuest, called *Invent 2040*, has very similar functionality to the workshop software. It provides users many of the same options as the workshop version, but was designed specifically for individual non-facilitated use. Users began the online experience by answering the same six questions that were posed to workshop participants. Users were then able to explore the impacts development patterns, transportation investments, and environmental policies have on key outcomes. However, this tool had less detail than the workshop software and only included eight outcome indicators.

- Land Consumption
- Detached Homes
- Single Occupant Vehicles
- Commute Time
- Energy Use
- Water Use
- Government Costs
- Household Costs

While this version was less intensive than the workshop software, it allowed participants to explore at an individual pace. After creating and refining a scenario, users could then rate their scenario, add comments, and send it to CMAP. Users could also share their scenario with a friend or post a link to social networking websites such as Facebook and Twitter. Lastly, participants could compare the scenario they created to three sample scenarios developed by CMAP.

### **MetroQuest: Compare 2040**

After creating a scenario in the *Invent 2040* module, participants who were interested in spending even more time going into the details on alternative scenarios and different policies could do so in the *Compare 2040* module. Broadly, the three scenarios in the *Compare* module are as follows; Preserve, Reinvest, and Innovate.

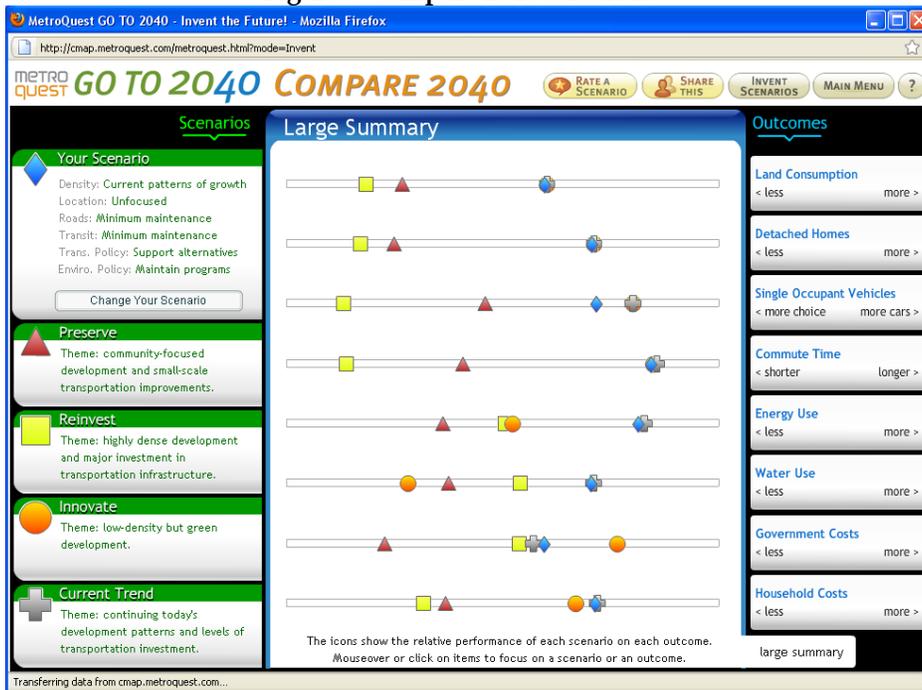
The *preserve* scenario consisted of community focused development and small-scale transportation improvements.

The *reinvest* scenario focused on highly dense development and major investment in transportation infrastructure

The *innovate* scenario is low density but used green development and innovative technologies to mitigate the human impact on the region.

The three CMAP sample scenarios were developed to invoke discussions on different policy directions *GO TO 2040* could take. The purpose of the *Compare 2040* module was to create a seamless transition for users between the scenario they created and all of the data, research, and analysis that is encapsulated in the CMAP sample scenarios. Users were able to look at the performance of each scenario individually and were also able compare them across scenarios. For example, the CMAP *Innovate* scenario helps the region conserve water but will also increase the number of cars on the road. Users could then create their own scenario that outperformed the *Innovate* scenario and submit it to CMAP.

Figure 5 Compare 2040 screenshot



### 1.3 Kiosk software

Figure 6 Millenium Park kiosk



To encourage broad participation in the *GO TO 2040* process, CMAP developed interactive kiosks that were installed in several locations around the region. Kiosk software drew upon the MetroQuest tool as a base for its user experience and repackaged it into a simplistic three to five minute user experience. Following a short introductory video (see [http://www.youtube.com/watch?v=56FW\\_iu0Qz4&NR](http://www.youtube.com/watch?v=56FW_iu0Qz4&NR)), the kiosks introduced participants to the idea of long-range regional planning and asked them to answer two questions concerning development patterns and transportation investment. After each video the user is then asked to make a decision about how they would plan for the future. The questions are:

- Q. How would you plan for new development?
- A. Unfocused, community focused, or metropolitan focused

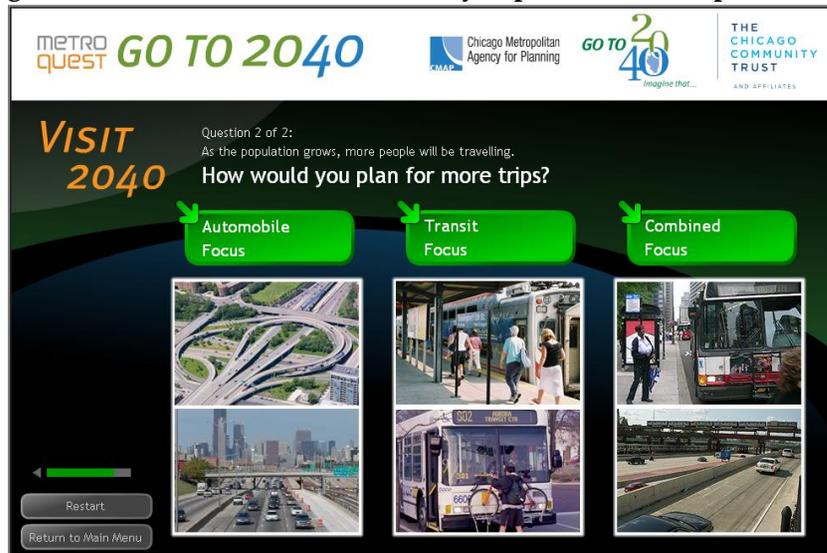
Figure 7 Kiosk screenshot "How would you plan for new development?"



Q. How would you plan for more trips?

A. Automobile focus, transit focus, or combined focus

Figure 8 Kiosk screenshot "How would you plan for more trips?"



Upon answering the questions, the kiosk played a video the results of the choices made on congestion, air quality, and fiscal health, and promoted the GO TO 2040 website as an opportunity for deeper involvement.

## 1.4 Fairs and Festivals: “GO TO 2040 On the Road”

As a grassroots effort to reach the public CMAP attended over 15 county fairs, street festivals, sporting events, and other public events between May 14 and September 19, 2009; a full list of these can be found in Appendix 6.3. The purpose of attending these events was to increase awareness and encourage broad participation in the GO TO 2040 process with the general public. At each, CMAP had a booth with information about GO TO 2040 and other CMAP initiatives. Many of the fairs and festivals are geared toward families and people with children, particularly the daytime activities. Recognizing the target audience, CMAP used a prize wheel to attract passersby. The prize wheel created excitement among children of all ages and compelled parents or guardians to approach the booth to learn more. While CMAP had kiosk software available on laptops, in many cases booths were not equipped with electrical outlets, as seen in the image of an outdoor booth. In place of actual kiosks, a two-question survey card was distributed to interested passersby.

These two questions were identical to the questions on the kiosk. People who filled out the form received a GO TO 2040 branded giveaway item such as a reusable tote bag, pen, seed packets (donated by GO TO 2040 Partner – Chicago Botanic Garden) post-it notes, and a map of bike trails or highways (donated by GO TO 2040 Partners RTA and IDOT).

*How would you plan for new development? (Unfocused, community focused or metropolitan focused)*

*How would you plan for more trips? (Automobile focus, transit focus, or combined focus)*



Figure 9 Booth set-up example, Matteson Festival



Figure 10 Mother and children at CMAP booth at the DuPage County Fair

In addition to collecting information on preferences, participants were also asked to provide us general demographic and geographic information such as name, gender, age, email, address, city, zip code and state. An example of the survey card used at the fairs is depicted below.

The image shows two survey cards. The left card is green and white, featuring the Chicago Metropolitan Agency for Planning logo and the 'GO TO 40' slogan. It contains two questions with multiple-choice options. The right card is white and blue, containing fields for Name, Address, Email, Gender (Male/Female), and Age.

**Chicago Metropolitan Agency for Planning** **GO TO 40** *Invest the Future.*

*How would you plan for new development? (circle one)*

- a. Unfocused Development
- b. Community Focus
- c. Metropolitan Focus

*How would you plan for more trips? (circle one)*

- a. Automobile Focus
- b. Transit Focus
- c. Combined Focus

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Email: \_\_\_\_\_

Male  Female

Age: \_\_\_\_\_

Figure 11 Fair and festival survey cards

## 2. Promotion, Media, and Other Outreach methods

A concerted effort was made to promote Invent the Future using "old" and new media and "word of mouth" efforts. On June 1, CMAP issued a press release (<http://bit.ly/7rymy>) announcing the new outreach effort. On June 4, CMAP Board chairman Gerald Bennett was on WTTW's Chicago Tonight (<http://bit.ly/T00YL>). On that same date, the Chicago Tribune also ran a story (<http://bit.ly/h5Ksg>) that eventually appeared in most local suburban sections of the paper.

TimeOut Chicago ran an illustrated story in the first week of July (<http://bit.ly/1V18q2> and at right) that featured comments by average residents who had tried CMAP's MetroQuest software. Other coverage included the Sun-Times News Group, the Sun newspapers, Daily Herald, Northwest Herald, the Pioneer Press newspapers, the Suburban Life newspapers, the Business Ledger, the Drive 97.1 FM, and WCPT-820AM (Mike Nowak interview with Randy at <http://bit.ly/2ZsO0q>).

ABC-7 (see <http://bit.ly/11O5OJ> and image below, at right) aired a Frank Mathie interview with Randy Blankenhorn and CMAP summer intern Daniel Burnham V. In addition to news coverage, numerous routine calendar listings appeared regularly in local newspapers and websites across the region. For links and other details, see the attached list of Invent the Future media coverage

Special emphasis on getting coverage from bloggers and partners sites yield coverage at "new media" sites such as Chicago Now's "On Ramp," Chicago Content, Chicago Now, Chi-Town Daily News, Community Media Workshop, Evanston Now, Explore Chicago, Gapers Block, Hyde Park Progress, Next American City, the Urbanophile, and the Woodstock Advocate and the Windy Citizen.

Spreading the word about the workshops was also supported through the use of CMAP staff and partners. All CMAP staff were encouraged to take GO TO 2040 posters and postcards to their favorite local coffee shops or other locations. External Relations staff contacted community leaders in and around the workshop area to inform them and encourage attendance at the workshops. Staff also spent time at Metra locations handing out flyer for workshops and post workshop posters at train stations,



Figure 12 CMAP Board chairman Gerald Bennett on WTTW's Chicago Tonight



Figure 13 TimeOut Chicago article



Figure 14 CMAP executive director Randy Blankenhorn on ABC-7

libraries, bookstore, coffee shops, city halls, schools and other high traffic areas.

Many of the *GO TO 2040* Partners helped get the word out through their organization email blasts and newsletters, including the Active Transportation Alliance, Alliance for Public Transportation, Car Free Chicago, Chicago Wilderness, DevCorp North, Environmental Defenders of McHenry County, Fox River Ecosystem Partnership, League of Women Voters, Metropolitan Mayor's Caucus, Metropolitan Planning Council, and the Regional Transportation Authority. A full list of *GO TO 2040* Partners is available online ([www.goto2040.org/partners.aspx](http://www.goto2040.org/partners.aspx)). Former Tribune reporter Pat Reardon wrote extensively about CMAP and *GO TO 2040* in multiple entries at the Burnham Centennial blog (<http://bit.ly/kxvbG>).

Among the non-traditional mechanisms for getting the word out, staff have created *GO TO 2040* pages on YouTube (<http://www.youtube.com/goto2040>), Facebook (<http://bit.ly/Vq2xJ>), Twitter (<http://twitter.com/goto2040>), Flickr ([http://www.flickr.com/photos/go\\_to\\_2040/](http://www.flickr.com/photos/go_to_2040/)) and the CMAP and *GO TO 2040* blogs. In addition to promoting Invent the Future in Randy Blankenhorn's weekly email updates, staff used Constant Contact "e-blast" software to send many dozens of targeted email announcements for the workshops and on-line tools.

To stimulate coverage midway through the input phase, CMAP issued a summary (<http://bit.ly/f8Mj7>) of input to date, which prompted another Tribune story (see image at right and <http://bit.ly/4sqxP>) that featured a large color photo from a workshop on the front page of Chicagoland Extra north editions and on the web.

All of the grassroots activities CMAP participated in were promoted on *GOTO2040.org* with a list of locations, dates, and times. The Citizens' Advisory Committee was also helpful in identifying fairs, festivals and events to promote *GO TO 2040* and the workshops. Additionally, a note about our participation was included in Randy's Weekly email.

To promote and schedule workshops across the region, CMAP first reached out to *GO TO 2040* Partners to see if they were interested in hosting or co-hosting an Invent the Future workshop with their members, at their organization, or in their community. The *GO TO 2040* Partnership program was created for stakeholders, local governments, schools, libraries, community-based organizations and individuals to get involved in the planning process. Through this program CMAP coordinated Community Conversations, execute six Bold Ideas Contest Programs, and helped staff identify festivals and workshop locations.

Once an initial list of workshop locations was in place, CMAP staff worked with its committee members and planning liaisons identify additional workshop locations. Workshops needed to be geographically diverse, as well as representative of the population in the seven-county region.

Workshops were promoted through a variety of means. Workshop dates, times, and locations were all posted online. Press releases were sent out to major media sources. If communities had a local events calendar staff worked to ensure that the workshop was listed locally. In

addition, CMAP created a promotional postcard and 11"x17" poster to hand out and place in and around local businesses. In some cases, workshop co-sponsors mailed the postcard out to their members. CMAP decided to focus more on web-based promotion than actual physical mailers. CMAP drew from its existing database of names and email addresses which now included the contact information from Community Conversations lists from the CMAP database of local and surrounding zip codes for each workshop and invited all of these individuals via email. The email included links to all scheduled workshops, a video describing what participants in a workshop could expect, and a link to the online MetroQuest software. In addition to traditional means of promotion staff blogged, tweeted, and promoted events through the *GO TO 2040* Facebook fan page.

At almost every workshop CMAP tracked how participants found out about the workshop they attended. This information was collected through keypad polling primarily to help CMAP understand what methods of promotion were getting people to the workshops. Most often we participants told us that they heard about the workshop through a partner organization. Quite a few people heard through word of mouth, but there was still a large proportion of respondents who selected "other." At several of the meetings, participants whose knowledge of the workshop came from "other" were asked to share with the group how they heard about the meeting. The typical response was an article in the local newspaper. In the future this information may help CMAP better focus our outreach methods to get people to workshops.

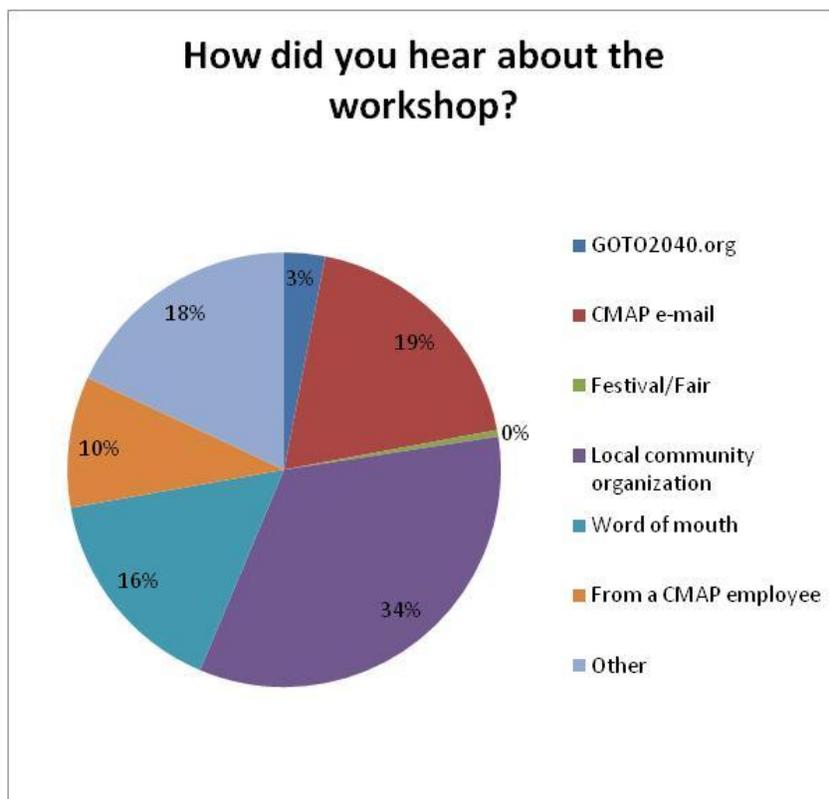
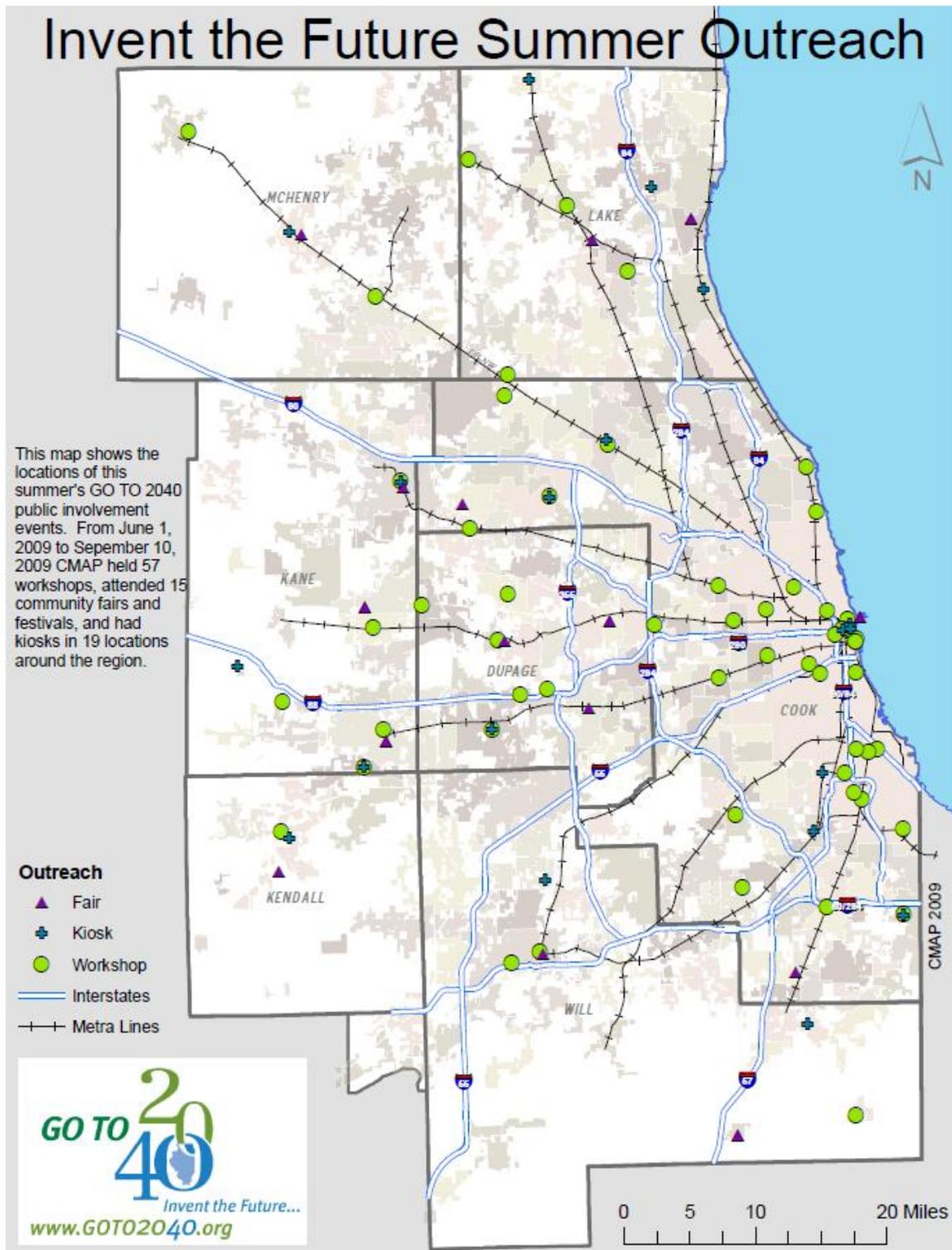


Figure 15 Workshop responses to how participants heard about the workshop

### 3. Participation, Results, and Feedback

Public engagement activities were widely distributed across the region, as shown in the map below. Twenty-one workshops were held in the City of Chicago, 14 in Cook County and 22 workshops were held in the collar counties.



At the workshops and through the online software, participants are asked to make choices concerning future development density and location, roadway and transit investment, support for alternative transportation, and environmental policy. It should be noted that the responses collected and shown here are not meant to be used as statistically valid survey results, because participants cannot be assumed to be representative of the region.

### 3.1 Kiosks

Based on usage data periodically collected from the kiosks, it is estimated that over 35,000 individuals began kiosk sessions, and approximately 14,000 answered both survey questions and completed the kiosk session. The kiosks were primarily meant for educational purposes, but the responses to the survey questions were also collected.

### 3.2 Fairs and Festivals

CMAP staff gathered over 2,800 survey cards. Survey cards included responses to questions, gender, and zip code. Women represented the majority of survey respondents. Participants were distributed across a variety of age ranges.

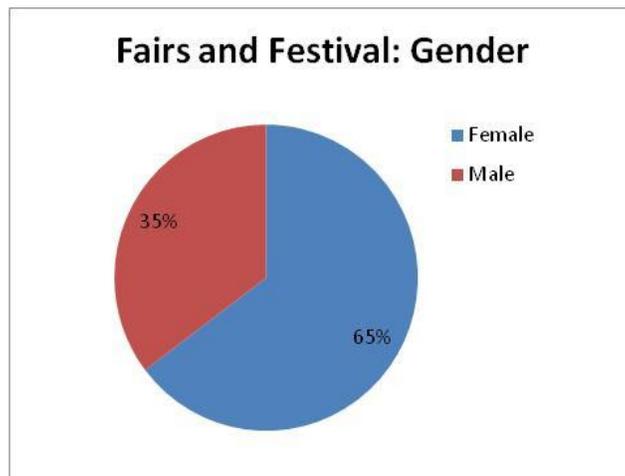


Figure 16 Survey card responses to gender

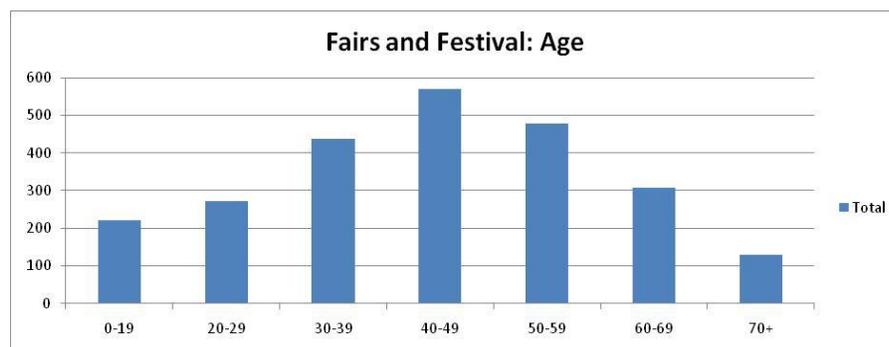


Figure 17 Survey card responses to age

Zip code data helped to determine geographic location of respondents; ultimately the data was consolidated by county. CMAP aimed to reach as many areas in the region. Based on survey cards collected, no county in the region represented a majority. The bulk of the survey cards received came from six out of the seven CMAP counties – DuPage, Kane, Kendall, Lake, McHenry, and Will. Of those counties CMAP received the greatest response from DuPage and Lake Counties.. Total survey card responses from Cook County were 35 percent, of which 42 percent came from the northwest portion of the county, followed by 26 percent from the city of Chicago, and 20 percent from south Cook County.

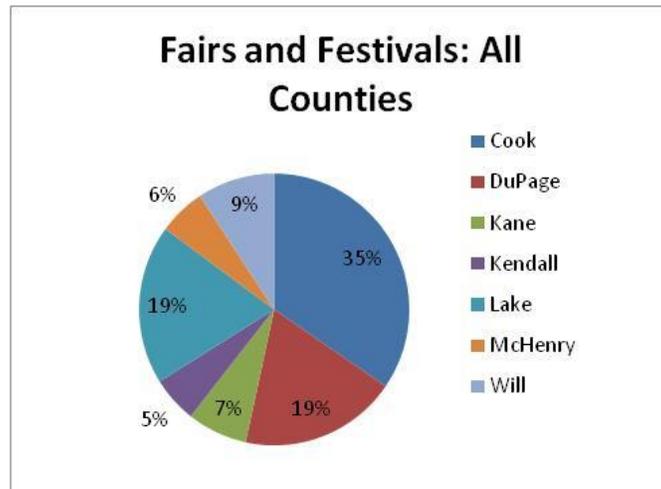


Figure 18 Survey card responses breakout by county

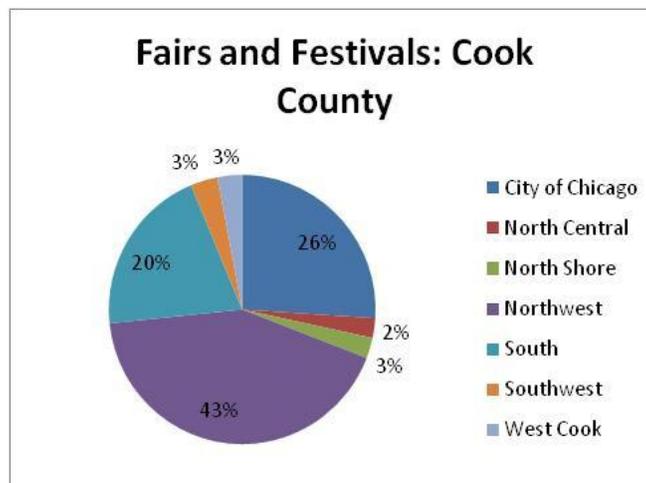
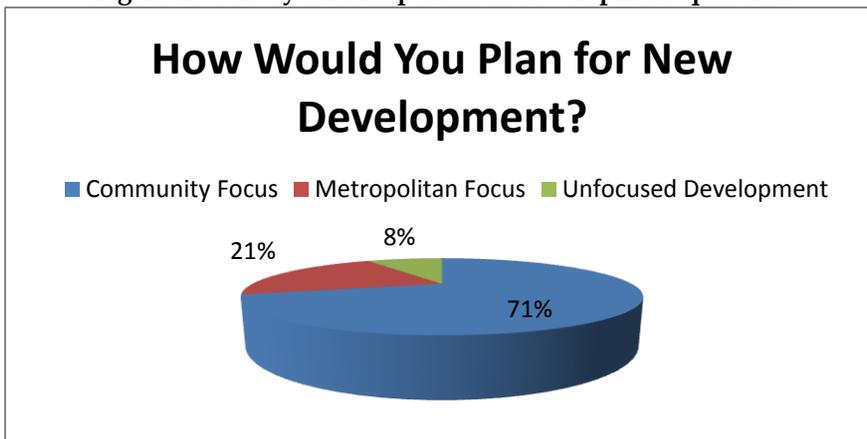


Figure 19 Survey card responses breakout by Cook County Council of Mayors

Looking at the total of the all the survey responses, the most popular response in the region to “How Would You Plan for New Development?” is Community Focus.

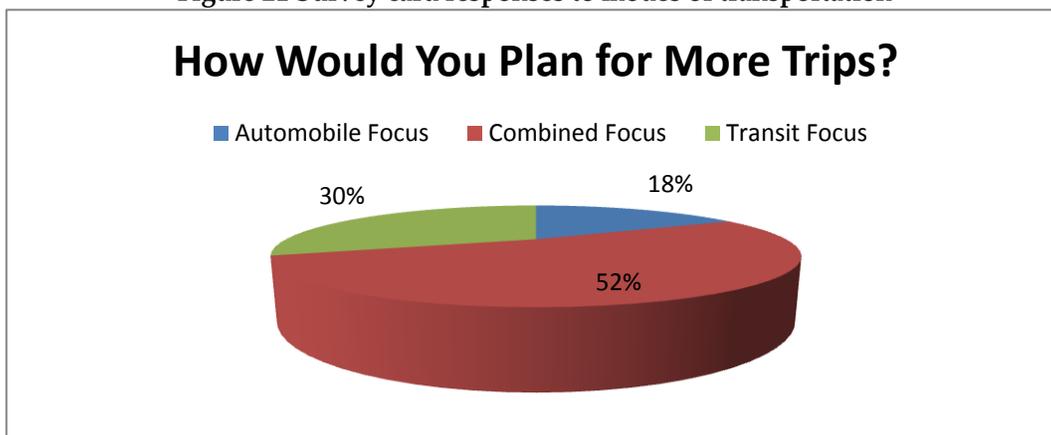
Figure 20 Survey card responses to development question



Metropolitan Focus follows with only 21 percent supporting this option. Less than ten percent opted for Unfocused Development, or the current trend. A similar distribution is reflected in all seven counties. This is not inconsistent when compared to the more detailed data collected from the summer workshops.

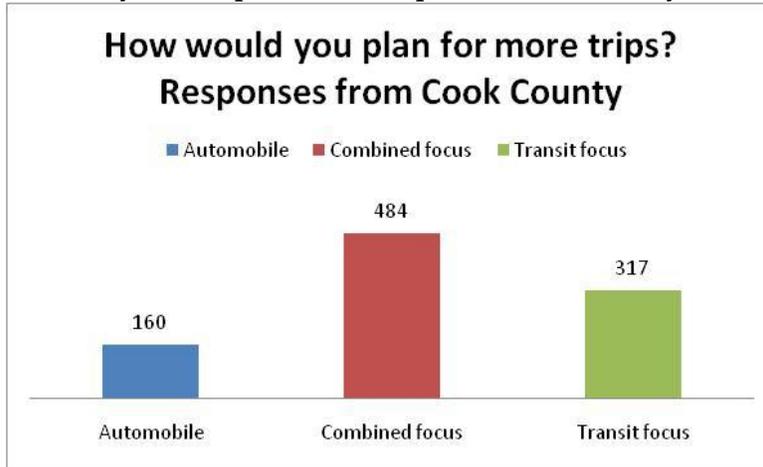
When asked about transportation, the responses varied to some extent by community rather than county. More than half of all the respondents in the region said they would prefer a Combined Focus in response to the question of "How Would You Plan for More Trips?" The next preferred option was Transit Focus at 30 percent and then Automobile Focus at 18 percent.

Figure 21 Survey card responses to modes of transportation



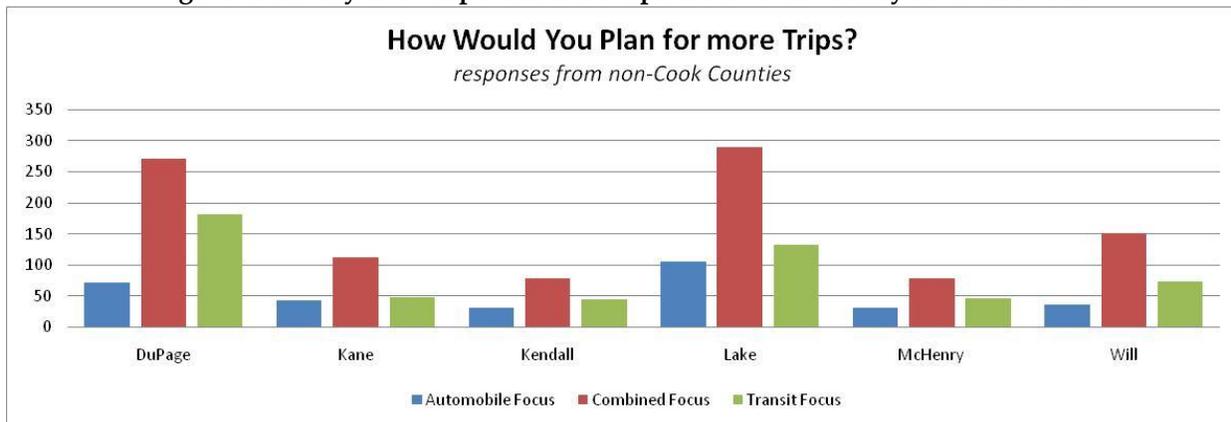
Survey respondents from Cook County, including the City of Chicago, showed similar preferences for investing in both cars and transit.

Figure 22 Survey card responses to transportation breakout by Cook County



An interesting observation in the data includes the responses from some of the rapidly growing counties in northeastern Illinois – Kane, Kendall, McHenry and Will. Each show a greater preference toward investing in transit options opposed to an automobile focus. This observation complements the data received from the workshops where participants preferred a significant increase in the region’s transit system.

Figure 23 Survey card responses to transportation breakout by collar counties



After each fair or festival attended staff recorded the data and information received. For survey card respondents who provided an email address, an email was sent thanking participants for their input, a listing of upcoming workshops, and a link to the website.

### 3.3 Workshops

Fifty-seven workshops were held over the course of the summer. A full list of these workshops can be found in Appendix 6.1. In addition, several abbreviated presentations were done as part of larger conferences or events; these included the Illinois Humanities Council on June 30, the Illinois Development Council's annual conference on July 16, at the Will County Center for Economic Development Board meeting on August 21, and at several CMAP committee meetings.

In total, nearly 1,500 people attended a full workshop, and several hundred others were reached through the abbreviated presentations. Average workshop attendance was 25, with attendance exceeding 50 at workshops in Oak Park, Joliet, and Chicago's south and west sides.

Workshop participants were fifty-one percent female and forty-nine percent male. The majority of participants were between the ages of 40 and 70 years old. Participants were also asked to self-identify their racial or ethnic background. Sixty-three percent of workshop participants were Caucasian / White, 20% were African American / Black, eight percent of participants were Hispanic / Latino and four percent were Asian. According to the 2000 Census the region is approximately 58% Caucasian / White, 17% African American / Black, 17% Hispanic / Latino, and 5% Asian.

Figure 24 Workshop gender

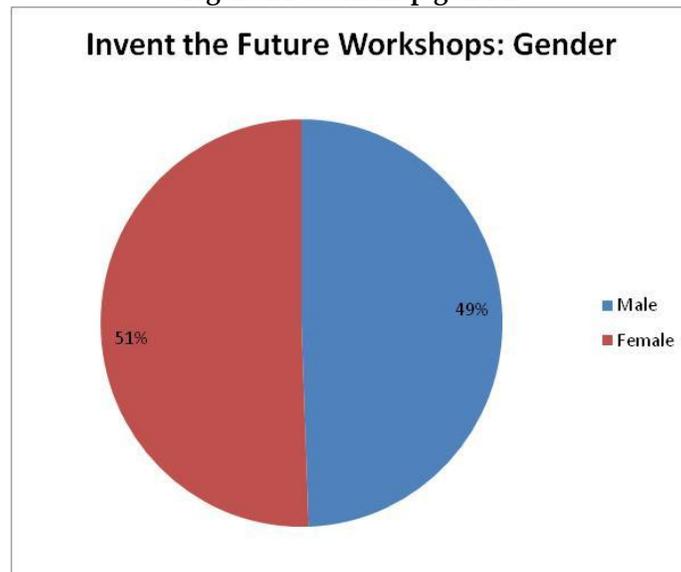
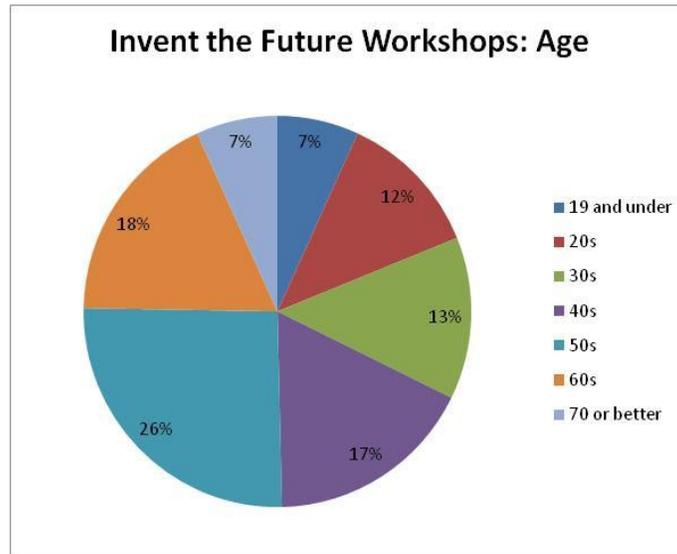
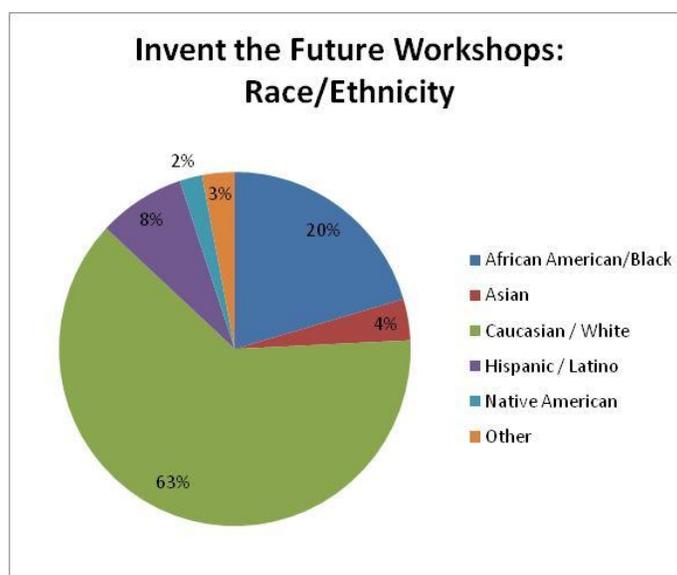


Figure 25 Workshop participant age



Workshop began with a primer on CMAP and described the *GO TO 2040* planning process. The bulk of the workshop was designed around the MetroQuest tool which allowed participants to set priorities and explore alternative future scenarios to see which choices met their goals. Participants were encouraged to be proactive in thinking about what 2040 should look like. Keeping in mind the projected population growth of the region, what needs to happen to ensure that the region will continue to be a viable place for all residents. Is there a way to reach our goals given the projected increase in population?

Figure 26 Workshop participant Race / Ethnicity



To assist participants in thinking outside the box, workshop facilitators asked everyone to close their eyes and visualize their community today, then imagine what will be better in the year 2040. Building off those visions, participants then worked in small groups to come to agreement on the top issues that need to be addressed. Small groups reported back to the room placing their top priorities on sticky notes. These comments and can be seen throughout this document in the word clouds like figure 30 below (a full list of priorities coming out of the meetings can be found in appendix 6.3 Sticky note priorities). By visualizing these priorities in word clouds (using [www.wordle.com](http://www.wordle.com)) it is easy to see which themes and priorities rose to the top of workshop participants concerns. The larger the word or phrase appears, the more often it was mentioned.

Figure 27 Economic development workshop priorities



Participants were then able to create a room-wide scenario utilizing keypad polling to answering the six MetroQuest questions concerning development patterns, transportation investments, and environmental programs. After voting, we explored the impacts of these choices on key outcomes that were of highest priority to the group. Everyone was given an opportunity to share what they thought about the future scenario that had just been created. Were they surprised? Did their answers get them to the kind of 2040 that they imagined? From this point workshop discussions diverged on various paths. Some groups were entirely satisfied with the performance of their future scenario while others spent time working through an iterative process, testing new options and weighing the pros and cons of each. Participants

were asked to not only share their ideas with the group but also to leave their detailed thoughts on a worksheet that was provided. All of the comments from worksheets can be found in appendix 6.1.2 Yellow worksheets.

Several themes arose in discussions at every workshop no matter where the workshop was held. People wanted more transit options (even if it cost more), increased protection for parks and open space, safer communities, effective schools, and reductions in energy and water use.

On the theme of increased transit options, participants expressed a desire for faster public transportation options that are clean, “green”, and safe. There was also a strong desire for more walkable and bike-friendly communities where there was a choice to get to places like the grocery store. Participants told us that if there were faster, seamless, and more accessible transportation options they would take them.

Land consumption was another major touch-point for participants. This idea was woven throughout conversations. The importance of protecting open space and preserving parks and other natural areas was of great importance. That being said, no two conversations on land consumption were alike. This theme arose in a variety of ways throughout workshops, from redevelopment of underutilized land near transit stations, to adding sidewalks, local food production, and bettering the environment, the issue of using our land responsibly building and rebuilding what makes sense was what tied all of these conversations together.

Another consistent theme was the desire to have better educational opportunities across the board. Participants wanted 21<sup>st</sup> century educational facilities and better quality school systems. Conversations ranged from K- 12 school systems to workforce development opportunities with the main focus being the development of a strong employment base so that the region will be a competitor in the world economy we live in.

Environmental policies were also major players in workshop conversations. Participants expressed the need for greater conservation with a projected increase in population. As a solution to the impact of current trend projections participants talked about implementing incentives to promote more “green” building, alternative energy, clean air and water, gray water systems and green infrastructure all to help alleviate pressures of new development.

The most surprising outcome of the workshops are the similarities of results from across the region. At the public workshops, regardless of where in the region they were held, most respondents selected a future with moderately higher densities than today and with development focused in community and metropolitan centers. There has been consistent support for high levels of transit investment and support for alternative modes. Mixed results were received on road investment. Maximizing environmental policies received strong support at the workshops. On the whole, workshop participants were intrigued to see that compact development had an impact on almost every indicator. Conversations resulting from this observation led to greater compromise as to which future development choice was ultimately made.

Figure 28 Workshop and online results on development density

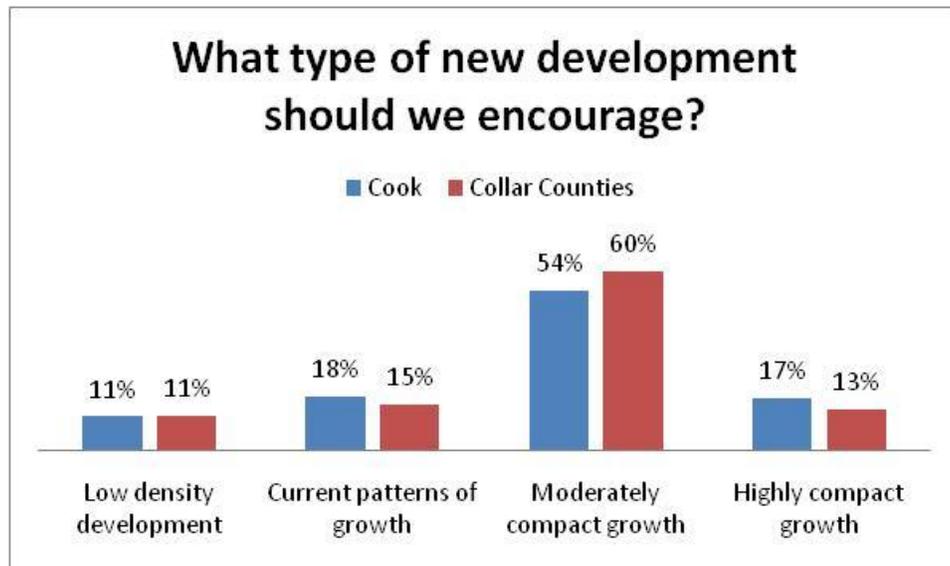
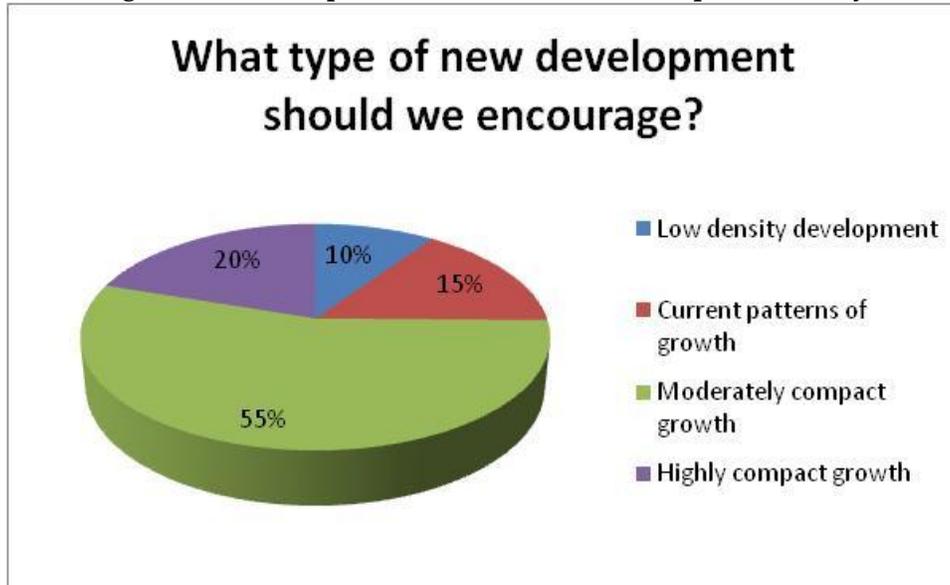


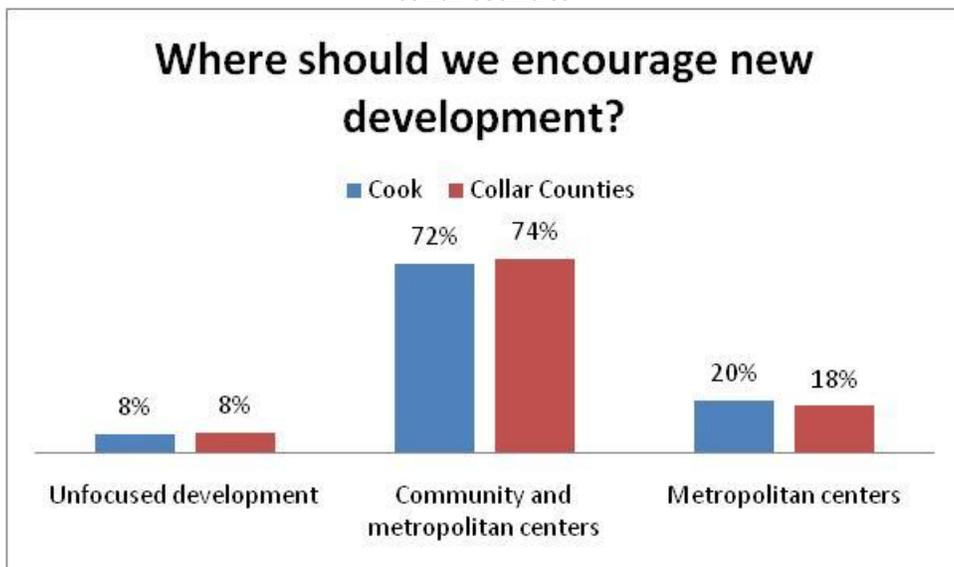
Figure 29 Workshop results on development density, a comparison of Cook County in relation to the collar counties

When asked what type of new development we should encourage as a region, fifty-five percent of workshop participants answered that they would prefer to encourage moderately compact growth. The four options were defined as follows. Low density meant that the majority of new development in the region would be single family homes. Current patterns of growth meant the distribution of new housing types would begin to spread more evenly. Moderately compact growth would have an even mix of all types of housing. Lastly, choosing to focus on highly compact growth would mean that the region would build the fewest number single family homes and would build more multi-family housing options. The image below is a visual representation of the two ends of the answer spectrum from low density to highly compact.



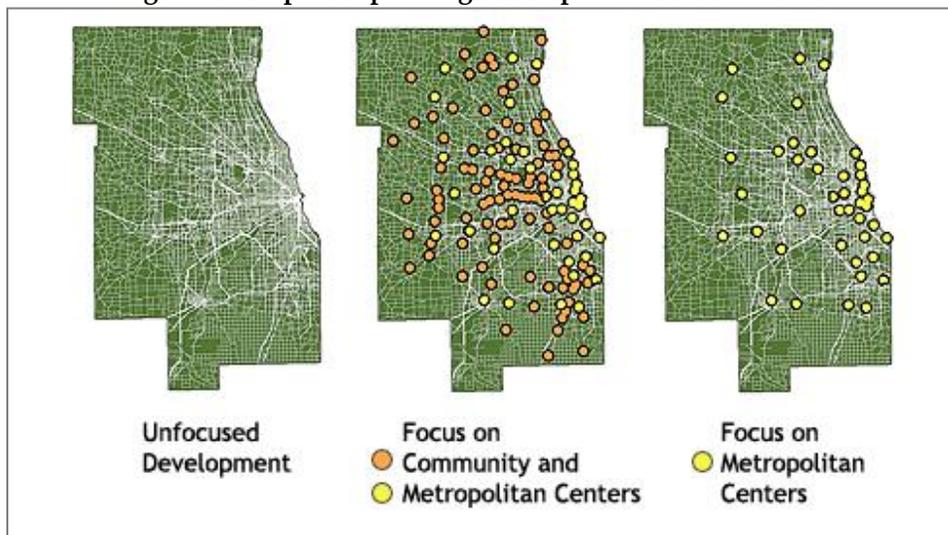


**Figure 34 Workshop results on development location, a comparison of Cook County in relation to the collar counties**



When asked about where new development should happen, participants selected community and metropolitan centers as the places where new development should be focused. Unfocused development meant that development could happen anywhere without regard to existing infrastructure – this option is the market-driven choice. Community and metropolitan centers meant new development would occur in places in existing communities both large and small. Metropolitan centers meant that development would occur in the largest municipalities in the region, generally with populations over 100,000.

**Figure 35 Graphic explaining development location answers**



Insight gleaned from workshop conversations showed that participants thought development should be coordinated and located in communities of all sizes, not just the major metropolitan centers. Other concerns and ideas that arose out of the development location question were similar to the environmental concerns voiced in the development density question. According to a participant in Harvard “[r]edevlopment [should occur] in community centers and on

specific transportation corridors, to maximize efficiency for local commuting and minimize impact on nature resource areas.” Participants were very concerned about the potential loss of agricultural land, natural areas, parks, streams and recreational areas. They also perceived many benefits to developing and strengthening existing communities. A participant from Geneva felt that we need to, “[r]euse abandoned structure, repurpose existing sites” before growth continues to move further outward.

Figure 36 Workshop and online results on road investment

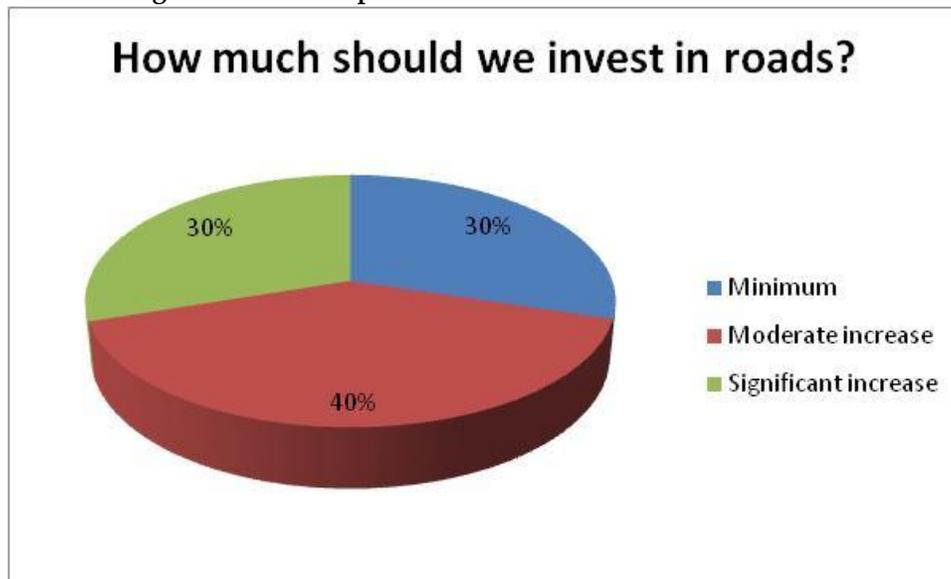
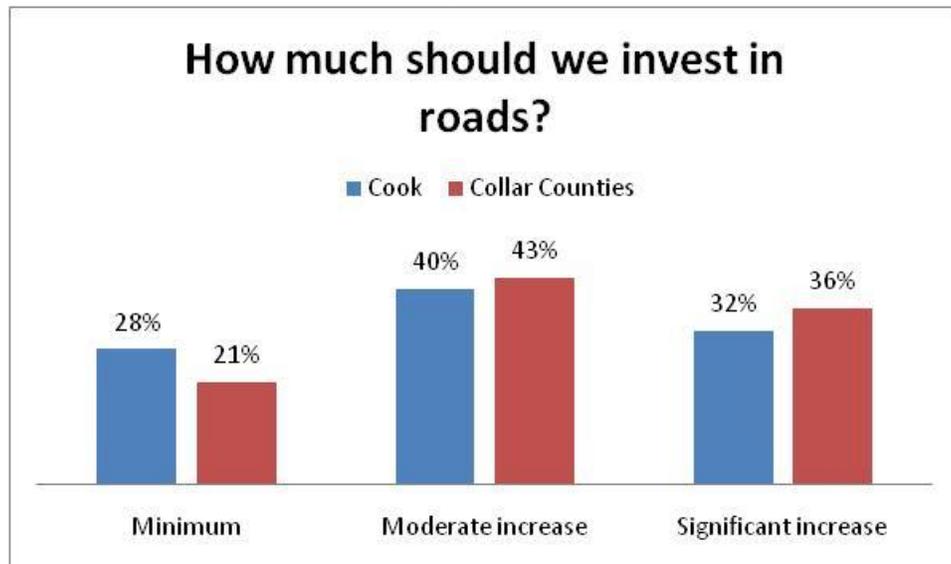


Figure 37 Workshop results on road investment, a comparison of Cook County in relation to the collar counties



There was mixed support for the road investment. When asked how much we should invest in roads thirty percent of participants voted on both ends of the spectrum of choices. Minimum investment meant that we should continue to repair and keep our roads functioning but that we shouldn't spend much to increase the capacity of the existing freeway network. Moderate

increase in spending on roads meant that we would improve the network and add some capacity. The third choice, significant increase in investment would improve the road network and add considerable capacity.

Of all the questions asked of participants, answers to this one were the least consistent. Many workshop conversations focused more on the level investment in transit than on roads. Participants who felt strongly about investing in public transit did not want to take away from the benefits created by increased transit options. In Vernon Hills a participant who selected minimum prefaced his answer with the following statement; "Minimal - IF - public transportation is greatly improved, housing/work/basic commodities are clustered & locally available, sidewalks & bike paths are built as transportation routes, not just bike paths for recreation ." Others felt that we at least needed to bring our existing network up to speed so that it works for "...workers who do not have efficient access to public transportation to access their employment and recreational areas."

Figure 38 Workshop and online results on transit investment

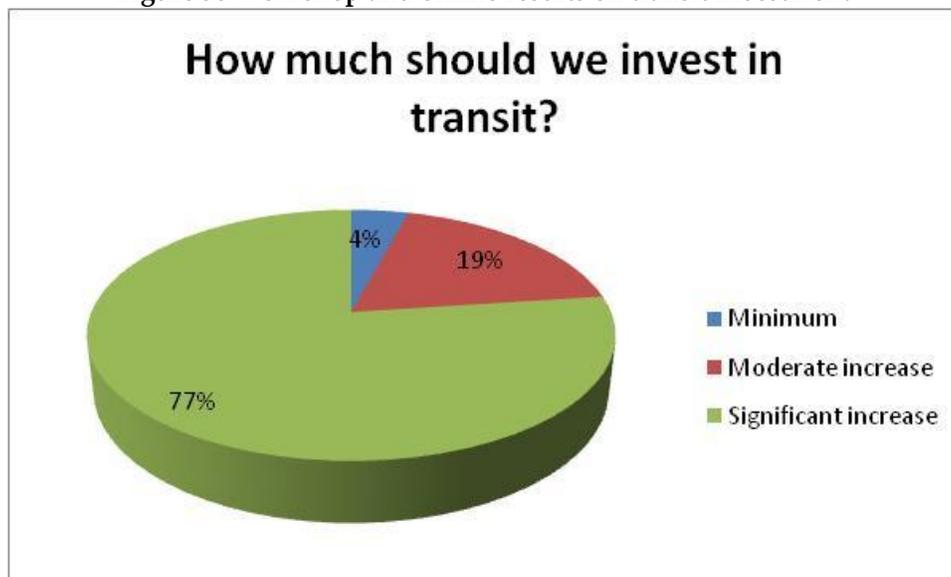
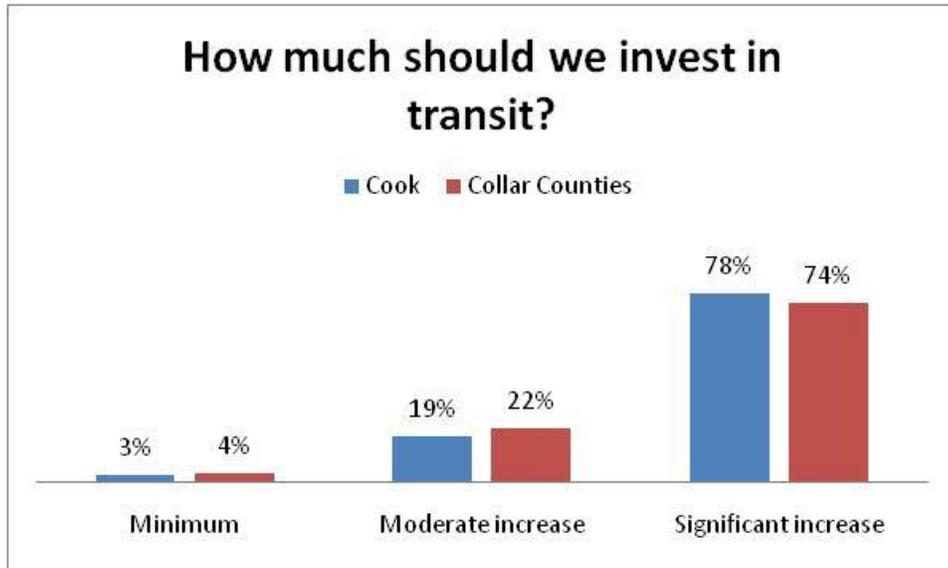


Figure 39 Workshop results on transit investment, a comparison of Cook County in relation to the collar counties



After the mixed results of the road investment question, overwhelmingly workshop participants wanted to significantly increase investment in transit to increase the capacity of the existing system, which includes Metra, Pace and the Chicago Transit Authority. Similar to the road investment question, the transit question had three similar answer options. Minimum investment meant that we should continue to repair and keep our existing transit system functioning but that we shouldn't spend much to increase the capacity of the network. Moderate increase in spending on transit meant that we would improve the network and add some capacity. Significant increase in investment would improve the transit network and add considerable capacity.

Seventy-seven percent of workshop participants chose to significantly increase our investment in transit. Comments on why we should support a significant increase in transit were to promote economic development, give residents options, get people from A to B faster, more efficiently, and to help reduce our energy consumption, and decrease harmful pollutants. In addition to supporting a greater investment in existing systems, in many workshops participants mentioned new service lines that they would like to see in the future. While the *Invent the Future* workshops focused on existing systems individuals interested in exploring the major capital projects portion of *GO TO 2040* were encouraged to go to our website to view the current list of capital projects and make comments.

Figure 40 Workshop and online results on transportation policies

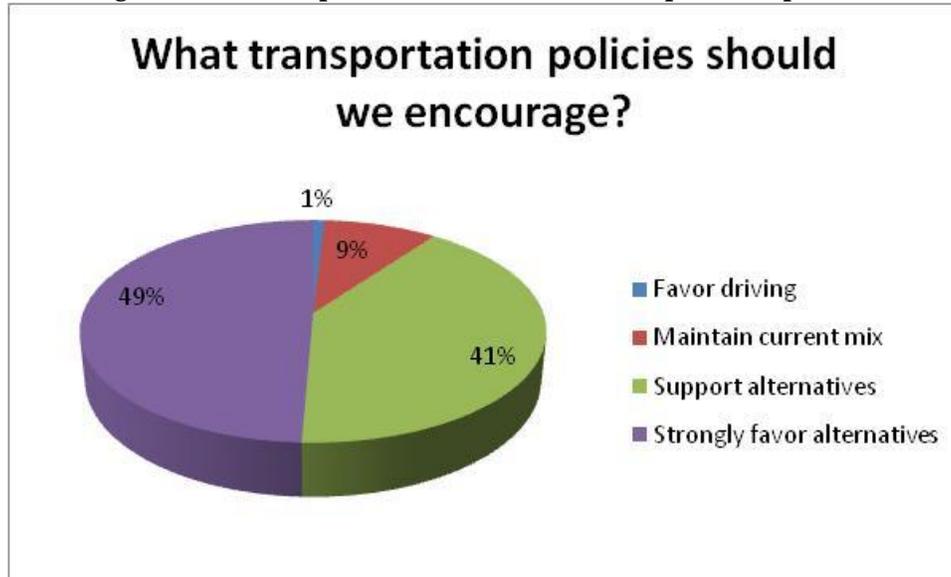
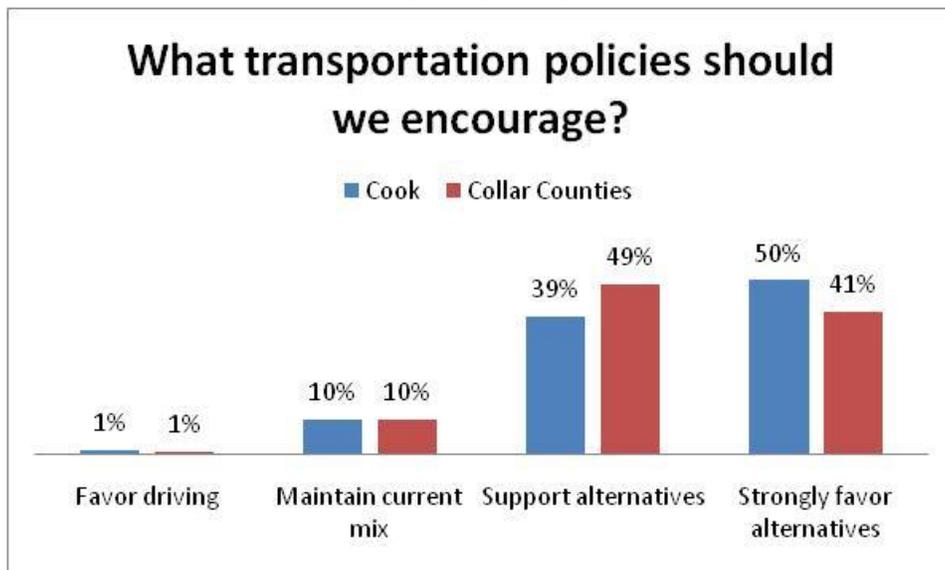


Figure 41 Workshop results on transportation policies, a comparison of Cook County in relation to the collar counties



Participants were given a spectrum of answer choices from favoring driving only to favoring alternatives and actively discouraging driving. When asked what transportation policies we should encourage as a region, forty-nine percent of participants strongly favored alternatives to driving. In addition, forty-one percent of participants supported alternative transportation policies. Overall, many participants wanted to have more choices to get to work, shopping, and other places across the region. Suggestions to accomplish this ranged from employer incentives to increasing gas taxes and congestion pricing.

Figure 42 Workshop and online results on environmental policies

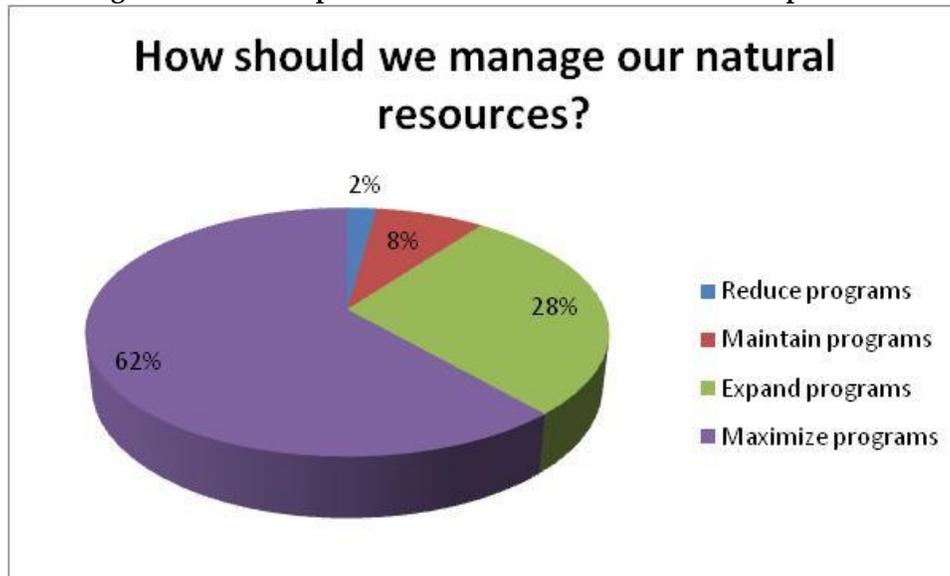
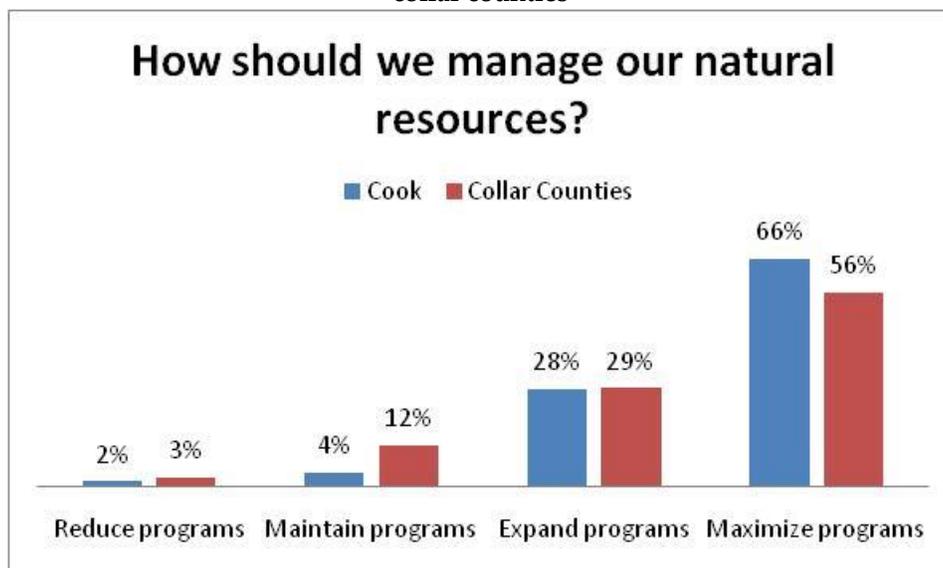


Figure 43 Workshop results on environmental policies, a comparison of Cook County in relation to the collar counties



The final question asked participants “How should we manage our natural resources?” Again participants were offered a spectrum of choices from reducing existing programs or regulations to maximizing programs that would reduce our reliance on these resources. Over half of workshop participants were supportive of maximizing environmental programs to achieve best practices, and another twenty-eight percent of participants thought we should expand environmental programs. A participant from the workshop we held at the Morton Arboretum encapsulated many of the comments we received on natural resources by expressing that, “Whether we interpret this as spending more money or not, we need to look at environmental policy changes affecting our environment – not just maintain them. They must become better if we are to maintain the same quality level of today with a larger population.”

Figure 44 Workshop participant priorities on energy

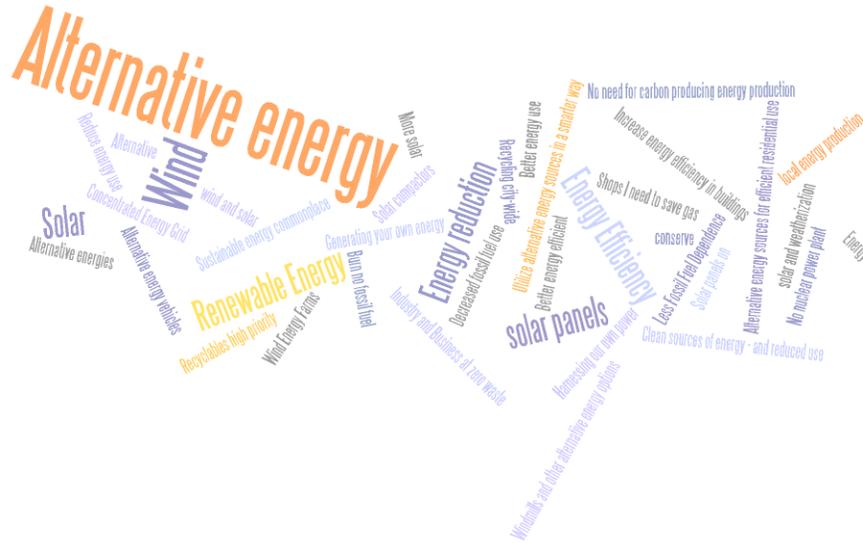
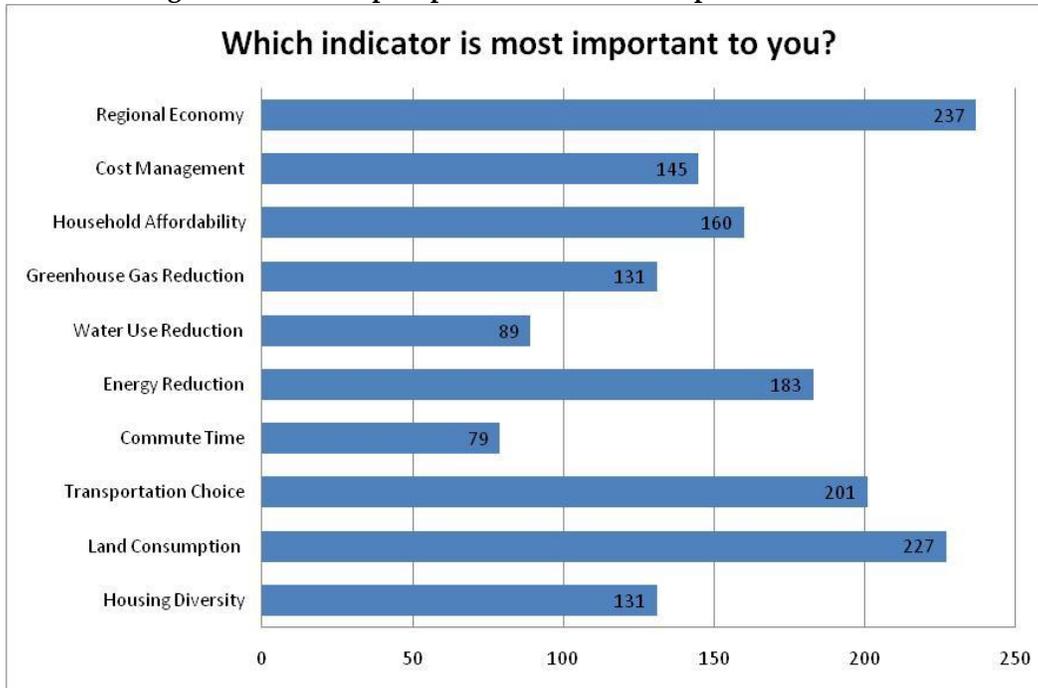


Figure 45 Workshop responses to the most important indicators

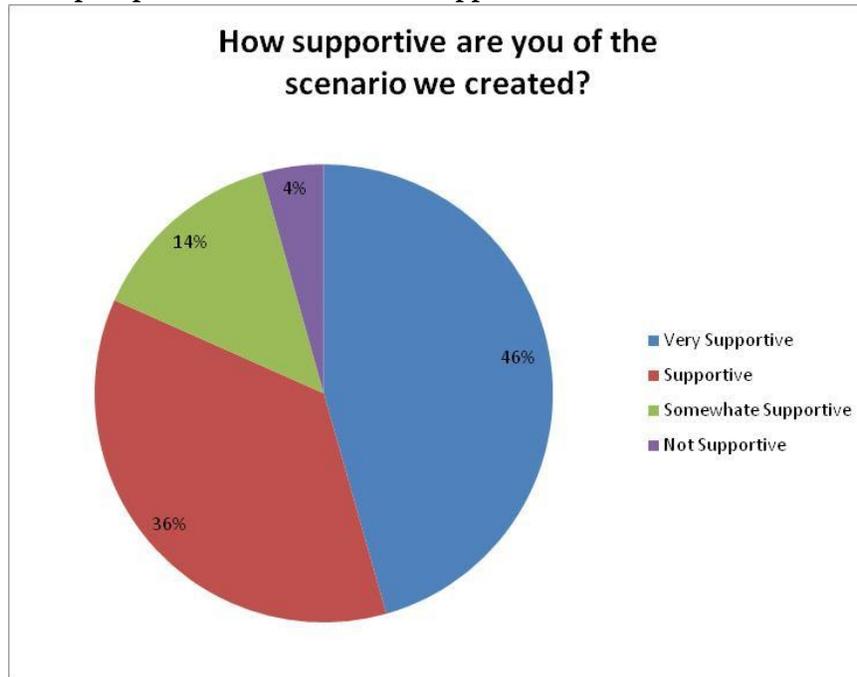


In addition to tracking responses for the six questions, participants were asked a few follow-up keypad polling questions at the end of most of the workshops. One of these questions was “Which indicator is most important to you?” Participants were allowed to select a total of two indicators out of the ten that were discussed at each workshop. The top four indicators chosen at workshops were regional economy (237), land consumption (227), transportation choice (201), and energy reduction (183).

Participants were asked broadly about their support for the scenario that they created at each workshop. Generally people were very supportive or supportive of the scenario. We impressed upon participants that if they weren’t fully satisfied with the scenario they could go

to *GOTO2040.org* and create a unique scenario to send to CMAP or to share with friends and family who might be interested in creating their own scenario.

**Figure 46 Workshop responses as to the level of support for the scenario created at each workshop**



To continue to engage workshop attendees, following each workshop CMAP sent a thank you email that included a link to the unique scenario from the workshop they attended. The purpose of the follow up email was to provide a feedback loop to participants who took the time to provide input to CMAP as well as to keep them informed on the next steps in the process. A video describing the purpose and format of the workshops is available at: <http://www.youtube.com/watch?v=xt1MyZJkza4>

### **3.4 Online**

During the public engagement phase, CMAP had several online public engagement opportunities. An online version of the MetroQuest software used in the public workshops was available, and additional analysis of the scenario evaluation process was also available on the *GO TO 2040* website during this period.

Over the same period, *GOTO2040.org* received 4,000 pageviews a week on average. The online version of MetroQuest received around 2,200 visitors (excluding visitors who do not go beyond the introductory screen). Over 300 of these visitors submitted ratings for scenarios that they created; other visitors appeared to be exploring the software but not submitting input.

Distinct “spikes” in the use of MetroQuest were observed on July 2, August 5, and August 19; these corresponded directly to media coverage of the GO TO 2040 process and the online software in particular. The most common locations from which this website has been visited were Chicago, Elmhurst, Naperville, and Evanston.

### 3.5 GO TO 2040 website

During the summer, the GO TO 2040 website, [www.goto2040.org](http://www.goto2040.org), was used to provide more information about CMAP’s public engagement activities. Approximately 10,000 unique visitors are estimated to have visited this website since June, with a total of over 50,000 pageviews (a common metric to evaluate website usage) during this period. The most popular content included the , “Invent the Future” workshop schedule and the results of the design workshops, in section 3.5 Other Activities.

A technical website was launched on June 10 to provide more detail about CMAP’s scenario analysis work. This website, [www.goto2040.org/scenarios](http://www.goto2040.org/scenarios), describes each of the alternative scenarios created by CMAP, provides the results of internal evaluation of these scenarios’ effects, and also identifies major capital projects that will be evaluated as a later phase in the process. This part of the GO TO 2040 website has attracted 10,000 pageviews since June 10. The website seems to have attracted attention from other parts of the country; the most common locations from which it was visited are Chicago, New York, Naperville, and Washington DC.

### 3.6 Other activities

A series of design workshops occurred in the spring and summer to “translate” how regional scenarios might affect local communities. With the help of several architecture and design firms, illustrations were created for a number of communities across the region to show how alternative scenarios would affect particular sites within these communities. Several of the resulting illustrations are shown on the following page, and the full results of these workshops are available online at <http://www.goto2040.org/scenarios/designworkshops/main/>.

**Figure18: Barrington Design Workshop Preserve Scenario**  
**Figure 47 Barrington design workshop "preserve" scenario**

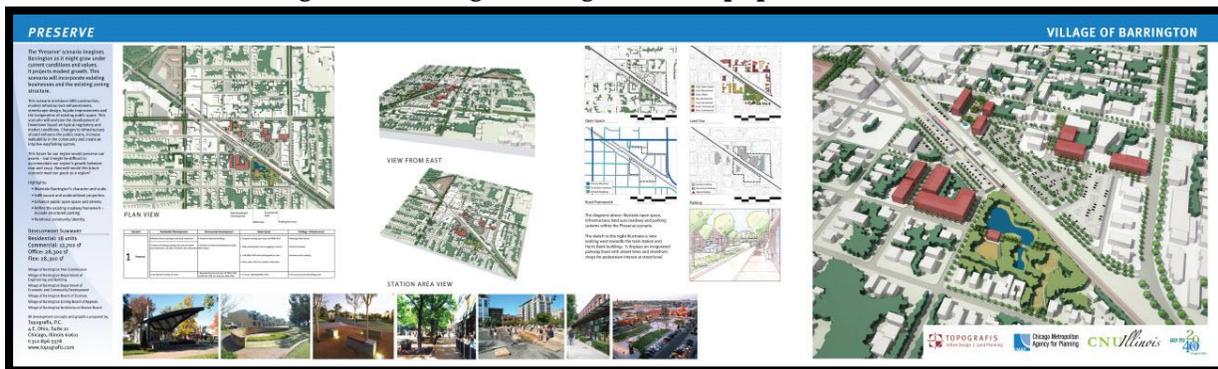


Figure 48 Fox River Grove design workshop "reinvest" scenario

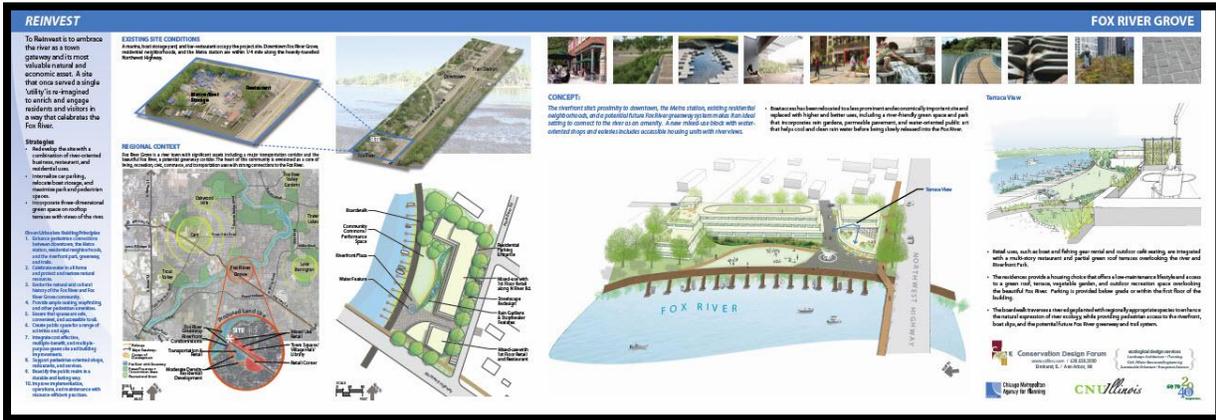


Figure 49 West Loop / UIC Halsted Blue Line design workshop "reinvest" scenario



Additionally, a series of six posters was created to drive interest in the *GO TO 2040* process. These were displayed on several Pace bus routes and also distributed to partner organizations for their use. In total, approximately 10,000 posters are estimated to have been displayed this summer. These posters can be viewed at:

<http://www.goto2040.org/blogs/blog.aspx?id=15338&blogid=618>

## 4. How this work informs the *GO TO 2040* preferred scenario

Throughout the development of the *GO TO 2040* plan CMAP has been working with the public, committees, municipalities, various partner agencies, and plan implementers to guide the vision for our region, the strategies we should be pursuing, and now the development of the preferred future scenario. Through formal meetings, dialogues, workshops, web tools CMAP has been collecting input and feedback and using it to inform the planning process.

As stated at the beginning of this document, the preferred future scenario will be based on public feedback and quantitative analysis. Workshop participants overwhelmingly voiced their opinions on issues they felt were important to the success of the region. The policy priorities of the draft preferred scenario relate closely to the top issues that arose out of the *Invent the Future* phase.

This input has reinforced and brought to the surface a variety of issues that CMAP will promote and include in the preferred scenario development. Some of the major concerns coming out of workshops were to support compact mixed use development that is “context sensitive”, workforce development, equity of economic growth, local food production, conservation, new and improved transit service and safety. These priorities will be emphasized in the development of the preferred regional scenario. However, in addition to these priorities, the preferred scenario will address a host of other concerns that arose out of workshops.

First, CMAP understands the important role the region’s municipalities and counties play in local land use decisions. CMAP will continue to support local responsibility. In terms of the built environment, there was a strong preference at workshops for new development to occur in existing communities. Throughout the *Invent the Future* phase participants preferred moderately compact growth that promoted the re-use of existing sites, sites near transit, and most importantly development that is sensitive to existing communities. In other words, to be successful, development in existing communities must respect the desires of local residents.

Open space, conservation of land, and local food production were very important to workshop participants. “Green” infrastructure has also been identified as a priority area for the preferred scenario for many reasons. It will help preserve our natural environment, the health of our residents, and promote the creation of additional open space.

Participants preferred that economic growth is distributed equitably and both workers and employment centers need better access to each other. To successfully achieve this, the region needs improved transit, service upgrades, and new service in underserved areas. In the development of the preferred regional scenario, maximizing our use of existing infrastructure will be a priority, as well as the expansion of public transit into currently underserved areas.

CMAP heard from participants that education and workforce development too are vital to the future economic strength of our region. If the region is to continue to compete for jobs we need a well educated workforce and tools to assist communities and residents in competing for jobs

and businesses are in great need. To that end, the preferred regional scenario will look to policies that support private sector growth.

Of the issues that we were not able to address through MetroQuest, human and community development issues such as safety and quality school systems often arose at our workshops. While regional planning agencies do not generally focus on these issues, we understand the importance of safety, security, and education to the success of our communities. With the help of The Chicago Community Trust, CMAP has been working to fully integrate these broader policy issues into the preferred scenario because they are issues that are vital to the region's communities of all sizes.

Next CMAP will take all of this information and use it to inform the development of the draft preferred scenario which is set to be approved by the CMAP Board in January of 2010. After which, more detailed recommendations will be developed and the draft plan will be released in May of 2010. Lastly, the plan will go to the CMAP Board for approval in October 2010.

## 5. Lessons Learned

To date, the public engagement process CMAP mounted between June and September is the largest public engagement effort CMAP has undertaken. There are many challenges and opportunities that come with any public engagement effort. To provide some background to our effort, according to statistics published by Volunteering in America ([http://www.volunteeringinamerica.gov/about/definition\\_table.cfm](http://www.volunteeringinamerica.gov/about/definition_table.cfm)), neighborhood engagement rates -- defined as the proportion of adults who attended at least one public meeting last year, for the nation -- averaged just under 9% from 2006 to 2008. The average neighborhood engagement rate for the Midwest is 10.1%, while the average rate for the state of Illinois is 7.9%. In other words, in Illinois, less than 8% of residents participated in a public meeting of any type over the past year.

Figure 50 Public participation levels in Illinois, the Midwest, and the Nation

Neighborhood Engagement Rate (percent)				
	2006	2007	2008	Average
<b>IL</b>	8.4	6.9	8.3	7.9
<b>Midwest</b>	10.5	9.1	10.7	10.1
<b>Nation</b>	9.0	8.3	9.6	9.0

In an effort to continuously improve our public engagement efforts CMAP staff sat down and reflected on what we could learn from this effort. To strategically look at these issues we conducted a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. This allowed us to look at what we were good at and use that to think of creative solutions to address our shortfalls moving forward.

Strengths of the *Invent the Future* phase were the tools we had. MetroQuest allowed CMAP to visually depict different policy decisions we could potentially take as a region. The workshop format was also a strength of this process, it was flexible enough to give in various lengths to accommodate different stakeholder groups and meeting lengths.

Some of the weaknesses the team identified were that while we had a great tool to support us in explaining different ideas it was still very complex. For other participants the tool was not complex enough. Finding common ground among participants really happened in the conversations that occurred after everyone had been given a baseline of information. Another weakness was that this phase of the plan happened across the summer. Summer is inevitably a difficult time to reach people because of vacations and other competing activities. Lastly, with over 280 municipalities and 77 Chicago community areas scheduling meetings that don't conflict with other activities is a challenge.

One of the great opportunities of this public engagement process was the fact that 2009 is the centennial of Daniel Burnham's 1909 Plan of Chicago. By working with the Burnham Centennial civic organization there were many new opportunities for us to reach out to new groups. Social networking afforded CMAP previously untapped networks of bloggers, "Tweeters," and Facebook friends to help spread the word about *Invent the Future* events.

There are always threats facing public engagement but for CMAP the one we deal with on a daily basis is there are so many immediate problems facing communities that long range planning is a difficult concept to convey.

Overall there were three main areas that we should focus on to best improve our future public engagement efforts. First, you can never start planning too early; second workshops that had strong partners with well a well connected membership base had better attendance; and lastly increased coordination between technical and outreach staff would have helped in being more strategic in our approach.

# 6. Appendices

# 6.1 Public workshops: dates, location, attendance, and keypad polling data

Workshop count	Date	Workshop Location	COM	Attendance	What type of new development should we encourage ?				Where should we encourage new development?			How much should we invest in roads?		
					Low Density	Current Patterns	Moderately Compact	Highly Compact	Unfocused	Community & Metropolitan	Metropolitan	Minimum	Moderate	Significant
1	Thursday, June 04, 2009	Oak Park	Cook: North Central	58	3	4	32	13	5	45	7	26	22	5
2	Tuesday, June 09, 2009	Vernon Hills	Lake	34	0	3	18	5	1	22	6	11	16	5
3	Wednesday, June 10, 2009	Chicago - Logan Square	City of Chicago	44	1	4	27	10	0	28	13	19	15	3
4	Monday, June 15, 2009	Northbrook (Barrington-North Shore Association of Realtors)	Cook: North Shore	30	0	3	15	3	2	26	1	1	5	13
5	Tuesday, June 16, 2009	Glenview (Chicago Korean American Chamber of Commerce)	Cook: North Shore	13	0	6	5	1	2	5	5	1	5	7
6	Thursday, June 18, 2009	Carol Stream	DuPage	9	1	3	5	0	2	7	0	4	4	1
7	Tuesday, June 23, 2009	Wheaton (DuPage County Gov't Ctr.)	DuPage	11	1	2	6	2	6	3	0	5	4	1
8	Tuesday, June 23, 2009	Beecher*	Will	26	0	0	26	0	0	26	0	0	0	26
9	Wednesday, June 24, 2009	Naperville	DuPage	28	0	5	9	3	2	15	2	8	8	4
10	Thursday, June 25, 2009	Crystal Lake	McHenry	32	1	1	21	7	1	20	8	8	12	10
11	Saturday, July 11, 2009	Trinity United Church of Christ	City of Chicago	52	8	11	22	4	2	40	2	5	25	18
12	Wednesday, July 15, 2009	Avalon Park	City of Chicago	27	9	8	7	0	2	15	6	0	7	16
13	Wednesday, July 15, 2009	Sugar Grove	Kane & Kendall	22	0	2	12	3	0	15	4	1	14	3
14	Thursday, July 16, 2009	Riverside	Cook: Central	22	2	2	12	2	1	10	6	5	9	4
15	Thursday, July 16, 2009	IDC Annual Conference	DuPage	22	2	5	10	2	2	13	5	4	8	8
16	Friday, July 17, 2009	Chicago Dept of Public Health	City of Chicago	16	0	2	9	2	0	15	1	4	7	4
17	Tuesday, July 21, 2009	Gail Borden Public Library District	Kane & Kendall	29	3	2	15	6	1	21	4	10	8	5
18	Wednesday, July 22, 2009	Hotel Florence - Pullman	City of Chicago	22	4	2	11	1	1	14	2	6	7	7
19	Thursday, July 23, 2009	SSA Managers - Chicago **	City of Chicago	21	0	0	21	0	0	0	21	0	0	0
20	Thursday, July 23, 2009	East Hazel Crest - SSMMA	Cook: South	22	5	3	10	1	1	16	2	2	9	6
21	Tuesday, July 28, 2009	Rogers Park Library	City of Chicago	15	0	1	9	4	0	6	7	5	5	1
22	Wednesday, July 29, 2009	Active Transportation Alliance	City of Chicago	0	0	0	0	0	0	0	0	0	0	0
23	Wednesday, July 29, 2009	West Chicago	DuPage	14	2	0	4	1	0	7	1	4	3	1
24	Thursday, July 30, 2009	Tinley Park Village Hall	Cook: South	14	9	8	7	0	2	15	6	0	7	16
25	Thursday, July 30, 2009	Village of Bartlett	DuPage	11	1	1	8	2	0	8	3	1	7	3
26	Tuesday, August 04, 2009	Bronzeville Visitors Center	City of Chicago	9	1	5	3	0	0	8	1	3	6	1
27	Wednesday, August 05, 2009	Harvard Library	McHenry	22	1	0	8	3	1	11	9	5	10	3
28	Thursday, August 06, 2009	Prairie Center for the Arts	Cook: Northwest	15	1	3	8	2	1	10	3	4	5	3
29	Tuesday, August 11, 2009	Chatham Business Assn	City of Chicago	37	5	10	11	5	4	21	5	2	12	18
30	Tuesday, August 11, 2009	Geneva Public Works Dept. Training Room	Kane & Kendall	27	1	2	14	3	0	17	4	10	6	3
31	Tuesday, August 11, 2009	LaSalle Historic Museum	Will	55	15	8	20	5	6	32	10	5	15	28
32	Wednesday, August 12, 2009	Kendall County Health Dept	Kane & Kendall	49	5	6	29	3	3	36	5	2	24	17
33	Thursday, August 13, 2009	Barrington Area Public Library	DuPage	22	3	4	5	6	3	9	6	8	8	3
34	Friday, August 14, 2009	YOUTH ONLY WORKSHOP DePaul Univ. College of Digital Media	City of Chicago	25	4	1	10	6	3	13	3	2	6	15
35	Tuesday, August 18, 2009	Berkeley Public Library	Cook: North Central	10	1	1	4	1	0	6	1	0	3	4
36	Tuesday, August 18, 2009	Arlington Heights Village Hall	Cook: Northwest	22	2	3	10	4	4	12	3	7	6	5
37	Wednesday, August 19, 2009	Elmwood Park	Cook: North Central	12	2	3	4	1	0	8	1	2	6	2
38	Thursday, August 20, 2009	Evanston Civic Center	Cook: North Shore	39	1	1	22	12	0	24	9	18	10	4
39	Thursday, August 20, 2009	Fox Lake Waterway Agency	Lake	22	2	6	9	0	1	18	0	0	13	5
40	Tuesday, August 25, 2009	Field Museum - for staff	City of Chicago	16	1	0	7	7	1	13	2	5	7	5
41	Tuesday, August 25, 2009	Field Museum - for PM members	City of Chicago	32	0	1	18	6	0	20	6	5	13	8
42	Tuesday, August 25, 2009	Grayslake Village Hall	Lake	20	4	2	9	3	0	16	3	9	9	7
43	Wednesday, August 26, 2009	Palos Hills	Cook: Southwest	10	0	1	6	1	1	6	0	9	5	3
44	Wednesday, August 26, 2009	Village of Montgomery	Kane & Kendall	36	2	3	11	0	1	14	0	2	8	10
45	Thursday, August 27, 2009	Hegewisch Public Library	City of Chicago	17	1	3	7	4	1	12	2	4	9	2
46	Thursday, August 27, 2009	Morton Arboretum	DuPage	46	5	3	29	9	2	35	9	16	17	12
47	Friday, August 21, 2009	Will County Center for Economic Development	Will	42	5	15	22	0	8	26	7	0	14	26
48	Monday, August 24, 2009	Shedd Aquarium	City of Chicago	16	0	0	10	1	0	11	1	3	5	2
49	Monday, August 31, 2009	Cicero	Cook: Central	25	0	5	13	0	0	17	4	3	11	8
50	Saturday, August 22, 2009	CMAP Planning Leadership Conference	City of Chicago	10	1	2	4	2	2	7	2	3	6	1
51	Thursday, August 13, 2009	Bethel New Life	City of Chicago	18	1	2	7	8	1	12	4	2	6	8
52	Thursday, August 20, 2009	Roseland neighborhood Chicago	City of Chicago	36	7	13	10	5	6	27	2	4	21	10
53	Thursday, August 20, 2009	Lansing Public Library	Cook: South	13	1	4	5	2	1	12	0	0	8	5
54	Thursday, September 10, 2009	Chicago	City of Chicago	74	10	22	22	2	4	45	6	1	22	30
55	Thursday, September 3, 2009	UIC	City of Chicago	46	1	2	28	13	3	29	14	22	16	5
56	Thursday, September 3, 2009	Little Village / Pilsen	City of Chicago	38	6	5	14	5	6	18	7	13	9	9
57	Tuesday, September 1, 2009	Aurora	Kane & Kendall	16	2	2	5	3	0	6	6	0	9	3
TOTALS				1480	143	216	713	200	100	952	253	326	534	433
			Average Attendance	26										
			*keypads were not used at this workshop due to technical problems.											
			** impromptu workshop with no keypads - voting occurred by show of hands											

Workshop count	Date	Workshop Location	COM	How much should we invest in transit?			What transportation policies should we encourage?				How should we manage our natural resources?			
				Minimum	Moderate	Significant	Favor Driving	Maintain Current Mix	Favor Alternatives	Strongly Favor Alternatives	Reduce Programs	Maintain Programs	Expand Programs	Maximize Programs
1	Thursday, June 04, 2009	Oak Park	Cook: North Central	0	6	47	1	4	22	29	2	1	7	43
2	Tuesday, June 09, 2009	Vernon Hills	Lake	1	4	23	0	2	6	18	1	1	5	23
3	Wednesday, June 10, 2009	Chicago - Logan Square	City of Chicago	0	6	31	0	2	11	26	0	0	10	29
4	Monday, June 15, 2009	Northbrook (Barrington-North Shore Association of Realtors)	Cook: North Shore	0	7	20	1	2	14	7	1	3	6	15
5	Tuesday, June 16, 2009	Glenview (Chicago Korean American Chamber of Commerce)	Cook: North Shore	2	1	9	0	3	4	6	0	1	5	6
6	Thursday, June 18, 2009	Carol Stream	DuPage	0	1	8	0	0	6	3	1	0	3	4
7	Tuesday, June 23, 2009	Wheaton (DuPage County Gov't Ctr.)	DuPage	0	3	7	0	1	3	6	0	0	3	7
8	Tuesday, June 23, 2009	Beecher*	Will	0	0	26	0	0	26	0	0	0	0	26
9	Wednesday, June 24, 2009	Naperville	DuPage	0	4	16	0	3	8	8	0	3	6	23
10	Thursday, June 25, 2009	Crystal Lake	McHenry	0	6	25	0	2	12	17	0	3	6	23
11	Saturday, July 11, 2009	Trinity United Church of Christ	City of Chicago	2	15	30	1	4	25	16	1	0	13	36
12	Wednesday, July 15, 2009	Avalon Park	City of Chicago	0	4	19	0	3	8	15	1	0	9	16
13	Wednesday, July 15, 2009	Sugar Grove	Kane & Kendall	0	4	14	0	1	9	10	0	1	7	12
14	Thursday, July 16, 2009	Riverside	Cook: Central	1	2	14	0	0	8	8	0	0	6	12
15	Thursday, July 16, 2009	IDC Annual Conference	DuPage	2	7	14	1	6	11	5	1	4	8	8
16	Friday, July 17, 2009	Chicago Dept of Public Health	City of Chicago	0	4	11	0	0	7	6	0	1	4	7
17	Tuesday, July 21, 2009	Gail Borden Public Library District	Kane & Kendall	1	5	21	0	1	12	13	0	4	10	12
18	Wednesday, July 22, 2009	Hotel Florence - Pullman	City of Chicago	2	6	12	0	1	9	11	0	1	5	11
19	Thursday, July 23, 2009	SSA Managers - Chicago **	City of Chicago	0	0	21	0	0	0	21	0	0	0	21
20	Thursday, July 23, 2009	East Hazel Crest - SSMMA	Cook: South	1	2	16	0	2	11	5	0	0	8	10
21	Tuesday, July 28, 2009	Rogers Park Library	City of Chicago	0	0	13	0	0	4	8	0	0	3	11
22	Wednesday, July 29, 2009	Active Transportation Alliance	City of Chicago	0	0	16	0	0	4	12	0	0	3	12
23	Wednesday, July 29, 2009	West Chicago	DuPage	0	1	6	0	0	5	3	0	0	2	6
24	Thursday, July 30, 2009	Tinley Park Village Hall	Cook: South	0	4	19	0	3	8	15	1	0	9	16
25	Thursday, July 30, 2009	Village of Bartlett	DuPage	1	6	4	0	0	8	4	0	1	4	6
26	Tuesday, August 04, 2009	Bronzeville Visitors Center	City of Chicago	3	0	8	0	2	1	4	0	2	3	4
27	Wednesday, August 05, 2009	Harvard Library	McHenry	1	4	16	0	2	4	14	3	2	1	14
28	Thursday, August 06, 2009	Prairie Center for the Arts	Cook: Northwest	1	3	9	1	0	6	7	1	1	2	9
29	Tuesday, August 11, 2009	Chatham Business Assn	City of Chicago	2	12	20	1	2	12	15	2	2	12	19
30	Tuesday, August 11, 2009	Geneva Public Works Dept. Training Room	Kane & Kendall	0	1	15	0	2	11	8	0	2	11	8
31	Tuesday, August 11, 2009	Joliet Historic Museum	Will	1	13	34	1	9	18	14	1	10	12	18
32	Wednesday, August 12, 2009	Kendall County Health Dept	Kane & Kendall	5	3	28	0	2	27	16	1	5	11	22
33	Thursday, August 13, 2009	Barrington Area Public Library	DuPage	0	4	15	0	1	9	8	0	2	6	9
34	Friday, August 14, 2009	YOUTH ONLY WORKSHOP DePaul Univ. College of Digital Media	City of Chicago	1	5	17	1	4	10	8	0	1	10	11
35	Tuesday, August 18, 2009	Berkeley Public Library	Cook: North Central	0	2	4	0	1	3	2	0	1	2	4
36	Tuesday, August 18, 2009	Arlington Heights Village Hall	Cook: Northwest	1	3	12	0	3	8	7	0	2	4	10
37	Wednesday, August 19, 2009	Elmwood Park	Cook: North Central	0	5	4	0	1	7	2	0	1	6	3
38	Thursday, August 20, 2009	Evanston Civic Center	Cook: North Shore	0	6	23	0	2	4	27	0	3	12	20
39	Thursday, August 20, 2009	Fox Lake Waterway Agency	Lake	2	8	7	0	5	8	6	1	3	7	7
40	Tuesday, August 25, 2009	Field Museum - for staff	City of Chicago	0	1	15	0	0	5	11	0	3	12	7
41	Tuesday, August 25, 2009	Field Museum - for FM members	City of Chicago	0	1	25	0	0	9	17	0	4	9	23
42	Tuesday, August 25, 2009	Grayslake Village Hall	Lake	1	3	15	0	1	9	9	0	2	4	13
43	Wednesday, August 26, 2009	Palos Hills	Cook: Southwest	2	0	7	1	1	3	5	1	2	2	3
44	Wednesday, August 26, 2009	Village of Montgomery	Kane & Kendall	1	1	13	0	3	9	4	0	4	13	4
45	Thursday, August 27, 2009	Hegewisch Public Library	City of Chicago	0	2	12	0	4	4	7	0	4	4	10
46	Thursday, August 27, 2009	Morton Arboretum	DuPage	1	12	28	0	2	17	28	0	3	7	35
47	Friday, August 21, 2009	Will County Center for Economic Development	Will	1	13	22	0	8	25	7	6	11	14	7
48	Monday, August 24, 2009	Shedd Aquarium	City of Chicago	0	0	11	0	1	5	5	0	0	2	8
49	Monday, August 31, 2009	Cicero	Cook: Central	0	6	13	0	0	13	7	0	0	5	16
50	Saturday, August 22, 2009	CMAP Planning Leadership Conference	City of Chicago	0	2	8	0	2	2	6	0	0	4	7
51	Thursday, August 13, 2009	Bethel New Life	City of Chicago	1	3	13	0	5	7	0	3	5	10	7
52	Thursday, August 20, 2009	Roseland neighborhood Chicago	City of Chicago	2	11	21	0	6	22	7	0	1	16	19
53	Thursday, August 20, 2009	Lansing Public Library	Cook: South	0	3	7	0	3	4	4	0	2	4	6
54	Thursday, September 10, 2009	Chicago	City of Chicago	0	12	31	0	11	23	19	1	2	24	28
55	Thursday, September 3, 2009	UIC	City of Chicago	0	8	35	0	5	19	20	0	1	10	30
56	Thursday, September 3, 2009	Little Village / Pilsen	City of Chicago	1	5	26	2	1	9	20	2	0	3	27
57	Tuesday, September 1, 2009	Aurora	Kane & Kendall	0	6	6	0	0	5	7	0	0	4	7
TOTALS				40	256	962	13	128	557	600	28	93	369	807
			Average Attendance											
		*keypads were not used at this workshop due to technical problems.												

Workshop count	Date	Workshop Location	COM	Gender		Age							Race / Ethnicity						
				Male	Female	20 and under	20s	30s	40s	50s	60s	71 or better	African American/Black	Asian	Caucasian / White	Hispanic / Latino	Native American	Other	
1	Thursday, June 04, 2009	Oak Park	Cook: North Central	28	24	0	4	2	15	10	17	8	0	0	0	58	0	0	0
2	Tuesday, June 09, 2009	Vernon Hills	Lake	17	12	0	6	1	2	8	9	1	0	0	58	0	0	0	
3	Wednesday, June 10, 2009	Chicago - Logan Square	City of Chicago	17	24	0	9	10	9	5	8	1	0	1	37	5	0	1	
4	Monday, June 15, 2009	Northbrook (Barrington-North Shore Association of Realtors)	Cook: North Shore	9	18	0	0	1	5	11	9	3	0	1	26	0	0	0	
5	Tuesday, June 16, 2009	Glenview (Chicago Korean American Chamber of Commerce)	Cook: North Shore	5	6	2	1	1	2	6	0	0	0	13	0	0	0	0	
6	Thursday, June 18, 2009	Carol Stream	DuPage	4	4	1	1	0	0	3	1	2	0	0	9	0	0	0	
7	Tuesday, June 23, 2009	Wheaton (DuPage County Gov't Ctr.)	DuPage	4	6	0	2	2	2	1	2	1	0	1	9	1	0	1	
8	Tuesday, June 23, 2009	Beecher*	Will																
9	Wednesday, June 24, 2009	Naperville	DuPage	9	14	5	4	1	8	2	2	2	1	9	15	1	0	0	
10	Thursday, June 25, 2009	Crystal Lake	McHenry	17	12	2	3	5	4	11	6	1	1	2	27	0	1	0	
11	Saturday, July 11, 2009	Trinity United Church of Christ	City of Chicago	16	34	1	0	2	13	18	12	4	50	0	1	0	0	1	
12	Wednesday, July 15, 2009	Avalon Park	City of Chicago	4	10	3	0	1	3	4	2	2	12	0	1	1	0	0	
13	Wednesday, July 15, 2009	Sugar Grove	Kane & Kendall	12	7	0	0	4	3	5	7	1	1	0	17	0	2	0	
14	Thursday, July 16, 2009	Riverside	Cook: Central	7	11	1	1	4	2	6	3	2	3	0	14	0	2	3	
15	Thursday, July 16, 2009	IDC Annual Conference	DuPage	10	10	0	3	5	6	3	0	0	1	0	13	0	0	0	
16	Friday, July 17, 2009	Chicago Dept of Public Health	City of Chicago	3	9	0	1	1	3	3	4	0	1	1	10	1	0	0	
17	Tuesday, July 21, 2009	Gail Borden Public Library District	Kane & Kendall	15	10	0	2	3	4	8	5	3	0	0	23	2	0	1	
18	Wednesday, July 22, 2009	Hotel Florence - Pullman	City of Chicago	4	17	6	0	2	2	6	3	2	7	0	11	5	1	2	
19	Thursday, July 23, 2009	SSA Managers - Chicago **	City of Chicago																
20	Thursday, July 23, 2009	East Hazel Crest - SSMMA	Cook: South	14	5	0	0	2	2	6	8	1	3	0	15	1	1	0	
21	Tuesday, July 28, 2009	Rogers Park Library	City of Chicago	4	7	0	4	2	1	4	0	0	1	0	8	1	1	4	
22	Wednesday, July 29, 2009	Active Transportation Alliance	City of Chicago	7	5	0	3	6	2	3	0	0	1	1	12	0	0	0	
23	Wednesday, July 29, 2009	West Chicago	DuPage	3	5	0	1	0	1	4	1	0	2	1	5	0	0	0	
24	Thursday, July 30, 2009	Tinley Park Village Hall	Cook: South	4	10	3	0	1	3	4	2	2	12	0	1	1	0	0	
25	Thursday, July 30, 2009	Village of Bartlett	DuPage	7	5	0	3	1	3	3	2	1	0	0	11	2	0	0	
26	Tuesday, August 04, 2009	Bronzeville Visitors Center	City of Chicago	2	1	0	1	1	0	0	1	0	1	0	2	0	0	0	
27	Wednesday, August 05, 2009	Harvard Library	McHenry	12	7	0	1	0	7	6	5	1	0	0	17	0	0	1	
28	Thursday, August 06, 2009	Prairie Center for the Arts	Cook: Northwest																
29	Tuesday, August 11, 2009	Chatham Business Assn	City of Chicago	13	19	0	2	4	12	13	3	2	32	0	1	1	0	1	
30	Tuesday, August 11, 2009	Geneva Public Works Dept. Training Room	Kane & Kendall	7	17	0	3	3	2	11	5	1	0	1	23	0	0	1	
31	Tuesday, August 11, 2009	Joliet Historic Museum	Will	30	5	0	8	10	15	7	1	3	3	32	8	0	1	0	
32	Wednesday, August 12, 2009	Kendall County Health Dept	Kane & Kendall	6	7	0	2	2	4	2	3	0	0	1	12	0	0	0	
33	Thursday, August 13, 2009	Barrington Area Public Library	DuPage	12	8	0	2	1	2	8	3	3	1	0	17	1	0	1	
34	Friday, August 14, 2009	YOUTH ONLY WORKSHOP DePaul Univ. College of Digital Media	City of Chicago	13	12	20	4	1	0	0	0	0	4	6	2	10	1	2	
35	Tuesday, August 18, 2009	Berkeley Public Library	Cook: North Central	1	7	1	0	1	2	3	2	0	4	0	3	1	2	1	
36	Tuesday, August 18, 2009	Arlington Heights Village Hall	Cook: Northwest	13	3	0	2	5	4	4	2	1	0	0	18	0	1	0	
37	Wednesday, August 19, 2009	Elmwood Park	Cook: North Central	6	4	1	0	1	3	3	2	0	2	0	7	2	2	1	
38	Thursday, August 20, 2009	Evanson Civic Center	Cook: North Shore	23	13	1	2	1	2	16	9	4	1	0	35	2	0	1	
39	Thursday, August 20, 2009	Fox Lake Waterway Agency	Lake	13	6	0	1	3	2	8	5	1	0	0	19	0	1	0	
40	Tuesday, August 25, 2009	Field Museum - for staff	City of Chicago	7	9	0	2	7	2	2	1	1	0	0	12	4	2	2	
41	Tuesday, August 25, 2009	Field Museum - for FM members	City of Chicago	6	18	0	3	7	2	5	4	0	2	3	19	2	0	1	
42	Tuesday, August 25, 2009	Grayslake Village Hall	Lake	11	7	2	1	2	4	5	4	1	0	0	16	1	1	0	
43	Wednesday, August 26, 2009	Palos Hills	Cook: Southwest	4	4	0	0	1	1	5	0	0	0	0	8	0	0	0	
44	Wednesday, August 26, 2009	Village of Montgomery	Kane & Kendall	13	8	0	4	8	3	2	2	2	0	0	21	1	0	0	
45	Thursday, August 27, 2009	Hegewisch Public Library	City of Chicago	8	7	2	1	2	3	2	2	3	3	0	9	3	0	2	
46	Thursday, August 27, 2009	Morton Arboretum	DuPage	24	20	1	3	3	7	16	12	2	1	0	42	0	3	3	
47	Friday, August 21, 2009	Will County Center for Economic Development	Will	30	9	1	1	2	13	15	7	2	0	0	40	3	0	0	
48	Monday, August 24, 2009	Shedd Aquarium	City of Chicago	4	7	0	4	3	1	1	1	0	1	0	9	1	1	0	
49	Monday, August 31, 2009	Cicero	Cook: Central	10	7	3	5	5	2	2	0	0	0	0	12	5	0	0	
50	Saturday, August 22, 2009	CMAP Planning Leadership Conference	City of Chicago																
51	Thursday, August 13, 2009	Bethel New Life	City of Chicago	7	9	7	1	2	2	4	1	0	15	1	3	2	2	3	
52	Thursday, August 20, 2009	Roseland neighborhood Chicago	City of Chicago	14	17	14	5	0	3	4	1	2	30	0	0	0	0	2	
53	Thursday, August 20, 2009	Lansing Public Library	Cook: South	6	4	0	0	1	2	5	5	0	1	0	12	0	0	0	
54	Thursday, September 10, 2009	Chicago	City of Chicago	21	41	1	1	7	5	15	17	16	62	1	0	0	0	0	
55	Thursday, September 3, 2009	UIC	City of Chicago	20	21	1	27	8	2	4	1	0	5	3	30	6	0	2	
56	Thursday, September 3, 2009	Little Village / Pilsen	City of Chicago	18	10	2	9	8	4	3	2	0	1	0	6	25	3	1	
57	Tuesday, September 1, 2009	Aurora	Kane & Kendall	5	8	0	1	4	1	4	2	1	1	0	8	5	0	0	
TOTALS				579	592	81	144	160	207	306	214	81	266	49	816	104	27	39	
			Average Attendance																
		*keypads were not used at this workshop due to technical problems.																	

Workshop count	Date	Workshop Location	COM	Which indicator is most important to you?																	
				Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	Housing Diversity	Land Consumption	Transportation Choice	Commute Time	Energy Reduction	Water Use Reduction	Greenhouse Gas Reduction	Household Affordability	Cost Management	Regional Economy		
1	Thursday, June 04, 2009	Oak Park	Cook: North Central																		
2	Tuesday, June 09, 2009	Vernon Hills	Lake	7	12	0	5	5	10	8	11	9	1	10	5	6	3	4	10		
3	Wednesday, June 10, 2009	Chicago - Logan Square	City of Chicago																		
4	Monday, June 15, 2009	Northbrook (Barrington-North Shore Association of Realtors)	Cook: North Shore																		
5	Tuesday, June 16, 2009	Glenview (Chicago Korean American Chamber of Commerce)	Cook: North Shore																		
6	Thursday, June 18, 2009	Carol Stream	DuPage																		
7	Tuesday, June 23, 2009	Wheaton (DuPage County Gov't Ctr.)	DuPage	1	3	0	1	1	2	1	3	2	1	3	1	2	1	1	3		
8	Tuesday, June 23, 2009	Beecher*	Will																		
9	Wednesday, June 24, 2009	Naperville	DuPage	1	0	0	1	3	3	1	4	1	6	0	3	2	2	7	5		
10	Thursday, June 25, 2009	Crystal Lake	McHenry																		
11	Saturday, July 11, 2009	Trinity United Church of Christ	City of Chicago																		
12	Wednesday, July 15, 2009	Avalon Park	City of Chicago	7	8	0	1	0	9	4	2	3	2	8	2	4	7	5	7		
13	Wednesday, July 15, 2009	Sugar Grove	Kane & Kendall	1	2	1	6	2	5	5	7	1	2	3	2	1	2	3	4		
14	Thursday, July 16, 2009	Riverside	Cook: Central																		
15	Thursday, July 16, 2009	IDC Annual Conference	DuPage	5	4	0	1	6	7	2	11	3	1	4	5	0	7	7	9		
16	Friday, July 17, 2009	Chicago Dept of Public Health	City of Chicago																		
17	Tuesday, July 21, 2009	Gail Borden Public Library District	Kane & Kendall	0	3	1	6	0	4	4	4	5	2	6	1	3	4	3	0		
18	Wednesday, July 22, 2009	Hotel Florence - Pullman	City of Chicago																		
19	Thursday, July 23, 2009	SSA Managers - Chicago **	City of Chicago																		
20	Thursday, July 23, 2009	East Hazel Crest - SSMMA	Cook: South																		
21	Tuesday, July 28, 2009	Rogers Park Library	City of Chicago	5	0	0	5	1	3	2	2	9	0	5	1	2	3	0	2		
22	Wednesday, July 29, 2009	Active Transportation Alliance	City of Chicago	2	1	0	1	6	3	0	5	7	2	1	3	2	3	0	3		
23	Wednesday, July 29, 2009	West Chicago	DuPage	0	2	0	1	1	4	1	3	4	0	0	0	1	3	3	1		
24	Thursday, July 30, 2009	Tinley Park Village Hall	Cook: South	7	8	0	1	0	9	4	2	3	2	8	2	4	7	5	7		
25	Thursday, July 30, 2009	Village of Bartlett	DuPage	2	3	0	2	2	2	4	3	0	1	2	1	0	4	3	2		
26	Tuesday, August 04, 2009	Bronzeville Visitors Center	City of Chicago	2	2	0	1	0	3	1	3	1	0	4	0	1	1	1	2		
27	Wednesday, August 05, 2009	Harvard Library	McHenry	3	6	1	2	2	6	0	12	4	2	3	4	3	2	3	5		
28	Thursday, August 06, 2009	Prairie Center for the Arts	Cook: Northwest																		
29	Tuesday, August 11, 2009	Chatham Business Assn	City of Chicago	7	10	0	2	1	9	12	1	1	2	3	0	1	10	3	13		
30	Tuesday, August 11, 2009	Geneva Public Works Dept. Training Room	Kane & Kendall	5	4	2	1	2	8	0	4	4	0	6	2	8	6	10	1		
31	Tuesday, August 11, 2009	Joliet Historic Museum	Will	8	6	9	8	9	7	17	18	12	6	8	6	5	4	7	18		
32	Wednesday, August 12, 2009	Kendall County Health Dept	Kane & Kendall	2	3	1	2	5	0	2	3	3	4	2	1	2	1	1	1		
33	Thursday, August 13, 2009	Barrington Area Public Library	DuPage	2	3	1	4	3	1	10	5	3	3	1	4	1	1	3	3		
34	Friday, August 14, 2009	YOUTH ONLY WORKSHOP DePaul Univ. College of Digital Media	City of Chicago	5	2	0	4	5	7	3	0	3	2	6	4	6	10	5	6		
35	Tuesday, August 18, 2009	Berkeley Public Library	Cook: North Central	2	1	2	0	1	3	1	0	1	1	3	0	2	3	4	2		
36	Tuesday, August 18, 2009	Arlington Heights Village Hall	Cook: Northwest	2	4	2	5	0	4	0	6	7	4	5	2	3	3	2	4		
37	Wednesday, August 19, 2009	Elmwood Park	Cook: North Central	3	0	2	3	1	1	0	2	2	3	2	2	0	1	3	4		
38	Thursday, August 20, 2009	Evanston Civic Center	Cook: North Shore	14	3	0	6	4	4	5	10	11	3	9	1	7	5	2	7		
39	Thursday, August 20, 2009	Fox Lake Waterway Agency	Lake	2	1	4	1	2	8	2	7	2	1	2	2	4	3	7	7		
40	Tuesday, August 25, 2009	Field Museum - for staff	City of Chicago	5	0	0	2	5	2	0	6	3	1	5	2	7	1	0	2		
41	Tuesday, August 25, 2009	Field Museum - for FM members	City of Chicago	7	4	0	6	3	3	2	10	4	1	6	3	5	5	0	6		
42	Tuesday, August 25, 2009	Grayslake Village Hall	Lake	2	1	3	4	4	5	2	8	5	2	2	1	5	2	2	4		
43	Wednesday, August 26, 2009	Palos Hills	Cook: Southwest	2	0	1	3	1	2	1	1	3	2	0	1	1	0	3	3		
44	Wednesday, August 26, 2009	Village of Montgomery	Kane & Kendall	4	5	1	6	4	2	3	8	3	0	2	1	7	4	7			
45	Thursday, August 27, 2009	Hegewisch Public Library	City of Chicago	1	4	0	2	2	4	3	3	3	2	3	0	1	2	2	6		
46	Thursday, August 27, 2009	Morton Arboretum	DuPage	11	3	0	6	10	16	4	17	11	2	16	8	10	3	8	12		
47	Friday, August 21, 2009	Will County Center for Economic Development	Will	0	1	18	4	12	4	4	6	8	6	2	1	3	3	6	30		
48	Monday, August 24, 2009	Shedd Aquarium	City of Chicago	1	1	0	2	4	3	0	4	4	3	2	2	2	1	1	2		
49	Monday, August 31, 2009	Cicero	Cook: Central	3	3	1	4	4	6	4	3	2	2	11	3	4	9	2	4		
50	Saturday, August 22, 2009	CMAP Planning Leadership Conference	City of Chicago	2	3	0	2	1	0	2	4	4	0	0	0	0	1	1	2		
51	Thursday, August 13, 2009	Bethel New Life	City of Chicago	4	2	2	3	5	1	7	1	5	0	3	2	4	5	1	2		
52	Thursday, August 20, 2009	Roseland neighborhood Chicago	City of Chicago	5	9	4	8	7	5	9	2	14	2	6	2	3	11	12	6		
53	Thursday, August 20, 2009	Lansing Public Library	Cook: South	4	4	0	2	2	1	2	5	4	0	0	1	1	0	5	2		
54	Thursday, September 10, 2009	Chicago	City of Chicago	0	0																
55	Thursday, September 3, 2009	LIC	City of Chicago	7	7	1	6	4	6	7	10	17	3	7	2	7	5	1	7		
56	Thursday, September 3, 2009	Little Village / Pilsen	City of Chicago	4	7	0	9	2	5	9	2	6	2	9	4	6	6	3	12		
57	Tuesday, September 1, 2009	Aurora	Kane & Kendall	4	2	1	4	0	1	2	4	2	0	5	1	1	2	2	4		
TOTALS				164	146	60	140	133	190	131	227	201	79	183	89	131	160	145	237		
			Average Attendance																		
		*keypads were not used at this workshop due to technical problems.																			

Workshop count	Date	Workshop Location	COM	How supportive are you of the scenario we created?				How did you hear about the workshop?										
				Very Supportive	Supportive	Somewhat Supportive	Not Supportive	GOTO2040.org	CMAP e-mail	Festival/Fair	Local community organization	Word of mouth	From a CMAP employee	Other				
1	Thursday, June 04, 2009	Oak Park	Cook: North Central															
2	Tuesday, June 09, 2009	Vernon Hills	Lake	20	10	7	2		2	11	0	8	10	0	0	7		
3	Wednesday, June 10, 2009	Chicago - Logan Square	City of Chicago															
4	Monday, June 15, 2009	Northbrook (Barrington-North Shore Association of Realtors)	Cook: North Shore															0
5	Tuesday, June 16, 2009	Glenview (Chicago Korean American Chamber of Commerce)	Cook: North Shore															0
6	Thursday, June 18, 2009	Carol Stream	DuPage															0
7	Tuesday, June 23, 2009	Wheaton (DuPage County Gov't Ctr.)	DuPage	5	3	2	1		1	3	0	2	3	0	1			1
8	Tuesday, June 23, 2009	Beecher*	Will															0
9	Wednesday, June 24, 2009	Naperville	DuPage	9	5	2	0		2	6	0	1	2	0	3			3
10	Thursday, June 25, 2009	Crystal Lake	McHenry															
11	Saturday, July 11, 2009	Trinity United Church of Christ	City of Chicago															
12	Wednesday, July 15, 2009	Avalon Park	City of Chicago	7	5	9	3		0	6	0	3	6	5	5			5
13	Wednesday, July 15, 2009	Sugar Grove	Kane & Kendall	11	6	1	0		1	3	0	6	0	4	4			4
14	Thursday, July 16, 2009	Riverside	Cook: Central															
15	Thursday, July 16, 2009	IDC Annual Conference	DuPage	9	11	4	1		0	3	0	12	4	3	3			3
16	Friday, July 17, 2009	Chicago Dept of Public Health	City of Chicago															
17	Tuesday, July 21, 2009	Gail Borden Public Library District	Kane & Kendall	12	2	2	1		1	0	0	1	5	7	5			5
18	Wednesday, July 22, 2009	Hotel Florence - Pullman	City of Chicago															
19	Thursday, July 23, 2009	SSA Managers - Chicago **	City of Chicago															
20	Thursday, July 23, 2009	East Hazel Crest - SSMMA	Cook: South															
21	Tuesday, July 28, 2009	Rogers Park Library	City of Chicago	8	5	1	0		0	1	0	5	1	2	4			4
22	Wednesday, July 29, 2009	Active Transportation Alliance	City of Chicago	10	4	0	0		3	1	0	5	2	2	1			1
23	Wednesday, July 29, 2009	West Chicago	DuPage	1	6	0	0		0	2	0	0	0	1	4			4
24	Thursday, July 30, 2009	Tinley Park Village Hall	Cook: South	7	5	9	3		0	6	0	3	6	5	5			5
25	Thursday, July 30, 2009	Village of Bartlett	DuPage	5	4	2	0		2	4	0	2	1	0	1			1
26	Tuesday, August 04, 2009	Bronzeville Visitors Center	City of Chicago	3	3	2	0		0	0	0	0	3	5	0			0
27	Wednesday, August 05, 2009	Harvard Library	McHenry	12	6	2	1		1	5	0	4	5	1	5			5
28	Thursday, August 06, 2009	Prairie Center for the Arts	Cook: Northwest															
29	Tuesday, August 11, 2009	Chatham Business Assn	City of Chicago	10	17	3	1		0	1	0	22	1	3	3			3
30	Tuesday, August 11, 2009	Geneva Public Works Dept. Training Room	Kane & Kendall	9	7	5	0		0	7	1	3	5	1	3			3
31	Tuesday, August 11, 2009	Joliet Historic Museum	Will	7	17	16	6		2	17	0	6	10	4	8			8
32	Wednesday, August 12, 2009	Kendall County Health Dept	Kane & Kendall	8	3	1	1		1	4	0	3	2	1	2			2
33	Thursday, August 13, 2009	Barrington Area Public Library	DuPage	6	6	6	0		1	2	0	9	4	2	0			0
34	Friday, August 14, 2009	YOUTH ONLY WORKSHOP DePaul Univ. College of Digital Media	City of Chicago	16	4	0	2											
35	Tuesday, August 18, 2009	Berkeley Public Library	Cook: North Central	4	4	1	0		0	1	0	1	1	3	2			2
36	Tuesday, August 18, 2009	Arlington Heights Village Hall	Cook: Northwest	10	2	3	2		0	3	0	3	8	1	3			3
37	Wednesday, August 19, 2009	Elmwood Park	Cook: North Central	4	6	0	0		0	1	0	0	3	2	3			3
38	Thursday, August 20, 2009	Evanston Civic Center	Cook: North Shore	22	6	3	0		0	8	0	13	6	0	5			5
39	Thursday, August 20, 2009	Fox Lake Waterway Agency	Lake	5	8	4	2		0	4	0	4	2	1	7			7
40	Tuesday, August 25, 2009	Field Museum - for staff	City of Chicago	7	6	1	0		2	0	0	0	1	0	11			11
41	Tuesday, August 25, 2009	Field Museum - for FM members	City of Chicago	13	7	0	0		1	6	0	4	1	1	9			9
42	Tuesday, August 25, 2009	Grayslake Village Hall	Lake	5	9	3	1		0	6	3	3	3	2	0			0
43	Wednesday, August 26, 2009	Palos Hills	Cook: Southwest	2	6	1	0		1	1	0	2	1	2	3			3
44	Wednesday, August 26, 2009	Village of Montgomery	Kane & Kendall	7	8	3	1		1	6	0	7	1	2	2			2
45	Thursday, August 27, 2009	Hegewisch Public Library	City of Chicago	3	10	2	1		0	4	0	6	1	1	2			2
46	Thursday, August 27, 2009	Morton Arboretum	DuPage	23	18	3	1		1	12	0	21	6	3	4			4
47	Friday, August 21, 2009	Will County Center for Economic Development	Will	16	16	9	0											
48	Monday, August 24, 2009	Shedd Aquarium	City of Chicago	7	5	0	0											
49	Monday, August 31, 2009	Cicero	Cook: Central	10	11	1	0		0	5	0	11	1	4	0			0
50	Saturday, August 22, 2009	CMAP Planning Leadership Conference	City of Chicago	3	6	0	0		0	2	0	5	0	1	1			1
51	Thursday, August 13, 2009	Bethel New Life	City of Chicago	8	6	2	2		0	0	0	12	1	2	3			3
52	Thursday, August 20, 2009	Roseland neighborhood Chicago	City of Chicago	23	9	1	2		0	0	0	30	4	2	3			3
53	Thursday, August 20, 2009	Lansing Public Library	Cook: South	5	7	0	0		0	0	0	8	0	4	0			0
54	Thursday, September 10, 2009	Chicago	City of Chicago						0	4	0	33	4					
55	Thursday, September 3, 2009	UIC	City of Chicago	17	12	3	1		2	3	0	1	8	0	20			20
56	Thursday, September 3, 2009	Little Village / Pilsen	City of Chicago	15	10	3	2		0	3	0	16	7	1	4			4
57	Tuesday, September 1, 2009	Aurora	Kane & Kendall	4	6	2	0		0	5	0	2	1	2	2			2
TOTALS				388	307	119	37		25	156	4	277	130	80	148			
			Average Attendance															
		*keypads were not used at this workshop due to technical problems.																

## 6.2 Participant Worksheets

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Active Trans								The interactive chart...very informative!	Some efforts to reduce footprint cause more regulation.	Spread the word	Keep Working!	Make smarter decisions concerning development.
Active Trans						Complete streets	Encourage best-in-class policies and practices. If looking elsewhere for examples/models seek regional experiences, since our weather system is different than California, for example.	The group conversation, especially being asked how we can actually implement these visions.	Our housing density choices seem to have the biggest impact on the indicators.		CMAP has a sense of what they can accomplish on its own (based on public input) and what involves political will. It'd be great to hear from you (CMAP) about how we can push for our visions once the 2040 process is over.	Focus on moderate density and invest in public transit and let your citizens know that economic development, better health and greener spaces can naturally flow from that.
Active Trans		Increase density pods around a green space	Encourage development along public transit lines	Reduce road construction, it only encourages sprawl	Increase transit system, it is the most effective way to move the greatest number of people.	Transit, buses, bikes, walk	Wind, solar	The spider scenario summary diagram	Water is a limitation in our region on the shores of GitcheeGumee	I can provide access to high school students across the metro region through Rotary Youth Leadership Activity. glordan@fenwickfrriars.com	Please contact local service clubs (e.g.- Rotary, Kiwanis, Lions) and provide meeting programs. Jerry Lordan Oak Park Rotary (708) 386-0127 x114	Develop jobs where people live and trains run. Do not encourage auto traffic; create quality public spaces
Active Trans		Increase density per net developable acres and combine with education to fight nimbysism	Around TOP centers and redevelopment of main streets in 1st, 2nd and 3rd tier cities	Very few dollars should go to highways and move money into roads for all types, even arterials	Moderate to significant because Chicago's system is based on need and not income, like transit is in other cities	Prioritize bikes and pedestrians first, then rails and cars	Water use/supply reducing most important, then move LEED-ND, for homes next most important	Clear objectives of meeting and good speakers, "Erin"	Inclusive participation by staff (CMAP)	Tom Moes email moeston@gmail.com	Your online strategy reports omit preservation of historic school buildings; they don't address new urbanism and I think there is nothing about best practices - about success and failures (e.g. low-impact development for Homes program.)	Start walking and biking more to work
Active Trans		Highest density along transit lines to encourage efficient energy use and pollution reduction	Along transit lines and make people walk to a remote parking facility one or two blocks away	No more capacity; maintenance and ecological repairs only	It won't matter unless zoning, taxation and energy costs incentivize transit use	Reduce zoning requirements to cut on-site parking by 1/2. Install meters on all streets, run them 24 hours a day. Create bike garages with showers and exclusive bike paths. Mandate highest density at multi-mode transit locations. Strongly encourage mixed zoning. Charge twice what parking costs a community	Decentralization of services: local power generation, water runoff storage, composting and auto-sharing. Tax energy wastefulness.	The clicker	Density moves everything else			Why would anyone want to move here, no platitudes, show me some numbers

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Argonne		Excessively. That will allow for common areas for services that can be accessed by more pedestrian means.	Along transportation corridors so we can decrease transportation time, cost & environmental impact.	Enough to maintain where sufficient but also enough to get underserved areas up to a standard for the area.	As much as we can because it will not be enough.	Expand public transportation.	Save as much as we can.	Interaction of participants	People are looking towards the future.	With ideas.		Minimize urban sprawl. Create 400' wide transportation corridors to move trains, cars, pipelines, overhead electric utilities, wastewater & freshwater. Then build dense population bases on both sides decreasing density as you move away from the corridor.
Argonne		Provide safe, healthy, affordable housing	Provide flexibility for people to have access to work, school, shopping, using public transportation.		Maximize investment to allow people to have access to other areas without driving.			The real time view of effects of the polling results on the 2040 plan.				Use the CMAP information / data plans to make planning decisions.
Argonne		Limit sprawl			21st century technology	Replacement vs. improvement	Conservation first					
Argonne		Concentrate on current / previously developed area. Check sprawl; limit (discourage) new development of previously undeveloped land.	Chicago neighborhoods (i.e. former manufacturing) now depleted (non-hip) areas. Inner suburbs - Old guard neighboring the city.	Tech - not new roads.	Intelligent Transportation System (ITS) to max efficiency of existing networks. CTA / Metra / Inter-urban / regional (inter-city) rail development	Alternative fuels / energy. Encourage driving alternatives. Driver aids for those who must drive.	Responsible water use. Re-use / recycle. Renewables.				Bar charts seemed a bit implausible. Too linear in their projections.	Concentrate on the communities & land resources we have. Don't build brand new ones.
Arlington Heights		High -> 25+ units/acre Mid -> 15-24 units/acre Low -> 10-14 units/acre Less than 10 units/acre is a less efficient use of land, infrastructure, roads	Where existing infrastructure is located; high impact fees for development in less/no infrastructure	Maintain existing roads; minimal and targeted new connections for regional networks (i.e. N I-53 extension)	Regionally interconnected intermodal system; unified system will make a stronger region		Restrictions on non cleaning drinking use of water for human (i.e. no lawn watering, home car washing, etc)	interaction				
Arlington Heights		Medium- high; corridor - POD development	Along in fill, arterial corridors, TOD is not only at rail stations DRT development i.e. Milwaukee Ave., Niles; consider impact of senior housing and transit access	Support transit investment, bus ways, dedicated lanes, park and rides, dedicated access ramps, HoV lanes, bus operating on shoulders, pedestrian access, safety islands at ped crossings; reduce curb cuts access between developments	Develop West Loop high speed rail station, O'Hare, HSR station; HSR rail line Union Station-O'Hare; regional commuter lanes to Rockford, Kankakee, DeKalb, Ottawa; support Midwest HSR initiative; expand Pace network	Support TMRO strategies maximize current facilities i.e. HOT lanes, BRT services, bus on shoulder lanes	Recycling; reductions for parking requirements based on transit usage; tree lined streets	Voting tool for different options	Density has big impact	in work - promoting to others	when discussing TOD, it does also include bus transit not just rail BRD corridors support TOD development	Follow recommendations in plan' coordinate transit and land use, when approving development what have huge set backs no sidewalks huge parking density requirements higher density/multi use density. It's not just what is talked about at Sears Tower but what the actions are back in your village hall.
Arlington Heights		If we are going to add 2.8 million more people by 2040, density will need to increase.	Development should be encouraged along transit lines - in general rail lines.	We'll need to continue some maintenance funding, as well as minor expansion of road arterials where necessary.	In addition to maintenance funding, we need to improve transit to serve more areas, so it will become more of a mode choice.	Encourage more trips to use a non-SOV (single-occupancy vehicle) commutes should be the policy.	Wherever feasible, green development and resource conservation should be encouraged.	Drew did a great jobs as a facilitator. He kept the process moving.	There are many factors involved in setting a policy 31 years into the future.	You have my email. Keep me posted.		Encourage smart development (fewer strip malls with empty stores) as well as commute options that connect my community with destinations. Shopping, employment, & transport connections?

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Aurora		6-10 dU reduces city limits expansion saving land, reducing drive times but does future generations desire it. No yard, tight pack.	Reclaim absolute properties, acquire adjacent parcels, condemnations on limited basis and diversify housing types including rental	We will need significant roads until 2040.	Start acquiring Row, use existing road systems for alternative transport systems	Hydrogen vehicles. don't believe we will wean ourselves from personal vehicles by 2040	Clean water act, reclamation of wetlands					
Aurora		Not too dense (illegible) Quality of life	Yes for better future	A lot. The way we save energy on time.	I don't know but any amount to be possible for change. In positive way.	Road network	Save energy and water, green house.	All was excellent. Presentation.	We need to plan for the future			The transportation system needs to improve
Aurora											This could have been used as a brainstorm forum to enhance the overall region. Existing funding for existing infrastructure will be inadequate and needs to be resolved. I made several proposals at the North Aurora meeting. Right now, there wasn't any discussions about using additional resources as well as additional traffic patterns, more transit users etc. We have to realize that the existing infrastructure won't be able to handle the additional demands that will be placed on our systems.	
Aurora	At present looks bleak. If government can become no political and honesty takes place Go To 2040 invent plans will be great for the future generations.	Moderate growth with a firm plan in place for better land use.	Where the development is needed. Why use land when there is no need for development	We need to maintain what we have but moving to more rail transportation	As much as is need to meet the needs now and into the future of 2040	A strong (illegible) moving toward rail transportation	We need to support policies that promote clean air. Recycling to better maintain our land use and water streams	My favorite part was doing my thoughts about my home growing up as a child. A great time for me.	How important it is to make sure we continue to do things to help our planet.	By passing on the info how important that we all work together to help the planet	We need to reach more of the Aurora Community how. Agency's - ask for a representation from agency	
Aurora	Like it has potential	Very - more efficient	Redevelopment areas	Mid-level investment	High-level investment	Mass transit	Conservation	Voting	People in the room want smarter growth		Are there any combination of answers that expand all the 'spider' legs?	
Aurora	Crowded	Encourage moderate dense development in urban areas	Urban areas	I think more roads create density and traffic	I feel this is very important - Portland OR		We should always take care of the environment first!	Seeing the impact of different choices on the model				Don't forget the importance of alternate transportation
Aurora								Ty was great! Funny - kept my attention. A lot of statistics - sometimes hard to get through.	How interconnected all the choices are - each item affects every other item. The relations were not intuitive. The 'model' was a great way to show	Encourage other local residents to participate in similar events		

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Aurora		Ensure there is enough room for families not in favor of having too many houses together.	Where transit/transportation is more available	Not sure on the amount of money but enough to maintenance the current roads and new in the making		Energy saver policies	More green policies	Interaction, diagrams	Choices can determine how the future will look		I really enjoyed the presentation ... never really thought about the future	
Aurora	Great water ways. Great schools. No crime. More biking, hiking and water sports and recreation. Eco sports. Eco attitude on recycling. Wildfire. Jobs, housing. Open space.	Somewhat. So individuals can use car free transportation needs. Like biking, walking and hiking	Downtown. Under utilized. Great Lake front properties. Transportation hub.	Great deal, old roadways need more widening and major highway connects between I-80 and I-88. Population growth needs.	Great deal. As much as we can get at the federal level do to growth of population and the over reliance of foreign oil.	High speed rail. More eco-transportation, biking trails, hiking trails.	Water resources. More eco-water sports. (illegible) Air quality. Water quality programs. Recycling programs that are constituent friendly.	Interaction	Cost issue we might run into	Make sure I stay on top of legislation and policy in area	How do we implement or manage a regional attitude to make sure 2040 looks and is perfect for all surrounding municipalities.	Go to <a href="http://www.goto2040.org">www.goto2040.org</a> and take the 'Invent 2040'.
Aurora		More dense to preserve green space.	Concentration (?) already developed areas	Not so much. Just makes people drive more	Lots. Get the cars off the roads			Creating the model	Impact of certain decisions on other aspects	We are planning an Earth Day celebration for next year		Please help us preserve the (illegible) for our children's children
Barrington		Human Scale	Existing; re-investment	Better formula or understanding of capacity increase by dollars invested.	same	Fixed rail	water primary	interactive	population forecast	link to local page		
Barrington		Based on local support	In centers that are already developed	Finish Major connectors		High Speed Rail	Positive incentive based policies like LEED	Scary how the decisions affected other areas.	How housing options influence inputs more then other choices.		A larger discussion about regional thoroughfares the continuation of 53 widening 80/94	
Barrington			Redevelop older communities and cities		Significant amounts							
Barrington								Moderation was great and quite effective	Transit and land use trends are more pronounced than expected.		Key questions which may be out of scope, that need to be added to give more texture: 1. Who pays for changes? 2. Does this require, and if so how much, income + wealth redistribution within the region. 3. Much of the land use, transit and other issues/ challenges is based on business climate issues that often drive these trends. 4. Regional solutions cannot appear to pit region on a class warfare or political basis- suburbs feel often that we are the checkbook and yet our input does not have impact in the "real politic" sense.	
Barrington		Dense as possible	Development in areas and towns to give people who wish to live "rural life" that option.					The discussion of AN ideal community provides a good frame to answer the survey questions				Focus on alternate modes of transportation and creating viable downtown living (even in smaller communities)
Barrington				Except for bikes!		High speed rail!	Re-use first re-cycle!	The interactive graph / chart	Density Determines Everything	High Five	How do the results we picked influence costs/ taxes	Focus on Alternative transportation so by 2040 we do not have a crisis that

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Barrington								Open discussion on how we improve parts of the wheel	The way the development and transit options can improve the environment	educate the environmental folks to work with government programs	In the power point have more slides of good things to save	Housing for older then 65 people that can walk to activities and health care facilities.
Barrington		Mixed single family/ multi family development		Lots- the roads are falling apart, are too narrow. Looking at alternative methods that last longer.	We should invest in faster mass transit. Make a system that gets you from point A to point B faster.	Provide convenient mass transit solutions to encourage people to use.	Encourage native planting, water conservation, recycling.	Seeing how the selections made gave a picture of what the future would look like.	How people see the same data and interpret it differently..... Especially how it effects them personally.		nice job	Land use to keep open space is important. The roadway system needs improvement. Give people other transportation options so they can change driving habits.
Barrington		Duese		only to improve flow	more buses!!!				The importance of land use to the outcomes			
Barrington		Moderate to conserve investment and tax dollars	In the abandoned patches of land in the city of Chicago outside the loop	Not much, since I expect to see smaller cars and fewer trucks	Much money to save road construction costs.		Reduce congestion and emissions.	Learning that there was a regional planning organization collecting input from our communities	That growth can be managed at an optional level			Provide as much input as we can to regional planners.
Barrington		Moderate increase in density	Areas that are already used	Quite a bit since we are already living with urban sprawl.		Improve roads until density increase makes mass transit affordable/ available.		Voting for models and immediate feedback	too many people too little \$ for improving infrastructure			Local control of land use
Barrington		Local control. What's good for one is not necessarily good for another.	Re-use, CBD's, economic challenged areas.	What we can afford.			Regional- H20 flows do not recognize political boundaries.	Shows how all aspects of quality of life are inter-related.		Could have moved along a little faster with the voting.	I think if costs were brought into equation people may "vote" differently.	Be realistic with what you can accomplish & don't become an over- staffed, inefficient, government agency!
Barrington		We need to fill all the empty spaces before we build more. Build up not out!	Not likely but in my book, no where, we should go backwards, not forward, it worked better before all the technology.	Moderate Amounts	A decent amount. We need less people driving, more taking the train, bus, etc.		Clean air, clean water, energy efficient.	Interaction	I think mostly others opinions & thoughts because I already know what I think		What are we doing now to accommodate the changes for the future?	We need to stop putting the environment on the back burner. Infrastructure is important but we need to focus on all of the issues.
Barrington		Dense where it's already dense to preserve maximum amounts of open space & agriculture	In areas already developed	Maintenance level	Transit should be heavily emphasized	Encourage use of transit	Much attention should be given to the necessity to control invasives. They are threatening much of our open space.	The interactive nature of the workshop	There's a lot of thought going into preparing for the future	I volunteer at time to conservation organizations. I can help spread information	The sound quality was not great. Sometimes it was hard to understand what was being said.	Planning for maximum possible protection of natural resources and policies that support and encourage use of natives.
Bartlett								The opportunity to explain my choices	That every choice is connected. Every choice you make has repercussions.			Mass transit - importance of rail
Bartlett		Future development should provide for a mix of densities from Single Family Homes to low-rise condominiums	Local community centers. The purpose of this is to provide the community with a visible city center to promote a "sense of place".		More than current transit investment.	Policies that support multi-modal options for transportation.	Policies that support LEED building standards.	Discussions amongst table members. This provides people with an opportunity to get more in-depth with their ideas.				Form-based codes
Bartlett		Moderate density with choices would be best, but development needs to be sensitive to community needs.	Near transportation hubs, having the housing surround multi-modal transportation areas should reduce auto usage.	A little more than now, it seems that transportation is not maintaining current needs.	More, but in a practical sense. Transportation hubs need to follow people where it can get the most use.	Emphasis on alternative transportation options and implementing transportation integration measures should be	Water reduction, waste reduction, alternative options.	I believe that the interactive voting was best, although more options should be available to choose from.	Learning that 2.8 million people will be moving into the area over the next 30 years.			

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Bartlett		Concentrate in current urban centers.	Should be more dense with more options - I'd like to be able to age in place.	More b/c we want our economy to grow and distribution is important.	Much more - we need to encourage more people to use transit and make it more available in the suburbs		Reduce water consumption and reduce impact on watersheds.	Seeing the difference between current trends and the choices that we make	The biggest impact that we had was choosing more density and focusing on metro and community centers			
Bartlett		More midrise mixed use	Around transportation nodes	Keep the same, if you increase the lanes it doesn't provide traffic relief - more cars end up using that route	As much as we can to maximize its potential only if development is near transit		Sustainability	Voting - live results				
Bartlett		I don't think we can sustain much more growth	Re-use and redo current development		How about trails to rails		We passed a sustainable population worldwide around 1850...	The clickers to vote with	People are paying attention		What about population control?	What about 2140? 2240? What will this time look like?
Bartlett		Slim to moderate - Bartlett has a good choice at this time. Enjoy a maximum of green space.		An amount that would give the best roadwork to all communities								
Bartlett								I enjoyed voting and seeing the results immediately and with some small change could manipulate the charts and diagrams.	If we don't think about changing the future now the end result may not what we want to see and current trends may prevail.		Great job. Very interesting.	
Bartlett		Need to increase density, reduce infrastructure costs and provide more affordable housing.	Growth corridors, close to transportation networks, etc. Also where people want to and can afford to live.			Reduce congestion. Better connection of suburban areas, including public transportation.		Impact of the various scenarios on the 2040 outcome.				We need to increase economic development and activity, as well as provide more affordable housing. Over regulation that increases costs and discourages economic development is not beneficial in the long run.
Berkeley			Not just in the mid city, people should be able to stay in the suburbs but not just in their single family house	Our roads and grudges are in terrible disrepair right now. See the viaducts/bridges on the Outer drive	Lots!	Go back to having transfers. One of the few good things the most recent late gov did was free trans for us old folks. Made all the buses crowded but is great. I feel badly for work up people who have to pay 2-3 full fare to get to work.	Use of solar wind as sources of energy. Separate city streets for bikes/cars. The bike lanes on busy streets are lethal - so dangerous!! License bike riders like you do cars! Too many are rude and stupid!				How does getting or not getting the Olympics fit into all this?	
Berkeley								Analyses, implications of decisions		What impact of the Olympics in Chicago would have decisions of business mix in community green vs. industrial	You do not talk about public health concerns i.e. hospitals, clinics, ER, contagious diseases, public aid and Medicare, "catastrophe disease", monitoring cancer, COPD	1) Transportation - buses and trains (public) 2) Water - usage - build up Lake Michigan accommodate growing needs 3) Senior Planning/"challenged" person resources

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Berkeley	Clean air, open space, community living with design that allows for creative options for all those who might be living together.				Mass transit will be imperative to the efficiency of future travel. Not only will the train/bus lines need expansion, but they will also need to be more efficient in both time and energy consumption.	Support mass transit, bike commuting, walking, car sharing, etc. Single person cars need to be reduced.	Clean air, water, land. We need caps on our pollution and strict consequences for those who endanger and damage the overall environment. We also need to focus on alternative energies and practices that are greener in nature and sustainable. Reduction on foreign energy dependence.	Answering the hypothetical's and seeing how that could play out in the future; comparing the options and seeing the consequences.				
Berkeley	Interesting and hopeful. I see changes in	Medium or compact development. More efficient land use, transportation, water, commute and housing diversity.	Where we have the infrastructure already in place. We don't want to use more land	Moderate investment. I believe that we rely too much on cars. I don't believe we need to encourage lane use. But we need to make it more efficient.	A Lot! We can't afford to move in the same ways we are. Climate change, energy use and other issues.	Alternative. Support trains, bike, walk. More. We now dedicate a lot of money and effort to (illegible).	Reduce, significantly promote reduction. Discourage noise (water, land, etc)	The brainstorm with my group. Seeing the graph change.	That density is a huge deal. That we need to shift our perception towards density.	Change and help others see density and space use differently. can contribute to educating the public.	Visualization is key. These scenarios could be imagined in different ways. I should be possible to visualize this.	Promote efficiency and transportation. Integrate (illegible) and contribute to improve quality. Better quality of denser developments. No more malls, suburban sprawl, colonization of natural spaces. Not one inch of nature less. We have to pull back!
Berkeley	Grim. Crowded. Can make good changes but need strong leadership to implement. If taxes go up, I expect the 'dorito' to reflect those good changes.	Should allow for some space - create more common space relative growth.	Cities - need to preserve remaining clean resources	Fair amount. As resources dwindle, will need to truck more. (Unless American way of life drastically changes).	Lots!! Let the people do their jobs - live their lives - not commute through the days.	More trains, more bikes and walking!	Water, energy, soil, air. But must also revisit property rights, and maintain peoples' personal rights.	Drew was funny - nice presentation - great supplies - enjoyed scenario best.	People are more liberal - > interesting. Wonder how reality of politics would factor in.	Voice a disparate opinion :) - use less energy - bike	Thanks for listening.	Who will determine how we use future natural resources? Who controls water, energy, etc?
Bronzeville		What about having family meets for the sake of children?										
Bronzeville	Like it needs work.	Moderately compact	Communities and cities, to preserve some of the open areas	Enough to increase capacity a little. We should move people toward public transit.	A lot. More people should use public transit instead of drive.	Improve public transit.	Clean air and resources.	Most of it	That the population will increase by 2.8 million in the not so distant future	Encourage the use of transit. Encourage energy conservation.		Improve transit.
Carol Stream	Good... if we make some changes now.				Invest in transit please.	More mass transit More bike lanes and paths.	Preserve natural spaces. Increase infrastructure (permeable pavement, green roofs, etc.)					My husband and I strongly support increased bike lanes on existing roads, bike paths, and public mass transit (i.e. we greatly need the 'L' expanded into the suburbs)
Carol Stream	Bleak	Low density - only	Unfocused, Adam Smith's unconscious hand	Minimum investment, encourage rail	Encourage (alternative transportation)	Alternative	Keep the government out. Leave to the private sector for greenhouse. Slightly encourage all else.					Let it go, let it develop on its own, with the exception of infrastructure, let it take its own path. Think Adam Smith's invisible hands.
							Reduction of greenhouse gas					

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Berkeley		Denser in most populated areas. Make an urban amenity of Chicago River like the lakefront to provide a greater sense of space to people living closer together. Also, most courtyards, closed streets, and wide sidewalks with density will work, not like State Street in the 80s.	Not in unpopulated areas.	Repair and maintain existing roads. Pretty much no new roads.	More than now. Reduces CO2, uncrowds roads, reduces marked class differences between citizens.	Promote walking, biking, car sharing, public transit.	Validate lower consumption lifestyles that have been culturally marginalized for the last 30 years as 'country' or 'getto' e.g. cloth lines, cooking outdoors, socializing outside.					
Berkeley		People will live where they choose to live... urban or rural for their own reasons. Dense may work practically but how content will people be in that in that environment.										
Berkeley								The displaying of the results of the polling.				
Berkeley								Great to see immediate results of this exercise.	Reiterated the 'density' factor in affecting the overall future possibilities in planning.	I'm a professor at Benedictine University and will certainly incorporate this info into the Enviro Science course.	Certainly working on improving the education systems (public school) in Chicago in order to keep families living in the city.	
Berkeley		Very dense in comparison to today.	Existing settlements, metro. Infrastructure investments can benefit far more people for far less cost.		Better bike lanes	No taxes on CTA/RTA. Unified RTA, Metra, CTA, Zipcar, I-GO.	Better recycling					Energy has to come first.
Berkeley		Dense, but don't over(illegible) infrastructure. High-density good when combined w/improvements to mass transit, schools, sewers, etc.	In less-sensitive environments, IE, not in flood plains. Lower/mid density Chicago neighbor.	Enough to enable traffic to pass through region; to move food, necessary resources etc. Discouraging long commutes for work.	As much as we can. Circulation is critical, people need to be able to move freely, w/o polluting, to work and recreate/shop.	More integrated public transportation. More 'Circle' lines connecting existing lines, offering access in underserved areas. More rail lines on existing routes - why not a 4 or 6 track rail line? Express bus lanes.	More renewable energy, especially solar and geothermal. Illinois 25 by 2025 but should be higher.	Interaction. Great graphs.				More solar - on every house!

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Carol Stream								Excellent program	The interaction between the various approaches	Windsor park is working to improve the environment - better water, recycling programs, reduce our carbon footprint		
Carol Stream		Medium size developments	Along major ROW and transit facilities	Improve major ROW for traffic areas	High speed	More neighborhood access to bus			Ways to enforce new ideas on communities			
Gcero		Housing diversity - drives incentives. Don't regulate, provide incentives grants for communities w/old plans				Lighting, energy efficient, natural lighting, green roofs and solar	Consistent policies; consortium of regional partners, educate, streamlining, two way street of responsibility, education				Sharing best practices and models, look at equitable share of funds	
Crystal Lake				Better roads lead to more sprawl		Major. Improvement on public transport and on commercial systems						
Crystal Lake			Existing urbanized nodes	Minimal - inefficient mode of transportation	\$\$\$ Most affordable, environmentally friendly options in transit	Transit, high mileage, electric cars	1) Ground water protection, 2) Financial incentives for natural resource protection	Scenario summaries				Help create a mix of proximate land uses so people can live, work, shop, and play in a bikeable area
Crystal Lake		Moderate	Metro centers	Significant	Significant	Public Trans	Max amount	Input opinion, breakout groups	More about how planning works	Spread the load	Would like more in-depth discussion and guarantee feedback to local officials	New energy, innovation, technology
Crystal Lake		Compact, contiguous, and dense to prevent sprawl	Infill in municipalities, redevelop brownfields	Expand existing and improve roads	Transit to compact, contiguous developments	Multiple choices - car, bike, train, bus, waterways, etc.	Mega sites for biodiversity, preservation. Keep native soils intact. Maintain stream activity during development					There is too much influence in McHenry County from Land Speculators
Crystal Lake		Moderate Density: SFR Homes, TOD/Mixed Use neighborhoods, Ag. Land. Not everyone wants city living, must have choices, but land is limited, so need to have some density	Infill, away from environmental areas, away from high quality farmland. Need to encourage growth with reduced costs for infrastructure and municipal services.	Minimal to maintain function. We need interstate and highways but if we have a mix of uses and other transit options - bike, walk, light rail, train - local roads don't need to be 6 lanes	More than current. Need options - realistic options that work and get to grocery, recreation, not just Chicago jobs	Alternatives: road, transit, bike, walking	Preserve environmental corridors		There are so many options			Options: land use, transportation, housing, jobs, services
Crystal Lake		Population control and less development	We need population control, not more development	Lots	Lots	More mass transit	All					
Crystal Lake								Seeing the results of our votes and seeing how they are interconnected	That there is a strong desire to encourage sustainable living in our group			
Crystal Lake								The scenario	That to get what we want will probably be costly in the short run, but in the long run will help the			We need to look at the long view in terms of the environment

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Crystal Lake				Major bike and walk paths and public transportation improvements			Making choices	Planning will impact the environment				Reducing the carbon footprint is the most important goal for 2040
Crystal Lake								Participating and the other people that were here	That all input is valuable			Protect open space
Crystal Lake								The keypads and Hubert's jokes	The community has a lot of good people	I do everyday at my job	You should absolutely have had natural resource protection under resource policy	Protect the environment
Crystal Lake		More dense than in the past	Around the hub		A lot	Public transit	Water conservation and air pollution	Discussion and voting results showing consensus	Consensus that land preservation is most important			My county board (over 50%) wants spot zoning for commercial and for housing which is not what our community wants
Crystal Lake		Dense (very dense) to reduce land consumption	Where there is existing infrastructure in urban centers	Only minimally to improve capacity	Very much - good transit reduces energy use and greenhouse footprint	Use transit, bike trails, and walking trails	Protect and manage more land for the ecological functions that they provide. Protect wetlands, high-quality natural areas, and incorporate best management practices	Hubert and his smile. Good overview.	Encouraging responses from the audience.	I help promote protection of open and natural areas. And, most days, ride my bike to work and on errands.	Need to focus on open space values (not just in context of land consumption)	Listen to the people - as evidenced by the results of this planning meeting in Crystal Lake - and not just the vested interests a=of a few people.
Crystal Lake		Very dense and compact growth to save natural areas and farmland	Near city and transport	Just maintenance	Improve rail extensions, frequency, and other transit	Transit 4:1	Water supply and quality. Agriculture preservation. Open Space acquisition				Can you go live and show how website works	Protect the land and alter to create a sustainable future
Crystal Lake		Depends on location - I see a continuum from very dense to large lot zoning	Where there is existing infrastructure in urban centers	Maintain current conditions. I don't like roads.	Tons. As long as the density supports it, its more affordable, equitable, and ecologically sustainable.	Congestion charges.	All to the max					
Crystal Lake								Interactive video	Most people who attend these meeting have been pushing these ideas for years			How do you stop local governments from approving Greenfield developments
Crystal Lake		We need to be more dense. We need to reduce our energy consumption.	Closer to where people work, reduce energy consumption.	Improve condition.	More public reduce energy consumption.	Anything that increases efficiency.	The cleanest possible.	Group discussion	Other people have the same concerns			Make your town pedestrian friendly.
Crystal Lake					Public access to major attractions via bus, train, etc.							
East Hazel Crest	Bleak for the South Suburbs. The RTA continues to maintain the status quo, and not mandated to provide any equity in transit services.					Equitable services for the region. Balanced investments.			3-tiered 2040 plan - and only Compare 2040 is online. Should be available elsewhere.		A lot of information for many folks. You need an educational component to these workshops.	How does CMAP plan on addressing the equity issue - as stated in the Vision brochure - What policies are they prepared to undertake?
East Hazel Crest								Seeing how the wheel changes		Plant trees, manage green space	Kids need space - not on the streets	Get kids & adults into the green spaces - parks, trails, forest preserves. Do not forget green spaces.
East Hazel Crest								Participating in the electronic survey process and seeing the results immediately.	CMAP needs to broaden areas of interests, like employment, jobs		I think the omission of employment as a survey area is serious oversight and leaves out a high	

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East Hazel Crest	We should ask these questions in light of global warming. So we have to.	Maximum.	Metropolitan centers.	No new roads	Huge amount	Maximum amount	Maximum		Interesting. But quality of jobs must be more than behind the scenes. This is the <u>issue</u> .		I think a separate question has to be what types if investments support high wage <u>jobs</u> !!	
East Hazel Crest		Understand the reason for density - concerned with increased crime & traffic					Clean air, clean water, open space growth, tree planting, passive recreation					
East Hazel Crest	CHTS - N	Moderately compact growth - 56%	Community & metro centers - 84%	Moderate increase - 53%	Significant increase - 84%	Support alternatives - 53%	Maximize programs - 56%	Dialogue	That simplistic systems are not useful for analyzing change		The reality is that we can't continue to consume land - We need to reuse and redevelop existing business centers & housing	It depends on the level -- @ the city - get your heads out of your ----- and become aggressive. @ the county/state/fed - stop allocating money based on personal agendas -- stop rewarding <u>inefficiency</u> .
Elgin	Very concerned that health efforts be considered	Equity of neighborhoods		Economy. Public health.								
Elgin		I would like to see more redevelopment in economically disadvantaged areas, as long as any public funds stay in that area (i.e. TIF)	I would like to limit development in agricultural areas to encourage local food growth.	We need to invest a ton of money just to <u>maintain</u> our current roadway system, per AASHTO report. I don't think people are going to stop driving any time soon.	I would like us to invest more money in transit, as long as we have a comprehensive plan to maintain what we have, let alone what we build in the future.	Fuel tax is not going to support maintenance of our transportation system - need to look toward charging money per mile.		Voting machine.	Lots of my neighbors are concerned about the same things, especially transportation & urban sprawl.			
Elgin			Locally - strip malls, fewer big box stores	Force lane usage as is done in Germany and declare some areas off limits to autos or autos with only one passenger.	A lot more than we do now. If we expect people to use public transportation, it must be close - no more than a two-block walk to catch a bus.	Encourage multi-passenger use of autos.	All that will provide good water delivered to my home. Without water, my home will be uninhabitable.				You need to provide facilities so the hearing handicapped will know what is going on!!!	
Elgin		Urban density supports local business.	Economic hubs - Pre-established 1900 downtown areas; Growth pattern was based on a local sustainable economy.	Traffic calming. Pedestrian friendly & bike.	E-transit for work. Industrial corridors w/local workforce housing for less reliance on transit	I-Go car sharing for at-home business use	Less packaging; Recycling					
Elgin		No high-rises - too dense. Single-family; small apartment building.		Well-built roads that don't need repair in 4-5 years.	More		All					
Elgin	Exciting	Moderate to high density in metro centers.	In areas with built infrastructure only.	Maintenance only, no expansion. All new Greenfield development must pay for regional upgrades to arterials, bridges, etc. up front.	80% of transportation money should go to transit, bike/walk lanes.	Discourages car travel by forcing motorists to pay the real costs of roads, pollution, etc.	Maximum environmental protection, based on solid science with <u>complete</u> cost benefit analysis. Complete means all costs, not just dollars.					

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Elgin			Current urban areas - revitalization is best opportunity		Connect the "suburbs" with Chicago metro - 5 fingers		Passenger rail combined with interstate express bus on Randall Road	Willingness to listen	Consensus may work and is alive		Job support / development in existing metro hubs - revitalization	Walkable neighborhoods / jobs / recreation all are connected. Buy local, buy / build American - get back to feeling good about our products
Elmwood Park		People are living to the age on average of 77 years. All projects must keep that in mind!			Technology must create a new way!				Water education is the 1st challenge to make Chicago pay its fair share		Understand that new technologies are the biggest factor in the growth and usage	
Elmwood Park		Notified neighbor of excessive water use, check items for leaks -> hooray for metered water use									Water re-use programs, grey water; don't want to repeat mistakes of the past - think about downstream effects; water is too valuable for what we charge; flat rate for water in the city - people take advantage of it; suburban communities hate already stepped up to the plate; total lake access gives us financial incentive to change habits; notified neighbor of excessive water use, check items for leaks -> hooray for metered water use; postcard from CMAP -> other	
Elmwood Park							Rain water return without regard to what's downstream; ours taste better than a lot of other places. Metering water; looking for suburbs to save water; incentives are needed; can notify people of leaks					
Evanston		Density should increase sustainability in order to reduce transportation (illegible); leave more open areas and improve air quality through less emissions	Closer to major transportation hubs	Enough to permit those workers who do not have efficient access to public transportation to access their employment and recreational areas	As much as reasonably possible. We need more but we also need a much more efficient plan	Car pooling; monorail type system; high speed train for longer distances; small electric bus system bringing people to transit hubs	Limit emission through electric autos; maintain open areas; reward efficient building	Observing the impact on the 'dorito' of our decision	There are competing priorities that will need to be addressed together in order to reach a coherent solution	Continue to work on the plan commission		
Evanston		Moderate density	Community centers and metro centers	Strategic increased investment to improve congestion for freight/delivery	Heavy investment to create alternates	More alternatives - high level	Moderate	Interactions between the factors/inputs	Tradeoffs can be demonstrated between the planning factors - know they exist, but difficult to explain	I work as a transit planner		Invest in infrastructure to support sustainable growth
Evanston											I am concerned about the (fast) speed at which the meeting moved and the weight being given to the responses made in this	We need to have more revenue in Illinois

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Evanston			In fill in existing towns and cities	For what purpose - repair existing; Geometric triangles to reduce conflicts and increase capacity of the existing; look at bridges and keep safe or re route and abandon	To attain improved - reliability, safety, capacity; To expand knowledge of experience using all modes; Make buses more usable by managing schedule							
Evanston			Metro and community centers	Reduce - only maintain what we have; encouraging public transportation	Increase spend (reduce road spend)	Increase spend (take for road spend)		Interaction; instant tally	Density has enormous impact			Public transportation ENHANCE
Evanston			Affordable housing so that workers can afford to live near where they work and therefore reduce communities		Significant! Support mass transit - high speed rail	East/west mass transit not simply in and out of loop	Significant reduction in carbon footprint					
Evanston		Should depend on location; but should be at density sufficient to support transit and commercial nodes within walking distance of neighborhoods	Where infrastructure exists and or completes a connecting network (conserve scarce resources)	Should focus on improvements that move freight more efficiently and separate trucks from cars	Need to invest lots in maintenance so that it's an attractive transportation choice	Improving transportation choices for disadvantaged populations	Reducing flooding, using sustainable systems	Keypad polling				Not all of the density that's desirable in the region doesn't have to come to Evanston -> density should be dispersed among different places
Evanston		Density should be compact but accessible to open space	We should focus development into regional nodes	We should maintain but not further expand roads	We should invest in existing transit and further expand lines and services to create attractive, reliable and robust systems							
Evanston		Reasonably dense to lessen congestion etc.	Already developed areas		Lots!	Much more, more efficient, more accessible and more affordable public transit	Voting					Transit, transit, transit
Evanston						Chicago Wilderness, Green infrastructure vision		The idea that you are going around the region engaging people in understanding the consequences of planning choices; the moderator was excellent				Unsnarl the home (illegible) to give planning some teeth
Evanston		Very dense, metro centers	Existing nodes expanded (or 2 new communities a la Reston VA)	Minimum - maintain existing	Very much - as much as possible	Out of cars	Sustainability					
Evanston		Should encourage more 3-50 unit apartments throughout the city and more townhouses and smaller lots in the suburbs. All should come with mandatory sidewalks, regardless of	We should encourage a lot of urban infill, especially in southern and western Chicago, southern and near - west suburbs. There is a lot of open land Northwest Indiana should be included as well (Hammond, Gary etc)	We should probably maintain highway networks as they are now. We should encourage walking/mass transit	Simply enough so people can choose whether to use a car or mass transit, especially for entertainment venues should be closer to mass transit.							

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Evanston		Building 5 stories or less. Quality of life is better than high rise and builds more community than single family	In existing communities and cities. Re-invest in inner cities of low income especially	Maintain quality only. Discourage community by auto	Hugely - regional public transportation is essential to growth management	Use transportation stations to build the economy in surrounding areas	Protect air and water; reduce petroleum consumption. Avoid nuclear power - invest in alternative energies especially hydroelectric and solar energies	The dorito chip analysis	The CMAP planners are not thinking outside the box as much as I would hope		1) Just because modeling is difficult doesn't mean you don't challenge yourself to develop new ways of predicting. Caution 2) Remember how you ask a question will dictate the response.	Please invest in, build infrastructure, train people and hire people from our poorest communities in the region. That approach will have the greatest impact on improving our quality of life and ensuring our future will be positive.
Evanston		High density around transportation nodes but even increased density in single family development areas (smaller lots) relative to current densities increases across the board	Infill development, transportation nodes. Sustainability community centers and metropolitan centers	Less investment - priority should be mass transit, high speed regional rail, bikes, and walking	Maximize investment - more sustainable	Mass transit; high speed regional rail; bikes; walking neighborhoods incl. neighborhood commercial/retail	Sustainability; carbon neutral development				More like Europe relative to all categories	
Evanston			Go back to the 'parking lot' and add into your plans the importance of develop., addressing the importance of breaking down metro Chicago's segregation - economic, racial, economic	Research new materials that will last to fill potholes and resurface. Broken roads			Consistent across communities re waste treatment, recycling and education for all age people					
Evanston			I'm curious about model input, which did seem to trends towards more of the same across the board.									
Evanston			Areas where development is currently occurring but not overwhelming the space.	Investments in roads should be made to increase accessibility to vehicles like bicycles and more efficient use for mass transportation vehicles.	Investments should occur for improving/adding accessibility of transit systems as well as investing in reduced energy or more		Maximize open green spaces such as parks/forest preserves; Improved accessibility to alternative energy options in the region	Interaction and open communication	Learned more about overall planning opportunities in the region			

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Evanston						Expanded infrastructure for safe cycling and policies encouraging cycling for transit would decongest roads, decrease energy use and CO2/NoxSox emissions and improve the health and safety of residents. Cycling and transit should be viewed as complimentary transportation modes						
Evanston		Substantial increases in density in metropolitan clusters is desirable. Walking areas where destinations are near origins	Existing centers. Reduce costs; increase sustainability; conserve land	Limit any additional investment	Substantial increase in investment needed to develop alternatives to automobile in desirable	Development of alternative transportation to automobiles	Increase environmental protection and reduce unsustainable development		Tradeoffs predicted			Help educate them to tradeoff and desirability of more dense clusters of development also to possibility of protections privacy for families and increased walkable sustainable development.
Evanston		It is considered on a case by case basis in Evanston		Keep roads in good repair - consider not expanding roadways. This will impact pop density	Upgrade existing public transportation	Policies that reduce reliance on personal auto transport	Can't shoot from the hip here - each policy should be carefully evaluated	Very informative and well run	Impact of density on cost management			As chair of plan commission we will undertake over the next 1 year and looking at this question
Evanston		Moderate density at most that preserves open space for community use & that serves communities' goals for total population.	Existing communities based on type of development needed. Open-greenfield sites - should be reserved for 2060.	Single-family cars = single-family homes = \$\$\$\$. Invest in maintaining existing centers & links.	Transit = health (walking), \$\$\$ + carbon savings + increases useful employment. We should invest more!	Support those policies that follow CMAP guidelines resulting from CMAP planning for regional development.	Regional education carrying capacity - relate to water use, air quality, environmental diversity & human health promoting activities.	Learning about CMAP and its role in Chicago area planning and the tools & methods it uses for its work.	Regional planning for an area with 9+ million people in 200+ communities is a complex task.	?What is there to do?	I recommend that CMAP collect education & income info as part of its workshop + online statistics about participants.	Our community has benefited from the past 5 years of planning and development. During that time its character has become more urban + dense. I think it's dense enough. I want to help guide future planning & development efforts to strengthen those unique good features that we have & develop others, like more local businesses. How can I help?
Field Museum	Great if some key changes are made.	Dense development around transit stations. No greenfield. Mixture of uses.	Around transit stations.	As little as possible. As oil becomes more scarce, we need to change to survive	As much as possible, the era of everyone driving is coming to a close - we cannot afford it	Much more transit, more choices, no more drive only. Region connected to others via high-speed trains	Protect as much as possible our resources, using the wisely	Being able to have a voice	There is a strong support for transit and transit funding	Continue lobbying for smart growth	Keep up the good work. Not we need to convince Springfield that what we have done in the past does not work.	More transit, more rail, more walking
Field Museum	Bright	Dense	Metropolitan	Little	More	Alternatives	Sustainability	Love the clicker, Hubert, interactive scenarios	That planning can be fun	Yes. Can I volunteer?		
Field Museum	Difficult	Very: Too much land is used for autos (roads, parking lots) and increased density will improve quality of life	Throughout city. In downtown areas in suburbs	Little (only to maintain)	A Lot!!	Privatization (to increase efficiency, accountability)	Privatization	Collaboration	Many people are interested in increased density			

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Field Museum				Express lanes. Better traffic patterns.	Express trains. Rapid systems like London or Tokyo			Meeting like-minded people	So fortunate to live in Evanston			Funds to be spent wisely and effectively
Field Museum								Development and sharing of ideas with diverse group of people				Importance of education, preparing students for college. Making all college resources easily accessible.
Field Museum			Development should take place in areas depleted of connectors to opportunities					Rethinking how you envision your neighborhood	All regions find transportation and safe play areas as important priorities			
Field Museum	Positive, if we can make changes in terms of schools, public transportation, and development policies	Less dense than the lakefront around Lincoln Park - more dense than in most suburbs	Chicago! There already is infrastructure there and we should take advantage of it.	We can't get rid off roads, but we should be smarter about where there are built	More than we do now to maintain and expand the current system	See above for road network and transit system	Encourage water conservation, green space, improved air quality	Hearing other people's options and looking at the program	Many people have the same concerns that I do			Please try to think broadly about our future
Field Museum		Preserve: Green Space, forest preserves. Concentrate construction in walkable neighborhoods		Build sidewalks instead of roads.	More efficient equipment to accommodate a variety of needs, customers, routes	Rapid train links to replace short distance trips. Very convenient local transit options.	Focus on alternative energy sources for all needs - heating, cooling, appliances, efficient transportation	"Brainstorming" with table companions	Changes are enormous. Opportunities are unlimited.			Energy reduction is unlikely so alternatives are ESSENTIAL. Water use will increase but we can conserve and develop "recycling" and "reuse" strategies
Field Museum		Don't make Chicago into Tokyo - privacy is a resource too. Single family homes can have native plants, lawns, tree programs and more right-of-ways for increased transit options.	Where it already exists - look towards the growth of Evanston as a model.	Recalibrate transit corridors (less bus stops, more rapid "express" stations). Minimum cost to maintain roadways, apply costs to re-tune roads.	As much as possible - transit benefits should be free, not pretax - will pay for itself in long run.	Tax rebates for not owning a car. One empty train car per set (no seats) dedicated for bikes. Transit hubs (like airports).	Free grey water containers. Free composting pick-up and training. Cash voucher redemption for bottles/cans. Encourage rooftop greening options, school gardens, etc.	Voting technology and quick feedback.				
Fox Lake		2.8+m growth from 8m						The wheel	Impact of different resource decisions on goals			Nice work; How do different areas (towns, villages, etc) goals compare?; How do all stakeholder's input get consolidated and how much weight?; Use only as much as needed
Fox Lake				These 3 need to focus on North/South mobility, not just people from Chicago	These 3 need to focus on North/South mobility, not just people from Chicago	These 3 need to focus on North/South mobility, not just people from Chicago	Power - what will be the types of power generation we want to encourage/discourage in the future	Interesting to see how this group voted their preferences				
Fox Lake					Cross map east-west			The live presentation of data on the future	That the future planning is based on assumptions that are very dependent on the decisions made in the immediate future by the government	Provide ideas for alternative plans and CO2 (illegible)	A lot depends on government regulations (negative) or incentive (positive) in shaping the future	Preservations of resources at open land and clean environment set up so roads are designed for transportation and not revenue enhancement

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Fox Lake	We plan to move out of Lake County. Taxes (property) are too high for retirees/	Keep it country, we need fresh air.	Use frontage roads for new subdivisions and strip malls, to avoid traffic entering highways every few hundred feet.	A lot. Roads are in terrible shape and too crowded. Too much development for 2 lane highways.	Buses don't work because some neighborhoods go a mile or more from the highway. You must drive to the train station and then there's no transportation if you get off at another Lake County station.		Do something about our lakes getting so polluted and filling with silt. By 2040 the chain won't be good for boating, swimming, fishing, etc.					Bring jobs and a hospital to the northwestern area of Lake County. Save the chain! The lakes need serious dredging, many areas are 2 or 3 feet deep, damaging boats. Let us build seawalls to prevent erosion. Last few years we've had flooding during summer, so we can't use lakes. In winter, they lower water level after lake freezes, ice drops and rips the piers apart.
Fox Lake		The same as now	Community centers	More investment needed	More investment needed	Alternate transportation	Water	Interactive presentation very good !!	Tough choice, too many good things			
Fox Lake		Good balance depending on needs	Community centers as well as outer neighborhoods/subdivisions etc	Need more funding	Need more funding	Go green, conserve	Go green; water!!!	Opinions on future growth overall				
Fox Lake		Moderate	Community Centers	Moderate -> safety should be a top concern (i.e. Bridges)	A Lot; human needs, environment, shorter commute times, energy conversation	Expansion of existing transit - more trains North Central line - more East-West transit options	Anything that helps	Voting results	Interest areas of fellow attendees	I will encourage others to participate in this process	Good event	Environmental concerns, need for public transportation
Fox Lake		Medium - most people do not want to live in town homes and condos	Existing - community centers	Maintain what we have and some expansion when needed	Only as much as demand requires - it doesn't work well in Fox Lake	HoV lanes	Stop global warming - incentive solar, wind, tidal power etc.	Consensus measuring	What CMAP does			Give thought to long range planning
Fox Lake									What CMAP does			Plan future with environment in mind
Fox Lake								Discussion of factors that impact regional 2040 vision	Regional planning doesn't exist. It's not just Chicago and individual government units			Think regionally and act locally to support the region vision
Geneva	Dire for the planet, if we don't make changes to power down and conserve resources.	Moderately dense to preserve resources.	Yes, to guide it preserve resources.	Somewhat	Very much to save resources and decrease climate change.	Those that cost the least energy; hybrid, mass transportation, walkable, bicycling.	Protect Great Lakes, education for responsibility, power-down, switch to solar and wind.	Interactive				Make sure decisions and policies are good for seven generations.
Geneva						Relationship between cost and policies cost us more because we pay up front.	Aquascape, rain water harvesting, alternative energy, using less water. We're not paying for the true cost of water.					
Geneva												Property tax is related to unaffordable housing, other

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Geneva		Options are important to meet needs for residents that are comfortable in their surroundings.	Allow mass transit concentrations.	Minimizing road infrastructure will work to promote alternate transit options. This will free tax dollars to invest in other initiatives that the community wants to promote.		Policies that permit Tax/toll incentives for reducing automotive traffic during peak congestion periods.	Cap on carbon emissions.					
Geneva		Moderately compact growth	Community and Metro									
Geneva			In the urban areas and well established neighborhoods. Focus on infill and protect agriculture areas.									
Geneva	Good!	More dense - shorter commute, better use if open space, better tax base for schools, easier to reduce, reuse, recycle.	Where the infrastructure already exist. Reuse abandoned structure, repurpose existing sites.	Not much - even with cleaner fuels and low fuel cars there will still be too much traffic.	A lot, but this should include variety of options new rules - connecting various hubs - improved pedestrian experience.	Connecting major centers with public transit - not more roads. Higher gas tax to drive people to transit opportunities.	Gray water programs, lawn reduction and transition to deep rooted plants to hold more rain, urban forest conservation or enforced/encouraged to reduce by tax breaks, carbon footprint for businesses and residences.	Voting	People don't always vote the way they talk...it's usually about the money.		Keep up the conversations.	Reward conservation with \$\$, attract green businesses, enforce water conservation, tax practices (goods and services) based on carbon footprint.
Grayslake		Multistory or Single family with large lots to reduce impervious surface	Where there is good transportation routes	A lot more than current investing. People spend too much time sitting in traffic and repairing cars from damaged roads.	A lot more than now to relieve congestion on roads	Reduce congestion and provide alternative modes of transportation	Water pollution and drinking water projects	Seeing data	What the trends are		none	Implement programs that are sensitive to the environment. Implement programs that enhance quality of life.
Grayslake												Reinvest in underutilized metro centers should be the utmost priority. This should involve traditional capital investments as well as focused outreach. Campaign to "change hearts and minds" about dense urban living, especially outside of Cook County.
Grayslake								It allowed impact from the audience.				Transportation is a community reaction for citizens, not something that can be forced on people unless you want to be removed from office.
Grayslake	As long as the Illinois General Assembly remains the spineless plaything of Speaker Madigan, the future of this state in general is not too bright.	Moderately to very dense. Agriculture land is a finite resource.	Within the existing metro areas.	The investment should be primarily in maintenance and widening in some cases. Investing in new roads encourage sprawl. Emphasize rail transit. Bus transit will become more efficient as density increases in suburban areas.	Emphasize rail transit. Bus transit will become more efficient as density increases in suburban areas.	Strategies must be directed at encouraging most efficient movement so people and commodities. Fossil fuel consumption should be discouraged.	Encourage green infrastructure. Trees should be a part of all engineering solutions in urban and suburban areas.	Open interchange of opinions and instead.	Population trends			Advocating for my particular corner of the world, I believe that we must recognize and exploit the value of plants as key elements in the development of any segment of the community: public areas, transportation corridors, commercial and residential areas. We must change the perception from

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Grayslake		Medium. Reserve open space and localize park space.	Community/Metro. Transportation options.	Major investments to improve intercommunity travel times.	Support alternatives. Rural areas- transit not as useful	Mixed roads and mass transit	Lower overall energy	Interactive Charts and discussion	Growth is coming whether we like it or not			Control growth
Grayslake		Focus on multi-family units - less costly and save on building materials	Along major transportation routes - save energy	We should build high quality roads similar to those in Europe. Lower maintenance costs.	More now to create a better system later.	Upgrade all mass transit, especially in collar counties.	Continue to acquire open space for public use.	The voting system, with the ability to see cause and effect of choices made	Many factors to consider as we go forward			All of us need to think and act globally to plan for the future
Grayslake		There should be enough green space left so that you don't have to travel to use the green space.	Closer, interlinked towns.	Work hours should be spread out to reduce traffic load	50%	Support more public modes of transportation	Support green policies and projects	Waiting to make a change	There is a plan in place for growth			How can one live without a car that is used for all purposes? Are there enough modes of transportation to satisfy someone that does not own a car
Grayslake		Growth at nodes	Communities	Significant	Significant	Support alternatives	Maximize	Seeing projected consequences of choices	That there are choices for everyone to make		I wonder why there was minimal participation	Meet all transportation needs of the elderly, disables and low income to increase their well-being
Grayslake		Use less land - denser	In already developed areas - community centers and cities	Need to fix and expand existing roads but don't build new ones	As much as possible - we need to get more gas off the road for environmental and quality of life purposes	Expand existing transit and add new	Any and all					
Grayslake		Extremely dense but it needs to be within walking distance of schools, stores, services. Better urban planning is essential. We should not need a fleet of school busses for every town.	Near waterways and railroads - that will become the main mode of transportation and shipping	There is no reason to invest since gas consumption will drop due to its increased cost. No one will be able to afford to drive	Tons! Rapid rail networks that expand beyond Chicagoland and link to other metro areas - Green Bay, Detroit, Madison, St. Louis, etc. allow movement w/o reliance on gas/oil costs	High speed rail						
Grayslake		If development must continue it should be in places that have access to public transportation, and we should preserve as much open space as possible	We should discourage development. Lake County has more endangered species than any other county in Illinois.	We should improve existing roads. Route 53 is an ecological disaster, and will increase road congestion, pollution, and taxes.	The more we can encourage use of mass transit, the lower the green house gasses from cars. We should encourage walking and bike riding to work and to a train station, to parks, grocery stores...		The more pavement, housing, malls we build, the less land is available to absorb rain and snow, and the more pollution ends up in our lakes and streams. Save open land to keep our water clean and safe.					Please conserve open space (and I don't mean golf courses), acquire more land for forest preserves, stop water and air pollution, encourage people to live near their jobs, discourage the use of cars, (single occupancy), encourage electric cars and conservation (Insulation in houses, efficient fixtures, air conditioners, etc.), and get money of the political system (limit or eliminate political contributions so that politicians can actually represent their constituents instead of rich contributors)
Grayslake		Don't permit more dense areas	Westward. Some consideration should be given to blighted and deteriorating neighborhoods	Adequately repair those that we already have and some moderate expansion	As much as possible. Adequate public transportation is the answer.	Those that fund public transportation and maintain the highway system	Green is best, but the costs must be considered steady environmental process is preferred over a crash course where costs and failure occur	Voting to give my opinions	Planning is a complicated, time-consuming process	Let me know	Microphones should be required for speaker and those asking questions	Do everything possible to encourage and finance public transportation programs, faculties, and equipment

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Grayslake		Moderate - livable, manageable change	City - employment and freight center of region	Moderate, increase comfort	A lot - efficient and sustainable transport	Alternative to driving - commuter rail, subway	Recycling, reduction of solid waste	Policy vote	3 million population increase expected	N/A		Increase city-suburb transit
Grayslake		Total population should be reduced - density should be increased - easier on nature and better use of reduced energy growth	Brownfields - no more greenfield development	Maintain existing roads - don't build more	Mass transit should be promoted	Public transportation - bus, rail, bike	We should start living like we will be on this planet for a long time					The region will be a more desirable place to live if current population is kept same or reduced
Grayslake				Collar counties need roads	Users should invest	Increased chargers for mass transit users		Seeing the charted results from our votes			The region is too large to focus on individual county needs	
Harvard		More people in towns and less people in the country.	In towns on Water and Sewer systems.	Maintain what we have. We are not able to take care of new things.	Give more options other than just a car.	70% support strong investment in alternatives.	Get cars off the road. Promote energy efficient construction. Raise water use and storm water fees to encourage conservation.		People want open space.			Keep the people in the towns and the farms in the country.
Harvard								Discussion	A lot to consider		Need a little more explanation of 10 indicators.	
Harvard		No appropriate answer.	Metro Centers Only. Keep rural areas rural.	Maintain current roads without adding more or larger roads	Moderate increase in bus service	Free auto parking and secure bike racks at train stations.			Metro Chicago Planning is for the benefit of Chicago			Keep Cook County influences out McHenry County.
Harvard		Choices do not fit a combo of low density with regional retails. Feed back cannot reflect a difference between rural & urban.	Residential & commercial growth should be restricted to municipalities	Fix what we have. Keep rights of way as they are.	Invest smartly. Put parking lots in the gravel pits not down town or prime farm land.	Do not charge for parking at train stations						Keep new growth within municipalities.
Harvard	Scary - the open space is too tempting for developers and land speculators.	Very dense to make public transportation possible and feasible	Metropolitan Centers efficient use of infrastructure dollars - lower taxes.	minimum - too expensive we all subsidize them they fill up as soon as they are built - we need public transportation options.	increase a lot - best environmental/ economic option. Best sustainable option. The only long term option.	I strongly favor alternative; to favor driving is too expensive and is unsustainable. Favor driving will result in Gridlock-traffic jams.	Maximize programs. We need alternatives the future is resource uncertain - not all eggs in one basket.	The electronic voting. It was my first time.		Run for Public office and actually influence the direction.	The people that participated were mostly progressive. Many thought a like. It is the people that didn't show up that most likely will determine policy via politics.	Increase development density that would make public transportation feasible.
Harvard		Have development dense and promote more open space	on unproductive lands to save productive land.					Informative	Pave the way for our future.			
Harvard		Dense as Japan because that's where the	In the cities east of route 47	Little as necessary. Move away from car culture	Enough to max efficiencies	Light rail & bus lanes.	Zero pollution tolerance	The lack of animosity	The fallacy of composition	Plant more trees	Good Luck	Internalize the costs of unplanned development.

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Harvard		Most population and employment growth should be accommodated in moderate to high density developments. Low density residential development should be clustered.		Enough to maintain current level of congestion	more than roads	transit expansion	Transfer of Development Right, Purchase of Development, Rights Funding	voting				
Harvard		Density Should increase within existing community centers. I believe that to a certain extent increased density leads to increased choice, including more affordable housing options.	Redevelopment in community centers and on specific transportation corridors, to maximize efficiency for local commuting and minimize impact on nature resource areas.	We should invest to maintain existing stock of roads and increase capacity in new areas consistent with long range planning on a county, regional and metropolitan basis	We should make a significant increase in investment on transit. Would decrease dependence on our road network and promote more commute options to promote more economic development.	We should support policies that strongly encourage taking public transit/mass transit, biking to work, etc. Provide incentives through employers etc.	Maintain and enhance existing green space locations, including a strong emphasis on local citizen involvement in natural area restoration and maintenance.	The audience input/participation through voting tools.	The complexity that this planning process entails, especially related to the myriad individuals.	I work with a non profit organization called Imagine McHenry County, which is dedicated to promoting a grass-roots planning process as related to the long term growth of this region. We seek to bring information and understanding across over 2 dozen stakeholder groups within the area we hope to help in the process.	Looking Forward to checking out the GoTo2040 Website	Incorporate as best/most as possible a strong understanding of all the faces at play here.
Harvard											Appreciated inclusive process for visually impaired. Good incorporation of oral summaries, instructions and cues to compliment visual aspects of the meeting.	
Harvard		Voting										
Hegewisch		"Earthlings" require individual space. Every living organism lives by this standard. Our plans need to meet this very fundamental basic necessity. "Beehive" mentality will not die!	On empty lots, on land not very productive, on farmland devastated by over-use.	Only 1/2 of funds. Bicycle paths and walkways would curb demand and use the other 1/2 of funds. Roadways are important resource - safety escapes.	Transportation has always been very important. More concise, innovative forms of transport should be "formfitted" in individual; community; incentives, long distances	Policies supportive of attained and focused transport to specific activities and number of people.	Those which develop natural resources for use and consumption and renewal.	Sharing ideas...	That people are willing to sacrifice quality of life for frugality.	By consuming less, re-using products whenever possible and as long as possible; buying natural material products; recycling.	Maintain/expand "quality of life" as much as is to be imagined!	Change the economic system so that income is not based on a materialistic culture, i.e., goods sold are what drives the economic engine. One quarter of land is to be developed, have 3/4 for playgrounds, parks, recreation activities, "wild spaces".
Hegewisch		Dense, to encourage less land use (better for wildlife).	Around existing cores of development - minimize land	Minimal, encourage public transport	Lots, reduce GHG's		Open space protection	Scenario Building				

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Hegewisch		Affordable housing especially for singles and seniors. More ADA housing to keep seniors and adult disables in their homes.	Fill in empty city lots with affordable housing of no more than 3 stories and ADA accessible	We need access to jobs and education. Strengthen the road infrastructure to sustain increased tonnage of current and future trucks. The current roads were never made to sustain heavy weight.	Safety issue - not accessible and very poor frequency and consecutiveness to other modes of transportation	Access to public transport similar to northside - 'L' train, bus so no need for a car. Affordable to ride and a tax bonus for riding a bike. Even subsidize those that car pool.	Tax rebates for a less carbon footprint. Need to continue to protect open lands in Illinois before occupied by developers. Create layouts of communities so that they don't become a dumping ground.	Using the response card - immediate gratification	What are vote will do in affecting the way our community would look like in 2040	Get the word out to our membership	The you for the opportunity to give my opinion	Increase job training and decrease the digital divide. Local apprenticeship programs, continued and expanded youth job programs.
Hegewisch		Low density. People want their own place. To keep up with the population and demand.	Heavily - to protect the economy.	At the rate we are now. But try to make all modes of transportation more energy efficient.	More efficient vehicles. Try to cut down on emissions	The presentation	Change is coming		Where will all the money come from for these changes. If everything is just environmental, we have no hope.			
Hegewisch					Before we invest in transit systems violence and safety issues need to be addressed.							
Hegewisch					Very much - economic development, trains do not extend to south side, cost efficient, environmental friendly.							
Joliet		Medium density, more housing needed, less open spaced used.	Job development needed in suburbs	Medium investment need good road infrastructure for mass transit (buses, etc.)	Most investment; encourage alternate transportation for energy conservation		Medium investment in water energy resources.	Seeing how different choices affect other outcomes				
Joliet								Fiddling with the circle chart			Increase overpass, underpass and flyovers to remove grade crossings; aim for 21st century rather than 20th century improvements.	Have continued and dedicated funding and planning for investment (like Shanghai) rather than ad hoc accomplishments; starting, stopping the restarting.
Joliet								Interactive	The importance of educating the public about local and regional planning issues.		Great idea!	Housing diversity, housing affordability, alternative transportation modes for residents to education funding - important for region!
Joliet								The use of the Turning Point electronic device.	Projected growth population by 2040.			
Joliet		Moderate	Environmental reservations to protect the nature and its treasures.	Moderate	Significant	Alternative mode of transportation.	More open land resection of wetland areas	Scenarios	Change in one or more variables can have a effect on the future scenario			Housing affordability, transportation choice, commute time has a tremendous effect in this regional economy.
Joliet	Invest/Innovation	To continue to raise revenue; community metro areas.	Significant increase?	Strongly favor alternatives	Maximize programs	Voting and seeing simulation results.	No consensus on what's most important					Transportation is very important to regional economy, we need to improve.
Joliet		Moderate	Suburbs	Upgrade existing roads	Continue to maintain existing systems	More money for suburbs	Use less energy	Voting on options	People want more environmentally friendly projects			Provide more jobs with good incomes
								Learning what others	We have a lot to do			

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Joliet		Focus on moving density both housing and jobs to Chicago. Chicago serves as a nucleus	Again, working from Chicago, outward.	As much as possible. Roads moving freight. Freight is essential for will co. and the regions economy.	As much as possible to move people via mass transit and limit congestion	Create: Freight Policies, better commuter rails	Ground Water Clean Air	Interaction between Ty Warner and the group. Great facilitator.	That I can make my voice heard.		Ty Warner should really be knighted, like Paul McCartney or Elton John.	Traffic to move freighter and people
Joliet		As clustered and dense as possible to impact on green-space and transportation	As clustered as possible, metropolitan	Focusing on widening roads, major arterials, while preserving size of smaller	As much as possible. Look at Europe and Japan, we should learn from their mass transit.		The proper care of trees in the planning of maintenance portions.	Learned a lot	We can make a difference	Providing input on including urban trees in the appropriate context, planning and maintenance	Great Job! Very well done.	We can address most of these priorities while preserving or adding tree line starts. Urban trees can help with energy and storm water reduction, etc.
Joliet		Balanced growth, maximize existing assets	Inner cities and existing communities	Maintenance and main line improvements	More, especially in suburbs	Balanced, but more public transit options; more of a mix	Green energy but not overload		There are a number of options but many don't understand the impact of decisions.	We need to educate the unengaged public. They are the ones who can turn the tide.	Continue to educate the suburbs about CMAP's role.	Balance is the key. Be brave enough to think big and not worry about the next election.
Joliet		Dense enough so people can walk to community centers and retail.	Metro and community, so people do not have to always go to the city.	Roads will become obsolete with the depletion of oil. Maintain only those that exist.	Very much, so people can move without use of fossil fuels and to pass the threshold of making it useful and practical enough so that it is actually used.	Alternative transportation	Wind and Solar	Audience comments	How much density of housing affects	Community gardens	Local food!	Local food is the most important priority. Give land for community gardens.
Joliet			Underserved areas because they don't have access to essential resources.		Definitely increase		Reduce emissions to conserve water.	Using the interactive clickers	Planning for the future is essential			Accommodate our growing population and be sure we have resources available that is cost effective.
Joliet								The activity with the sticky notes	I should have invited more individuals who live near my home.		It would help to serve more beverages to increase participation	
Lansing Public Library		Higher toward Chicago Metro using existing infrastructure, infill, redevelopment, at more efficient, more responsive to population changes/needs	Higher toward Metro Center so goods and services can be efficiently provided	More. Actually S Sub travel times are actually much better than other suburban regions - best kept secret	More, options needed in the South Suburbs - the new rail being proposed in SE subs being one	Public transit; better roads	Water conservation; storm water; clean air	Instant feedback from votes				
Lansing Public Library		Careful planning so growth occurs but keeps our green spaces intact		Need another major East West roadway - South of I-80 - to ease congestion - need more than 1 EW route	Improve our trains; need to put dollars here							
Lansing Public Library		Moderately - to emphasize the need for development but not make it too intense	There is a need - with the additional 2.8 million - we must address now	Improve, more investing in the future roads and maintenance. We have to look to the future.	Moderate increase! We the locate (illegible) know we need to move in that direction. We must support the	Rail, bus, etc	Address the water and forest preserve	Interaction and results shown	Choices and the effect	Yes! We need to keep everyone connected	Thank you for addressing the needs	Start now! It is important.

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Logan Square		Americans are used to taking up as much space as possible. What will happen when we run out of land? European countries build up.	Areas that have existing resources.	As areas grow, so will the need to make new road ways.	Better transit makes better cities. Invest a lot.		We need to look at alternatives to using renewable resources.	Instant results	White people make all the decisions		There aren't any minorities participating in these events. How do they see the future?	Stop being so corrupt. Don't base all policies on the money it can generate. But on long-term benefits. All elected officials have the capacity to see the world on a short-term basis.
Logan Square			In existing areas	Not much. Invest in other modes of transit.	Yes. Better for environment, more equitable, better developed.	Bike and other alternatives			Looking at the trade-offs for different choices.		Who decided the categories? What about: Economic diversity/poverty? Violence/Safety? Racial equity? Community resources?	
Logan Square		As dense as possible - filling in brownfields, vacant lots, etc., in existing developments. This will prove to be more environmentally stable & the "drive 'til you qualify" affordability issue.	You must develop parks, access to nature, good schools - things people move out to the suburbs for.									
Logan Square	better with this type of planning, not so scary.	10 stories	Save the 180 acres, move in to center	Less than for transit, Metra. Carpooling.	Yes	I-Go cars, carpooling, buses, bikes	Recycling, reduce energy use, reduce water use, reduce vehicle use					
Logan Square				Very little. Only maintain the existing roads. I hate that my property tax money goes to subsidize driving.								
Logan Square			Two and three choices are not useful to choose from. There needs to be a better choice, more options.									
Logan Square	crowded, hot & dry	Slightly more dense. Limit size of "mega-mansions."	Use infill locations in the city.	Spend less by using longer lasting materials and less salt.	Spend more but spend wisely by changing more at peak times.	Complete transparency.	Water meters on every building.	The clicker thing. Seeing my friends.	Choices have consequences.	...by telling people to go to the web page.	The presenters seemed biased towards certain outcomes in the survey.	Let every community determine their own destiny. More choices not fewer. Let's have a plan.
Logan Square	a beautiful Chicago and seven-county region that works - high density along Metra & waterways	Density is fine if controlled, and <u>without</u> affecting current neighborhoods, along streets like Elston Avenue and along the Chicago River and branches.	Along transit corridors, waterways, highways, etc.		As much as possible to keep traffic, cars, pollution, etc. at a minimum.	Get more cars off the street - more transit systems.	Green across the board	Adding more creative ideas for a better city & metro area.	That a dorito and "guac" could be used as a diagram!	Push their ideas as time goes on. Advocate their ideas on a community scale.	More parks & open land with more accessible trails, etc.	

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Logan Square		Higher density at transit corridors (especially public transit - bus & rail/subway). Residential density consistent with zoning and context sensitive design.		Maintain existing and network. Existing community centers through region. Discourage multi-lane highways created to facilitate more sprawl.	More money to public transit <u>network</u> . reliable, affordable fare, network thru region allowing access to outlying community hubs and metro centers & neighborhoods.		Factor in quality-of-life & environment (air quality, water quality), access to open space/parks					
Logan Square				Maintain existing roads - don't build more								
Logan Square	...diverse.	Mixed between urban density (aka the Loop) down to medium density) Logan Square, Lincoln Square	Urban centers, transit-oriented development	Roads should accommodate existing logistics and an increase.	A greater ridership - support population increase.	Alternative. Transportation should be extremely efficient. Vehicle should only be for logistical transport and necessary personal transport.	Top priority. Local farming, composting, local food network.	Community participation.	Community participation - what people would like to see, yet the planning (results) don't always align.	Organize, educate (andrew_senderak@gmail.com)	There needs to be more background information.	Community education - inform people. Most people are not versed enough in planning to make educated decisions.
Montgomery		Balanced Density: Housing in the community, MFG. and Services, Trans.	Older community development	One third of liquidity that supports growth, better infrastructure	Reducing transit time improves quality of life	Convenient access to bus and train transportation	Open land for nature. Wildlife to coincide with the human race	The dorito model and the group selection results	The seven counties are a region of one	Network with the people in my subdivision		
Montgomery		We should demolish some exiting housing stocks, even some in larger areas	To maintain open space we actually must use the metro center format, anything less will end up distorting most communities				There needs to be a LOT more investment in creating new ideas in this area					
Montgomery		Moderate	Residential near transportation	Major arterials - roads are deteriorating	Need to hone fast trains - connect cities	Improve local roads	Reduce usage	Comparing the different scenarios and how one affects the other	"Compare 2040"		Good presentation	Find funding to do the needed projects to enhance our quality of life
Morton Arboretum	Crowded	Minimum - keeps taxes low, people like their own space.	Away from the Chicago metro area	Whatever is necessary	Only if it reaches large employment areas. You can't shop for food etc and bring it home on a bus or train	What people will actually use	Sound not off the wall	Pressing the buttons the charts	Some people like to talk too much. Too few present. No one seems interested then will complain later.		One of the better workshops I have attended with community planning.	Have a plan; work the plan.
Morton Arboretum		Highly compact growth	Community centers and metro. I think the vast majority of development should be in metro centers. I'm concerned about favoring metro growth so strongly that other towns lose their infrastructure	Minimum maintenance - heavy investment in public transit instead -> more roads just means more cars	-Significant increase. Better transit is a critical development in our system - it helps us achieve many of the goals on this page and makes compact development possible	3 - Support alternatives	Maximize programs	Seeing the model - I'm looking forward to playing with the online tool	Importance of compact housing plans - didn't realize what a strong effect it has compared to other factors			We need to put as much effort and as many resources into presenting our open lands, natural areas and environmental resources as we possibly can. We can't currently estimate the value of what we can lose by not presenting those resources.
Morton Arboretum		More multi-family	Community and metropolitan	Min maint. 36%, Moderate increase 38%	Signif increase 68%	Strongly favor alternatives 60%	Maximize programs 78%					

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Morton Arboretum		Very dense. 20th Century sprawl was a blip in the evolution of human social development	Downtown Chicago. Extensive transportation already exists. Lake Michigan water use puts less strain on CMAP area aquifer	1) Chicago El 2) Conversion of Metra to Electric power	Nuclear Power production is essential to cleaner air, efficient use of fossil fuels, and "cheap" electricity							1) Nuclear power is a necessity to provide affordable energy 2) Invest in mass transit and steer mass transit to electric power 3) Protect the water of Lake Michigan
Morton Arboretum		The American Dream should be marketed as communal living. Friends, relatives, neighbors living on same block or same building in attached/stacked units	City concentrations, maintain burbs and avoid rural sprawl. Heavy tax for those who purchase 2 acres or more. Incentives for buying existing condos or houses.	More in transit and helpful carpool ideas that are "the norm" or "req'd" for business associates who arrive and leave at same time for 20yrs at same job. Expand existing roads only.	More advertisements for transit east and affordability. Spider web the CMAP area if you really want to see a difference. Go Big or Stay Home. Carry transit cards that give discounts for heavy users - Incentives		Carbon restrictions w/ no caps or buy outs or trading credits. Each will be responsible for his own exhaust. Water restrictions or allowances will be necessary. #s of trees per person per year will be planted by connected housing groups.	2 things: Witnessing everyone's willingness to listen to the model and welcome change. Becoming aware of my own personal life and habits that need to change.	Others agree w/my extreme opinions! Shocker. I learned and believe that #1 changing and improving plans and #2 supported vision actually will result in a cleaner, smarter, more attractive future. I am surprised, really.	Well... I can if you have an open position. My internship at the Morton Arboretum is ending next week. I have a Masters Degree in Natural Resource Management, I have diverse public and non-profit experience and am 31 years old (wanting a career and would like to help improve our world).		If you've been stuck in traffic like I have been and if you've passed enough cookie cutter neighborhoods and sprawling Best Buys like I have, and if you are tired of lengthy legal elections that result in minimal changes -> this new plan is for you! Join your metro area and county in their effort to make actual progress economically, environmentally and as an intelligent resident of Illinois/Chicago. We are already famous for so many things (good and bad) let's be the founders of a new planning system that all US cities will want to emulate!
Morton Arboretum	Not bad. People care. People are willing to participate.	I would like to see this dependent on minimizing loss of Chicago wilderness - i.e. loss of quality of life (which I think is pretty good here, now)	I think we can allow development anywhere, but population will gravitate to local centers.	Minimum - partly to force a choice away from autos and towards more economical and environmentally friendly transportation methods.	A lot - toward economics and environmentally minimized impact.	These must be chosen in conjunction with overall structural and housing/community development.	Whether we interpret this as spending more money or not, we need to look at environmental policy changes affecting our environment - not just maintain them but they must become better if we are to maintain the same quality level of today with a larger population	Instructiveness encouraged among participants	Other people care			Ask, Listen, Learn about Burnham's dreams, think...propose...listen. Repeat as often as possible.
Morton Arboretum	Promising - busy-congested.	Spread it out - too much is concentrated in too few areas		Building capacity and widen roads	Big Time!!	Trains go to Chicago and should have a North South train system	Water purity, Keeping green, Preventing flooding	Expanding my knowledge base, knowing we all have the same concerns	The role of CMAP			Transportation! Roadways!
Morton Arboretum		More multi-family buildings near work, school, shopping	In and near established municipalities and near established train lines	Maintain - don't expand. We are too road heavy	Lots: lower pollution	Public transportation, Bike and ped friendly and safe content. Integrate Metra train. North South connections	Lower greenhouse gases		I don't feel I learned anything new. If there had been more people and see how they think and want, perhaps it would be different		Work w/League of IL Bicyclists (LIB) and other state bike advocacy groups	Increase public transport, bike, walk; Live near work, school, etc; Invest in the arts - make it accessible

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Morton Arboretum								Taking the vote information and translating it to the graphs and charts	It's more common to want to preserve green space and protect the environment	Not sure how I can help but would be interested in learning more about options		Listen to what people want, not be influenced by corporations, special interests and/or lobbyist
Morton Arboretum		Dense -> affordable, more diversity										
Morton Arboretum	So bright I got to wear shades	Our current community master planning is pretty good and responsive to need open and recreational space.	TOD	Cars will continue to be main people mover	The public transit system is too expensive	Don't waste resources on high speed rail - it doesn't solve commuter issues or regional economy growth	On site stormwater mitigation permeable paving surfaces					Stormwater, trees, prairie plantings as rain gardens, and bioswales, zoning regs requiring more open lot space, all will help decrease costs to taxpayers. Developers must stop moving their costs downstream to taxpayers.
Morton Arboretum							Allow for more green technologies, solar, wind	Seeing our responses compared to the projected response	Our opinion or buy in is important			
Morton Arboretum		Keep small towns! They're wonderful!	Redo empty buildings instead of building new	Moderate: build a little more and keep the roads in working condition	Safer bus rides, train mostly, can trains be ecosafe?	More walkability, bike riding, very strongly	Keeping lakes, tree and flowers. More parks and plants in cities.	Voting and post it note thingy		Enjoying my community		Can more things be beautiful?
Morton Arboretum								Talking over what our voting means	Our group wants to do what's right and best	Plant trees		Green up. Figure out how to get the cars out of people's butts.
Morton Arboretum		Moderately compact growth close to public transportation. I find compact growth to be stressful.	Community and metropolitan with a focus on eliminating strip malls and achieving a central business district in each area accessible to public transportation	Minimum. Why pave paradise?	Significant with a focus on low emission vehicles.	Local public transportation to link to Metra etc. It would be nice to walk or bike but sometimes our climate doesn't allow it.	We should have strong local support for geothermal, solar and wind.	The interactive voting.	That moderately compact growth has a bigger impact on the quality of life than I thought. In a positive way.	By letting my local representatives know my opinion. Attending town meetings. Voting in local elections.		Offer tax incentives for business that produce renewables and the consumers who purchase them. Require local utilities to produce a greater percentage of energy through renewable. Protect our most valuable resource, Lake Michigan by putting stricter limits on its use.
Morton Arboretum		People need the whole range of density choices.	Keep open spaces open	Need to provide non-radical highways to complement current expressways	Goal should be ability to live without a car except in the most suburban regions	Extensive affordable transit	Aggressive conservation	Direct involvement in structured choices via voting mechanism	Population trends		Silly songs get distracting and tiresome. The graph manipulation was hard to follow.	Focus on livability not just business growth
Naperville								Very informational, interactive	Being environmentally concerned	Health and well-being; awareness	To put health & wellness and education policy	Economy; health & well-being; environment
Naperville	2.8 million more people in Chicago by 2040 - where will they live, work, etc.?											
Naperville											Decisions must be cost-effective. Building high-speed rail at a huge cost to transport a few of the population is a waste vs. investing in ALL infrastructure to address all people's movements.	Invest in infrastructure to improve quality of roads & bridges, then invest in new technologies, including alternative fuel vehicles and new projects, such as Star Line.

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Naperville	What to do with utility/power lines - need more thought when building new infrastructure and think of how to adapt to future technology. Think about spending more upfront to increase the life and efficiency. Need to reduce regulations that discourage energy efficiencies and alternative energy policies, including private sector practices.						Add solar panels to high-rise buildings (common in China). Add other innovations to buildings, such as painting roofs white, to increase efficiencies and produce energy for the building. Example of school in Naperville using solar panels.					
Naperville		Moderate. Higher density can cost a lot of money with respect to abuse/use of amenities.	Existing moderately populated communities.	Minimum to medium, because the more you spend, the more people use them.	As much as possible. If they aren't efficient and/or don't cover enough mile, then people's lives and/or schedules don't allow the time to use transit.	Fees/service charges collected for roads - vehicle use is more than public transit.		The comparison between two scenarios (when they were a tie vote) and how they both affect the preferred scenario.				Better bus services within Bolingbrook (e.g. more buses on more roads that come by the 'stops' more often). If buses ran more often and to a wider range of locations, then people would choose transit over vehicles because people's time is very valuable.
Naperville								Discussion of scenario summary & its impacts			I would have liked to see <b>education/school system</b> in scenario.	
Naperville								Table discussion & comments from the other participants - sharing of personal experiences was very informative & more time on topic-specific discussion might have helped.			The pie chart (since devoid of data) could have taken up less time - maybe elaborate more on choices instead?	
Naperville		Moderate. As regions become built out, lack of available space to develop will require higher density to support the additional population.	Open undeveloped areas, and renovate population centers so that they are more efficient.	A lot/max, for economic growth.	A lot, to enable economic growth.	Encourage alternative vehicles, carpooling.	Switch away from fossil fuels, end reliance on foreign energy sources, spearhead/develop technologies/lead the country and become an economic center for providing products and services for new energy services.	Seeing how changes in policy change the models.			Integrate with local chamber strategic plans, i.e. Naperville Chamber 2020 Strategic Plan. Encourage economic development in the region. Preserve/improve quality of life.	1) Transportation gridlock has a huge negative economic and environmental effect. 2) Infrastructure - Transit, bandwidth (data/internet/etc.) are key factors. 3) Build public/private partnerships - Develop new technologies, economic opportunities, work together to solve problems. 4) Develop/encourage regional economy - A vibrant economy can fund other initiatives. 5) Encourage/subsidize alternative energy sources. MAJOR CAPITAL PROJECT: <a href="#">Route 59 &amp; 88</a> .

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Naperville	Bright!	We need a mix of densities. A better distribution of high density areas (accessible from other areas via transit) would be more efficient.		Roads should only be a focus if, and only if, cars became much more efficient in fairly short order.	More. Why are bus & train routes in the city being cut, particularly if ridership is up? Why does our society make it so hard on a family to make a living without a car? Trains can be a great deal more efficient than cars, and more efficient than they are now.	Encourage alternative energy & more efficient energy use, by cars, trains, buses, etc?	Conservation - of public spaces and of natural resources. We need a strong push from all levels of government and the public to face our tough challenges now.	The group discussion.				The reduction of fossil fuel use should be a priority in so many areas, but particularly energy production. Climate change is very serious, and we need to act now. Housing has a huge impact on energy use, although transportation choices are more widely discussed (and of course, important).
Naperville								Collaborative discussion and the interactive voting.	There were more Democrats in the room than Republicans.		Great program although it seemed to primarily focus on transportation.	Cut wasteful spending. We are not entitled to our existence supported by government.
Naperville								Sharing ideas with a diverse group.	Nobody wants the current scenario to continue.	I will try to interference policy where I live and work.	Work with county & local governments for best policy practice.	Emphasize the human scale and de-emphasize focus and favoritism for transportation improvements as a solution. We need less dependence on transportation.
Palos Hills				Trucks are important but need their own road or two lanes on highway								
Palos Hills									Data broken out by cities		Air quality is an issue	
Palos Hills		Market should determine. Free market decision.	Along mass transit corridors and potential mass transit corridors.	Maintenance costs only. No new roads unless totally funded by new residents / users via impact fees and property taxes.	A reasonable amount. "Reasonable" is not proposed by the CTA for its Red Line extension	Efficiency, value, flexibility, access, scope and range of services	Do unto others as you would want those to do unto you.				"There region will consume less power", pg. 14 of your pamphlet. WRONG. Will probably consume more energy. Energy may be produced via greener tech though.	Why are you looking to past technologies and the people that have a vested interest in there continuation for guidance and leadership and insight into the future of mass transit in the region?
Pilsen								Voting!				Housing (Really, really affordable and preserved for those who need it - not market). Long- term affordability that is not left to the market, will need policy commitment
Pilsen		A vertical city	Downtown and by high schools on south side	Don't encourage cars at all - stop making cars	River taxis	Longer high capacity trains. Later bus routes	Garden rooftops, more parks w/trees and gardens which will dominate other great possibilities					
Pilsen	Shiny and green	Very dense, as it is more efficient	In the expansion of metropolitan areas and discouragement of the development	Minimally. This encourages more efficient public transit	More than we are now	Good ones	The one similar to the one adopted by Portland OR	The discussion section	Environmentalists dream big	TRUE		No one does anything out of the kindness of their hearts, tax incentives or monetary incentives must be put in

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Pilsen		Derrick Jensen - any area that requires importation of resources can't be sustainable. How can our plan help meet local needs locally	Stop sprawl now! Development for and by the people. No gentrification		Take roads funding for transit	Public transit - low cost per passenger mile projects. Bicycle, walking. Reduce greenhouse gas	Please see 'The Transportation Handbook' regarding planning and development needs in order to account for Peak Oil and climate change					
Pilsen		No se	I think we can allow development anywhere, but population will gravitate to local centers.	No se	A lot of bags of money	Bullet trains, regional/local connection	No cap and trade; no tar sands; no oil; where are we building solar panels and turbines? How much do workers get paid? Support Fed incentives that encourage buying efficient cars, buying electric	Bouncing ideas off each other	Planning agencies are willing to make the process inclusive and participatory	Yes, reclaimtheearth@gmail.com	Can a construction/development boom happen in a socialist state?	The foolishness of children and the old trees will outlive us all
Pilsen	Bright, I have to wear shades (1980s pop song)									Put something on my Facebook profile		Build a new Metra station at Kedzie Avenue near the Pink Line. Access to jobs - job training for current trends (nursing, other careers in demand). Lower crime rates/prevalence of violence through implementing quality education curricula, lower drop out rates (at public schools). Also, encourage gang members to receive a GED and to attend community college and university. Recycling - creating understanding in a bicultural, bilingual manner so that when implementing the program, there will be buy in of communities. Community gardens/rooftop gardens that emphasizes raising vegetables for area/households. Also, focus on composting of food/organic as fertilizers and
Pullman		Well-designed, moderate to higher density, safe pedestrian scale community	In redevelopment areas, with existing infrastructure	More pedestrian scale communities at higher density to facilitate more economically viable businesses. Walk to transit or work.	A higher amount. Density to support system. Density of jobs & housing.	Less auto. Higher density to support transit & choices.	Reduce oil consumption. Energy efficient housing. Water conservation. Walking is good.	Feedback. Good tools, well used.	Use of technology.	Get out the info & educate citizens about planning.	Crime reduction as a variable? Talent & creativity?	Education. Jobs. Cultural resources. Pedestrian/transit development.
Pullman				Smooth		Trains & airplanes						
Pullman				Keep them in shape but encourage public transportation	Very important but should be safe.		Including trees as an investment in any community as an asset as much as construction & housing improvements		That it's good to know the public's opinion is being solicited on future planning.		Safety is important in using public transportation - should be encouraged.	

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Riverside		Prevent any further urban sprawl.	Where it is coordinated with transportation.	As little as possible!	Public transit a priority - to improve quality of life & environmental quality.	Rail, express buses, advantages for hybrid cars & carpooling, etc. (zip cars!)	No net loss of green space! No net loss of water quality including invasive species control. Improved air & water quality.					I applaud your emphasis on equality. To reduce the current disparity of services & acres.
Riverside		Density near existing transit assets.	Moderate density	Maintain existing. Create rebuttable presumption against add-lanes projects.	Institute congestion pricing. Fund maintenance. Unify airports / roads / transit / rail / taxis / parking / etc. under RTA.	Private operations on global best practice concession basis. Increase options. Create north/south suburban line-haul. Expand shuttles / jitneys over non-traditional. Build main line ridership.	Increase open space proportionate to added population.	The dynamic program.	When taxes go down, economy goes up.		The computer guy has to know what he's doing.	Transit
Rogers Park	greener, more equitable, less wasteful, more connected, safer, built better & more beautiful	Denser than it is now - build on vacant & Brownfield lots, build more vertically, infill & reduce/prevent suburban sprawl; Not so dense as to be inhuman, not all like downtown (towering skyscrapers) & not "vertical ghettos" like old housing projects (i.e. Cabrini Green)	New industrial development on abandoned brownfields today; residential growth on vacant lots & underused spaces - build upwards; NOT in green spaces or suburbs; not in environmentally fragile areas	Maintain roads better, invest to improve traffic congestion & light timing (in cities). De-emphasize dining, carbon emission licenses & caps, encourage carpooling. Invest in roads for delivery of goods, emergency transportation.	Increase investment GREATLY to make city more accessible & connected. High-speed rail, hybrid buses, suburban transit access, bicycling & pedestrian use. Improve frequency & length of service.	Public transportation = yay! Driving = boo. (Try telling this to Detroit car makers.) (Oh well, they'll be broke by 2040 anyway.)	Reducing energy use, water use, air pollution, carbon emissions. Improve buildings to make them "greener" & more efficient: green roofs, etc. Subsidize alternative energy sources (if you put a wind turbine on your roof, you get a tax rebate!)	Brainstorming! And pressing the buttons on the polling things.	I learned quite a bit about the Regional Vision - and what "TOD" means.	I am very interested in what CMAP is doing! If you're looking to hire an intern, policy associate, or research analyst, please email me at LeighAnna.Dwyer@gmail.com.	"Spider" chart was a little confusing at first, but then cool...	Change tax structure - regionalize funding, rely more on progressive income taxes than on property values (this affects education & services). Invest in public transportation & infrastructure - not just highways! Improve social services - from mental health to employment help, etc. Green the city! Energy efficiency - reduce, reuse, recycle, redevelop!
Rogers Park						Crowded buses. Buses bunching.		Nice presentation.	Good strategies in city planning.		1) Keep the "Green Space" in Millennium Park. Keep the Burnham Plan. Use another, more accessible location for the Children's' Museum. 2) Neighborhood safety. 3) City cleanliness, garbage cans on every corner. 4) Recycle.	1) Urgent repair needed for Loyola & Morse/Lunt Red Line bridges. 2) Recycle. 3) Green roof tops/white roof tops.
Rogers Park		Go for greater to conserve on the GREEN.	All the counties.	Put more bus-only lanes where we can.	Tax ALL cars more & hold CTA rates flat.	Build stronger longer lasting roads. Have the contractors stand behind their work for 20 years.	Bike more on better bike paths.	Good charts and involvement of ALL.	The region is reviewing stuff with more folks.	I'll keep in touch with your website.	Thanks for coming to Rogers Park.	I talk with Joe (Alderman Moore) regularly.
Rogers Park												Please create a bicycle path southwest out of the City of Chicago along the Stevenson Expressway from Pulaski Ave, past Summit, IL, to the I&M

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Rogers Park		Much more, especially in the suburbs. Land use is more selfish in the suburbs; CMAP & political folks should stress to suburban citizens how important higher densities are so there's less NIMBY b.s.	Metro centers. In the city, and larger suburbs. Centralize. Let towns like Marengo fade away.	Very little, basic maintenance.	Much more, and then fund public transit some more.	Roads have gotten their fair share of funding; it's time to fund public transit as much as the roads have.	Green energy, renewable resources, more LEED buildings & retrofitting.	The voting for scenario projections.				Public transit, higher density building, and green energy is important!
Rogers Park		More Wal-Mart			We need better transit system and more buses on the weekend on Sunday.	Transit system.						
Schaumburg		We need to maintain open space.	In older Metropolitan areas or where there are empty buildings, why? Save our land for land and Open space.	Support the infrastructure and maintain existing roads, but minimal new roads.	Most of our money should be invested in high-speed above ground transit because it facilitates commuting and reduces land use for roads.	alternative methods	Less grass more native plants & trees, Best practices & management reduce water run - off water control and quality	The vision casting- the voting mechanism - the discussion.	How transit use affects so many other areas.		Water is vital- education is vital	No matter what we do, if we don't use land and water resources wisely, nothing else will really matter since we need to preserve our farm land and water resources.
Schaumburg							The resource policy is very broad.		I got to see how many important decisions impact one another			
Schaumburg	Lower taxes, government spends money in the most cost effective ways, and economic and personal freedom is respected.	CMAP shouldn't do the planning, the community should decide these decisions through economic freedom and respecting property rights.	Unfocused word is biased against free market community based individual planning and respecting property rights.	We should invest in roads in response to market demand. Private founded funds/tollways should be option.	Could not select less maintenance/ less investment in simulation. Commuter trains should be desubsidized and preference should be given to freight rail.	Roads and buses are the most effective policies for transportation on a cost per mile basis.	less expenditures not an option. No costs associate with each option in simulation. Spending money on CO2 is wasted money. Climate Change is natural and has always happened. Dangers from Gw are overhyped.	The ability to engage in public discussion	Members of the public can easily be persuaded for mass transit and smart growth policies if no costs benefit analysis is given. Spending other peoples money is very easy.	I am a public policy expert at heartland Institute and would be willing to participate in any manner with CMAP.	Their should always be a dollar amount attached to each scenario. To make an informed opinion we need a cost benefit analysis.	We should work to reduce taxes. Be cost effective with our dollars, and promote economic freedom. This is the path towards regional prosperity.
Schaumburg			We should encourage redevelopment of current built environment prior to development of greenfield sites. It's more cost effective and better for the environment.	Current roadway needs to be brought up to a state of good repair. This investment will: create jobs, reduce congestion, reduce construction- related congestion, facilitate movement of goods and services in region, improve regional economy.	The current RTA system needs to be brought up to a state of good repair, before we extend Metra service.	Congestion Pricing, Vehicle Miles travel fees, Indexed Gas Tax, ITS investments, increased subsidies for CTA, Pace, Metra & Pace, Investment in CREATE, Investment in high speed rail.		The crazy guy from Heritage Foundation. He spoke with authority and was actually factually incorrect on some of his points. However, his point that almost all of the proposal require higher taxes is legitimate. It's easy to envision a better world, but much harder to get support to pay for it.			I liked to see the interplay of the results and was particularly interested in the strong impacts of higher density housing scenarios.	Reduce suburban sprawl; use zoning to eliminate new development in rural areas. Invest in interstate highway system. Rebuild to "state of good repair". Improve coordination between Metra, Pace & CTA to better facilitate transfers and a uniform/ universal fare card. Redevelop inner city and inner ring suburbs through infrastructure improvements and mixed income housing programs.
								Interactive Computer	Different Choices impact		How will the plan be	

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Schaumburg								Learning about the issues that are being reviewed in planning for the era into 2040 and effects of different scenarios on these issues.	The availability of reports and interactive website of CMAP	Become more informed of the work CMAP is doing.		Reduce urban sprawl. Foster development that allows residents of communities to walk to commercial areas not having to rely on autos. Rethink all the downtown centers that are loaded with condos that are currently empty due to the economy and continue to be built.
Schaumburg		Moderate development more mixed use, in order to create more walkable neighborhoods	More infill. STOP outward development it is better to use existing vacant land.	Upkeep the existing roads and don't increase investment.	Increase investment in transit because more choices in transit will bring in more users.	Explore alternative transportation modes	Look into greener building.	The discussion! It is very interesting to listen to people from different backgrounds.	The there will be an increase in older population. Also, that more dense development has such big impact on all other categories.		I do understand that it is difficult to predict "education" but I do believe that investing in education is crucial for the success of our region. We need to educate our kind to make better choices.	
Schaumburg		Compromise between saving space & accommodating Americans need to live large.	Mini - cities focus education/ job/ cultural development in larger community areas.	Moderate increase & find more durable road materials	A LOT Need to provide ways for those without cars to get from place to place.	Innovation Look back to look forward. - revive rails but upgrade/innovate.	Encourage last use unless it's toxic. Greenhouses everywhere- lets have our own tomatoes in the winter :)	Seeing the graphic impact of our decisions.	Region will be majority Hispanic.	I'd love to participate in other sessions/ strategy evaluation.	You did a great job showing respect for strange views.	We need to ignore the oil/ tobacco lobbyists & find new ways to travel, shop and live our lives. Every village should have a community garden - sweat equity = fresh produce.
Schaumburg		Higher ratio of Recreation land to homes		Maintain Current Roads	Major Investment needed. Rail etc.	More bike paths	More open space and more trees	Open discussion was great				
Schaumburg		Moderately to lessen land use	Leave green space in between developments	We should try to improve and expand the current infrastructure	We should develop mass transit	Encourage use of mass transit	Clean Air and water	The interaction	A lot of people want shorter commutes	Improve the environment		I know that in order to improve the environment, it will cost us money.
Shedd Aquarium		Zoning ordinances - revamp, encourage economic growth	Education - embed it into the youth so that they can implement our policies in the future	Ordinances that inhibit good development. Consistent policies that encourage good behavior - recycling, conservation, etc.	More green, free light rail	Congestion pricing, penalizing people that moved out. Promote biking to work.						
Sugar Grove		Moderately compact. Less land consumption mixed use zoning put together	Community and Metro	Moderately increase - no new highways, fix what we have and widen/improve	Increase investment in transit	Alternatives	Reduce greenhouse gasses	To find out that there was so much consensus				
UIC	Crowded (in a mostly good way)	Moderately dense seemed like a good scenario - I respect the 'balancing act' in getting too dense	In existing Metro and community centers O makes every existing community more accessible and useful	Maintain what we have and no more - reducing the # of cars will be the turning point for real energy/greenhouse gas reduction	A Ton! Public transit will never actually be fully utilized unless it is improved enough to become attractive to people who can afford to drive	Encourage alternatives to driving as much as possible ... see square above	Extremely supportive of reducing energy consumption and using renewable sources. Why not?	The interactive scenario exercise! Cool!!	That medium density (more dense development than now) has a major impact... as a planning student I know that but the visualization really helped.		I really enjoyed the workshop - thanks!	Please allow equity to drive your policy choices! That should be your fundamental principle.
UIC		Moderate - it's more sustainable		Below grade	Increase mass transit	Mass transit similar to Europe and Japan	Energy reduction; pollution reduction		Developers and land use policies are the problem			Require sustainable growth

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
UIC		Fewer single-family homes. More 'Lakewood Homes' and 'Lakeshore East' but w/sustainable building and use. Mixed use practices and materials and ordinances	High-crime areas	Minimal: increase foot and bike use in metro areas; increase car-sharing and car pooling w/tax incentives			Integration of gray water use in residential and business and civil/private buildings	Addressing issues together	That 2040 is about policy planning not brainstorming execution level solutions	Will do the share results thing		Emphasize hoe personal health choices affect environment, community, and economy beyond adverse or positive effects on the individual (access to grocery stores, nonpolluted air, accountability about fitness).
UIC			Infill is good		Not to reduce road use		Recycling available to each home - apt	The ability to 'vote'				
Vernon Hills		Higher density. It would save more land.	I would love to see more towns like Arlington Heights. I would also like to see more IT and green jobs.		I would love to have a more spider web transit system.	I think we need to take on a more green policy.	I think that every town should have wind power generators by their water towers. It should be thought of as protection and as being green.	I like seeing the live modeling.	It was interesting to see the live modeling.			Larger buildings, green transit and power, more IT and green companies, and a more spider web type transit system.
Vernon Hills		Very dense - to save open space, limit new roads, offer affordable housing	In the current metropolitan areas - again, to save open space, offer more affordable housing, to limit new expensive infrastructure	Just maintain - cannot afford to expand	Much more - to meet the needs and to set cars off the roads	Improve mass transit - limit cars	Whatever improves sustainability - water resources, air quality, alternative energy - wind & solar					Fix existing infrastructure first, especially bridges. Then fix current roads, do not expand roads. Improve transit.
Vernon Hills	awful if you are a parent with dependent children.		Existing cities	No widening - build overpasses for at-grade railroad crossings	As much as it takes	Public transit	The best public schools	When Erin answered who CMAP's transit expert is.				End the occupation of Iraq, put defense spending to sustainable communities, and especially to education
Vernon Hills	bleak unless many minds and habits are changed radically.	More dense, less sprawl	In existing areas - building reuse, new urbanism	Road maintenance, not new roads. Better traffic planning	Mass transit - much more	Mass transit - fast trains, hovercraft if discover clean energy. Increased use of water transport.	Clean air, water, open space, sustainable agriculture - true family farms, water conservation. Develop new clean energy sources. No more coal-fired power. Increased wetlands preservation.					
Vernon Hills			City center	Minimal	Redo it all so we have comprehensive transit	High tax on gasoline to fund transit					I am quite concerned that there is a main assumption that our regional economy will only grow to the extent that roads & transit are	

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Vernon Hills		Clearly housing must become more dense. Problem is that most of us want to live in low-density housing.		Automobiles as they are now made is unsustainable. Changes in care are already underway.	Yes!	The plan emphasis should be on various forms of mass transit.	Continue to support open space. Provide more emphasis on preservation / restoration of neutral areas.					We all need to make a shift from consumers to stewards. If we don't do this willingly, we may have to do it under duress.
Vernon Hills		Enough to support transit-oriented development. At least 10 units an acre.	Urban core. Better for democracy. Allows open space to be preserved closer to more residents to enjoy. Focus infrastructure where more benefit.	Use of existing roads should be reconfigured to prioritize bus rapid transit. Urban roads should be converted to pedestrian malls and transit circuits. Suburbs should be redeveloped as open space and higher urban density.	70% for transit; 20% for pedestrian / bike; 10% to maintain key existing roads. And the total should be increased by 20% to recover from two decades of mistakes.	Passenger on EJ&E. End of oil. Live near work.	End of coal. 80% GWG reductions. CWA, CAA, ESA, NEPA	People attended who understand the longer term consequences of these choices.	2.8 million more people will ruin our region.	Get the word out to make better choices.	Talk about less people.	Fewer people, more efficient use of energy, compact land use
Vernon Hills											Should really emphasize upfront the limitations of the MetroQuest model, to set the expectations of the participants. It is useful as an example of interrelationships, but is not really predictive.	
Vernon Hills			Various (many) smaller community units		Need more modes of transportation to minimize car use and increase of impervious areas (reduce paved parking areas)		Sustainable development - use of permeable surfaces; rain gardens; created wetlands; use of community onsite wastewater treatment systems					
Vernon Hills		Higher density	Higher density to existing to Metro / Community centers near current public transit hubs	Stop adding lanes! Just maintain existing roads. Invest more in public transit. Start discouraging road usage through "cut through" fees. Let congestion happen. That will discourage car usage.	Invest much more in transit.	Put all public transit underground so we don't have to see it and don't freeze in the winter.	Keep open space for communities.				Could we develop "public" office/hybrids for in-home workers. People are now going to Panera & Starbucks to get their "people" fix. Add printers, etc. to a coffee house environment.	I know there are programs out there to encourage all the "New Urbanism Concepts." They show up in LEED ND, Livable Streets Initiative, Congress for New Urbanism. I support all of these initiatives.
Vernon Hills	better with a growth policy based on sees feasibility. Reduce costs for capital that does not lead toward better sustainability.											

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Vernon Hills	bleak because of global warming and a shortage of oil. Goods derived from oil will be so expensive that it will be prohibitive to purchase them. Gasoline powered cars will be antiques and electricity will be derived from nuclear plants.											This whole presentation assumes life will continue as we know it. This is absurd and an example of the unwillingness of our leaders to plan for a future where carbon dioxide emissions will be greatly restricted, oil supplies will be severely limited and there will be numerous restrictions on energy use due to global warming. CAFE standards will be 50+ miles per gallon and gasoline will be \$20 a gallon if you can find it. Coal-fired electrical plants will be phased out and electricity will cost two to three times what it is today.
Vernon Hills				New roads should only be built in a way that the fewest amount of natural and environmental resources will be displaced or destroyed.	I prefer a model, not only with better transit systems for major thoroughfares, but also smaller roadways (rather than 4-6 lane roads).		Protect and preserve our resources, especially woodlands. Greener practices in general.				We should examine transit systems in Europe which seem far more efficient than our own.	
Vernon Hills	inevitable - complex - costly	How does working at home impact planning?		More than we are								
Vernon Hills	walkable, people/cars, multi-transit, fewer cars, neighbors	2-3 story, mixed business / residence - the best quality of life	Along existing transit corridors & at existing urban core	Very little. Road expansion lends directly to traffic expansion.	More frequent, smaller capacity mass transit.	Heavy & light rail; congestion pricing; heavy gasoline taxation; traffic calming; O'Hare access via rail	Water - the biggest issue; rivers usable for recreation		Traffic issues drive everything. We're built around cars.	Neighborhood/block discussion. Philip York, Deerfield. Water committee?	Sustainability. Give/describe other models - the Dutch, Hong Kong, London. Where has a 30-year plan made a difference?	Will our power & food be local / regional, or global? For our use? Look at Brand, Schwartz "The Long Now Podcasts"; Zoning restrictions on light agriculture - chickens at home
Vernon Hills		Quite dense, because it conserves open space, keeps populations out of natural hazard areas; and is more sustainable from an energy consumption standpoint. It also includes infrastructure, services, and commerce.	Around current development nodes and in redevelopment sites.	I think we still need to invest in roads, since cars will not go away, and population is projected to grow.	We should invest significantly in transit in order to encourage more dense development.	Mass transit / alternative transit	Green infrastructure; water conservation; water quality improvement projects					
Vernon Hills		Encourage cluster housing with commercial and industrial developments nearby.	Discourage conversion of farm land to housing. Encourage development of existing towns and cities.	Maintain and increase lanes on arterial roads. Do not build more expressways.	A lot of money. We must reduce and discourage automobile traffic. It is inefficient and costs too much.	Improve and increase rail and bus services. Provide foot and bike paths.	We must have clean air and water. We must remove carbon dioxide and other greenhouse gases.					

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Vernon Hills		Maintain diverse and balanced housing inventory with great municipalities and professional management.	Smaller diverse communities.	Extensive investment in road system. Invest in less polluting propulsion systems.	Try to maintain system but restructure business model for efficient management and operations.	Deploy express bus system with people-friendly stations (Boston's Silver Line).	Aggressive potable water management for ground and surface water supplies.	Voting & scenario building.				For those who have failed operating models (i.e. CTA, state & federal government) = "Get your act together!" Focus on public investments that grow economic opportunity.
Vernon Hills		Moderate. It's the happy balance between human comfort and environmental responsibility.	Community centers and metro areas. Walkable neighborhoods with retail. Pedestrian friendly downtowns. Digital tech development.	More than current. Our roads are crap & we will still need them.	A lot more to provide alternatives.	Increase transit. Increase alternatives i.e. motorcycle, scooter, bike. MPG standards.	Clean water. Clean electricity. Clean air. Localization of food supply.	Discussion.		Design, advocate, participate, collaborate, research. Rkiesgi@positivetangents.com		Incentives for "telecommute" home office. Push digital technologies. Protect the housing stock worthy of protecting. Rethink zoning. Rezone county. Push for smarter development if environmentally & socially responsible. Emphasis on pedestrian. Make capitalism foot the bill. Those strip malls don't go away when the business shuts its doors. Address food deserts in county.
Vernon Hills	Hopeful. Lots of communities that are fairly self-sustainable and "walkable." Willing to spend money to preserve our communities.	Moderate. We need growth, but we want to maintain our green spaces.	Community & metro areas. Build communities to make services more accessible.	Slightly more. Build better roads where it makes sense and build more sustainable roads, but focus more on alternative transportation.	A lot! Many people would take public transportation if it was an option - to work, for recreation, to run errands. Bring transportation options out here. And around here.	Encourage alternative transportation. That way it is profitable and makes it more of an option. But there needs to be an alternative to use.	Clean energy (wind, solar), recycling, composting, hybrids, water reduction.	Voting was very fun and seeing other people's viewpoints.	With facts, you can educate people about the cost and benefits of options. You can show that spending the right way can have major benefits. But they have to be facts. As long as there is a doubt or debate, people won't want to spend the money. Make sure they know we need to!	Tell people about the site and to provide their input.	Very good job staying level-headed with so many strong opinions in the room.	Invest in small business. They're generally walkable and promote a community feel. They're also more likely to use green processes and employ locally. You can keep the bigger business but on the outskirts and in a similar area. Encourage the mom & pops! Also, alternative transportation is key. If you have to commute, try not to drive. But you need an alternative! Finally, stop building homes. We have too many as it is. Focus on renovating older homes (in a green way, of course).
Vernon Hills	like we need bold innovation and action to achieve an improved quality of life; otherwise the future will be DISMAL.	Too bad we can't talk about population control, so we don't have to plan for an additional 2.8 million people in this area!	The only development we should ENCOURAGE is: sustainable energy sources, preservation of clean water & air, regional infrastructure that CONTAINS growth.	Minimal - IF - public transportation is greatly improved, housing/work/basic commodities are clustered & locally available, sidewalks & bike paths are built as transportation routes, not just bike paths for recreation (e.g. through forest preserves)	Public transit - LOTS including high-speed trains	See ROAD NETWORK	Without clean air \$ water, life ceases. We were "forced" to connect to Wauconda (deep well) water because our private well was polluted by a Superfund site the EPA did nothing about until citizens became OUTRAGED. More people, more pollution. No surprise.	The interactivity, polling & results. Websites for more info.	Plans are underway - but will our voices be heard?		Thanks for your organized meeting!	Place QUALITY OF LIFE of current citizens ABOVE the financial enticements of developers, outsiders who equate progress with more buildings, development, etc.

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Wheaton		Potential increase in crime, gang activity. More intergenerational living. Aging population wanted less for price.	Flooding, because of smaller land & more concrete - capture flood water for re-use.				Is the technology there for water re-use? It varies.	Lombard - long town with industrial parks on each end but no way to get there.	Hub transit lines. Housing issues for employees. Creative business choices.	So what? Quality of life - we don't function as big cities any more. Participative decision making. It's easy to talk about but when it comes to pay for it, that's another story. Have to look at entire picture - improve schools, income goes up.		How do we work with Wisconsin & Indiana? Great Lakes Compact. You built your city in the desert. Downers Grove would look exactly like it is today. High density developments along the tracks. Parking deck. Parking decks for Metra used round the clock. Elmhurst is similar -could survive without a car if worked downtown. Teardowns & recycling isn't happening. We need to do sustainable building. SCARCE.
Wheaton								Voting! Cool	Someone is doing some real long-range planning.	By getting others to go on live & do the survey.	DuPage United might be an organization to work with to get a diversity of people to give input.	
Wheaton	CROWDED!	Curious about workforce housing - neighborhood stabilization							I like the impact graph upon our decisions.			
Will County CED		Make better use of lower density south suburban area	South suburbs	Build new linkages from south suburbs to metro areas	Invest in transit for quality of life and economic development	Build a 3rd airport in Will County	Invest in green, sustainable projects	I linked the interactive quality	Education should be part of the scenario		Improve education	More support for P-20 education
Yorkville								Opportunity for input	2.8 M Regional Growth			Community leaders must consider the limited water resources and cost to build new schools when they make their land use plans. Growth should be pegged to school capacity (current) and water

Workshop Location	The future looks...	Development Density	Development Location	Road Network	Transit System	Transportation Policy	Resource Policy	What was your favorite part of the workshop?	What was the most important thing you learned today?	I can help to:	We welcome any other comments	One minute with your community leaders...
Yorkville								The individual data entry and visual reporting.	The extent and specificity of CMAP's work with so many municipalities.	As a resident and school administrator, I welcome the knowledge and opportunity to serve as a local participant.	Thanks- Nice work (Great Music!)	Alternative energy/water use plan transportation...Please!
Yorkville		Moderately dense. Efficiency, costs accessibility.	Metro and suburban areas	Extensive to improve are other areas.	Extensively, save energy increase efficiency.	More efficient, public	Save water and land areas.	The map/concept				
Yorkville								Immediate responses to questions (turning point)	I had no idea what CMAP was...I do now.			Good question...I am an elected official. I can't wait to see the info on your website. Housing diversity affects on the overall area was very "eye-opening." (That has been a great debate in our community. Most citizens want low density housing.)
Yorkville								Gathering of info	The choices of the crowd	Already do!		Coordinate all efforts
Yorkville								Our chance to vote on issues	I learned more about the nature of CMAP		Include Grundy County in CMAP!	Mass Transit and Water
Yorkville								Seeing the scenarios of how our votes impact the scale			Microphone would be helpful	
Yorkville								The immediate results from the participants responses	A slight difference in a choice can have a significant impact on the scenario.		Very well presented	Safe communities that are accessible by walking, bike riding means less travel by car.
Yorkville								I enjoyed the discussions and voting on the various scenarios.	The county is becoming more progressive!		I really enjoyed this process and exchange of ideas.	
Yorkville								Discussion of issues and voting on priorities	How important county and community planning for the future is.	Work with local officials to address concerns of the community/county.		Water use and reduction
Yorkville								The outcome. Scenarios based on the input from the group.	That my choices were very consistent with the majority of the other participants.			Reconsider our current thinking on encouraging low density clustered (Conservation Design) Development in the incorporated areas. Need to force more development into existing communities and encourage higher density mixed use and walk able land development patterns.
Yorkville		Somewhat dense - better use of existing buildings and housing.	Develop or re-develop current area before developing new communities.	Current roads in poor condition and future growth will mean more, wider and better roads.	Lots and lots	More mass transit	Energy conservation	Giving my input to issues facing the region.	More issues to deal with then I thought.			
Yorkville	Fairly dense, we have a current trend of state growth.	Where development has already occurred, improving existing resource reduction.	If you create public transit routes, road investment is reduced!	Lots needed out here, but most have homes convenient to transit (density high) which is not Kendall's current trend.	Transit roads to make travel easier.	Anything green			You have great computer programs to show growth scenarios!		Results are fairly impressive for "older" group.	Council does not support smart growth, wants state growth. CMAP needs to work with elected officials to understand the impact of their rates.

## 6.3 Sticky note priorities

Workshop Location	THEME	Post-it note keyword
6th Ward, Chicago	Civic involvement	character
6th Ward, Chicago	Civic involvement	community
6th Ward, Chicago	Civic involvement	family
6th Ward, Chicago	Civic involvement	history
6th Ward, Chicago	Civic involvement	tolerance
6th Ward, Chicago	Economic strengths	economic development
6th Ward, Chicago	Economic strengths	jobs
6th Ward, Chicago	Education	education
6th Ward, Chicago	Education	education
6th Ward, Chicago	Environment	environmental
6th Ward, Chicago	Environment	preservation
6th Ward, Chicago	Housing	affordable housing
6th Ward, Chicago	Quality of life	family
6th Ward, Chicago	Quality of life	independence
6th Ward, Chicago	Quality of life	Sustainability
6th Ward, Chicago	Quality of life	youth center
6th Ward, Chicago	Reinvestment	infill
6th Ward, Chicago	Safety	safety
6th Ward, Chicago	Safety	safety
6th Ward, Chicago	Safety	security
6th Ward, Chicago	Transportation	transportation
6th Ward, Chicago	Transportation	transportation
Active Trans	Civic involvement	Less Gun Violence
Active Trans	Civic involvement	Term Limits
Active Trans	Economic strengths	Affordable Broadband
Active Trans	Economic strengths	Demographic Integration
Active Trans	Economic strengths	Economy
Active Trans	Education	Reduced High School drop-out rate
Active Trans	Energy	Concentrated Energy Grid
Active Trans	Energy	Generating your own energy
Active Trans	Energy	Industry & Business @ zero waste
Active Trans	Environment	Better land use along Lakefront
Active Trans	Environment	Growing out existing preserves
Active Trans	Environment	Low Carbon Transit Alternating
Active Trans	Environment	More "Green" options for rental
Active Trans	Environment	More Natural Areas/ Ecological Management
Active Trans	Environment	Municipal Composting
Active Trans	Environment	Personal Carbon Footprint Reduction
Active Trans	Environment	Updating "Green" Ordinances
Active Trans	Intergovernmental coordination and planning	Anti-gentrification
Active Trans	Intergovernmental coordination and planning	Better Integration of People & Wildlife
Active Trans	Reinvestment	Historic Building Preservation
Active Trans	Reinvestment	Implement TOD
Active Trans	Transportation	Better Transit
Active Trans	Transportation	Improved Connectivity
Active Trans	Transportation	More Bike Boulevards
Arlington Heights	Civic involvement	Citizen involvement
Arlington Heights	Civic involvement	Government change
Arlington Heights	Economic strengths	Central retail mix
Arlington Heights	Economic strengths	International business headquarters
Arlington Heights	Economic strengths	Local stores
Arlington Heights	Economic strengths	Walkable stores
Arlington Heights	Energy	Alternative energies (wind/solar)
Arlington Heights	Energy	Alternative energy
Arlington Heights	Energy	Solar panels
Arlington Heights	Environment	Green infrastructure
Arlington Heights	Environment	Green roofs
Arlington Heights	Environment	Green spaces
Arlington Heights	Environment	Greenbelts
Arlington Heights	Environment	Greenbelts
Arlington Heights	Environment	Greenways recreation
Arlington Heights	Environment	Native plants
Arlington Heights	Environment	Native plants
Arlington Heights	Environment	Natural areas preservation
Arlington Heights	Environment	Shade trees
Arlington Heights	Environment	Sustainable landscaping
Arlington Heights	Housing	Affordable accessible housing
Arlington Heights	Housing	Multi family residences
Arlington Heights	Intergovernmental coordination and planning	Friendly land use and infrastructure

Workshop Location	THEME	Post-it note keyword
Arlington Heights	Intergovernmental coordination and planning	Non English signage
Arlington Heights	Quality of life	Children playing outside
Arlington Heights	Quality of life	Fewer highrises
Arlington Heights	Quality of life	Integrated neighborhoods
Arlington Heights	Quality of life	Pedestrian respect
Arlington Heights	Quality of life	Sense of neighborhood/place/interest/attraction
Arlington Heights	Quality of life	Walking to work/train
Arlington Heights	Reinvestment	Efficient building design
Arlington Heights	Reinvestment	Infill development
Arlington Heights	Reinvestment	Main street revitalization
Arlington Heights	Reinvestment	Sustainable density
Arlington Heights	Transportation	Alternative fuel vehicles
Arlington Heights	Transportation	Balanced transportation
Arlington Heights	Transportation	Bicycle safety
Arlington Heights	Transportation	Bicycles
Arlington Heights	Transportation	Bike paths
Arlington Heights	Transportation	Bike/ped lanes
Arlington Heights	Transportation	Car sharing
Arlington Heights	Transportation	Coordinate transit
Arlington Heights	Transportation	High speed rail
Arlington Heights	Transportation	High speed rail
Arlington Heights	Transportation	Integrated intermodal transporation
Arlington Heights	Transportation	Less cars
Arlington Heights	Transportation	Less parking lots
Arlington Heights	Transportation	Narrow streets
Arlington Heights	Transportation	No driving
Arlington Heights	Transportation	Parking regulations
Arlington Heights	Transportation	Pedestrian Access
Arlington Heights	Transportation	Pedestrian friendly crossings
Arlington Heights	Transportation	Sidewalks
Arlington Heights	Transportation	Smart cars
Arlington Heights	Transportation	Starline
Arlington Heights	Water	Water collection
Barrington	Economic strengths	job opportunités
Barrington	Economic strengths	neighborhood shopping
Barrington	Education	good schools
Barrington	Environment	biodiversity
Barrington	Environment	fresh air
Barrington	Environment	mature trees
Barrington	Environment	open space
Barrington	Health	accessible healthcare
Barrington	Housing	afordable housing
Barrington	Quality of life	human scale structures
Barrington	Quality of life	increased tolerance of diversity
Barrington	Quality of life	public community space
Barrington	Quality of life	rural character
Barrington	Reinvestment	denser downtowns
Barrington	Reinvestment	reuse of materials
Barrington	Reinvestment	vibrant downtowns
Barrington	Transportation	energy sufficient vehicles
Barrington	Transportation	good transportation
Barrington	Transportation	hiking/biking
Barrington	Transportation	walkable neighborhoods
Barrington	Water	clean water
Barrington	Water	Lake With Fish
Bartlett	Civic involvement	Community involvement
Bartlett	Civic involvement	More community involvement
Bartlett	Economic strengths	Viable economy
Bartlett	Energy	Energy Efficiency
Bartlett	Environment	Flood Control
Bartlett	Environment	Green Committee
Bartlett	Environment	More native landscapes and green space
Bartlett	Environment	Open Space
Bartlett	Environment	Open Space
Bartlett	Environment	Preserving parks and forest preserves
Bartlett	Housing	Diverse Housing Stock
Bartlett	Housing	Senior housing development
Bartlett	Intergovernmental coordination and planning	Well planned future

Workshop Location	THEME	Post-it note keyword
Bartlett	Reinvestment	Infill development
Bartlett	Transportation	Better access and integration of public transit system
Bartlett	Transportation	Better public transit
Bartlett	Transportation	Ease of transportation
Bartlett	Transportation	Good trail system
Bartlett	Transportation	Increase in public transit to suburbs
Bartlett	Transportation	More public transportation
Bartlett	Transportation	Transportation
Beecher	Energy	conserve
Beecher	Environment	energy reduction
Beecher	Environment	greenhouse gas reduction
Beecher	Environment	less land use
Beecher	Environment	native plants
Beecher	Environment	water use reduction
Beecher	Environment	wind farms
Beecher	Intergovernmental coordination and planning	fair share
Beecher	Intergovernmental coordination and planning	regional economy
Beecher	Intergovernmental coordination and planning	regional economy
Beecher	Intergovernmental coordination and planning	respect rights of unincorporated neighbors
Beecher	Transportation	east west transportation
Beecher	Transportation	federal minimum gas price
Beecher	Water	cleaning up streams
Beecher	Water	less water use
Berkeley	Economic strengths	Diverse community
Berkeley	Economic strengths	Half of cities food grown within 50 miles
Berkeley	Economic strengths	Land - for food
Berkeley	Economic strengths	Less homelessness
Berkeley	Economic strengths	Less homelessness
Berkeley	Economic strengths	People outside doing things - all time of day and night - street life
Berkeley	Economic strengths	Urban farms
Berkeley	Economic strengths	Urban farms
Berkeley	Education	Better school system
Berkeley	Education	Improved education in Chicago
Berkeley	Energy	Alternative
Berkeley	Energy	More solar
Berkeley	Energy	No need for carbon producing energy production
Berkeley	Energy	Recyclables high priority
Berkeley	Energy	Recycling city-wide
Berkeley	Energy	Solar compactors
Berkeley	Energy	Solar, wind, etc...
Berkeley	Energy	Utilize alternative energy sources in a smarter way
Berkeley	Energy	Windmills and other alternative energy options
Berkeley	Environment	Gardens
Berkeley	Environment	Gardens in parkways, and other landscaping
Berkeley	Environment	H2O, plastics, glass - promote self sufficiency
Berkeley	Environment	Healthy - efficient environment
Berkeley	Environment	Keep air clean
Berkeley	Environment	Keep/expand open spaces
Berkeley	Environment	Less concrete parks
Berkeley	Environment	Less dumpsters, more recycling
Berkeley	Environment	Less dumpsters, more recycling
Berkeley	Environment	Less landscape
Berkeley	Environment	Less sprawl
Berkeley	Environment	Light pollution
Berkeley	Environment	Local fauna flora
Berkeley	Environment	More green
Berkeley	Environment	More natural landscapes
Berkeley	Environment	More nature
Berkeley	Environment	Nature - integrative
Berkeley	Environment	Pollution (reduced)
Berkeley	Environment	Self sufficiency - energy, water, housing
Berkeley	Environment	To see nature closely
Berkeley	Health	Minimal garbage
Berkeley	Housing	Affordable housing
		Keep mixed/affordable housing options but not all

Workshop Location	THEME	Post-it note keyword
Berkeley	Intergovernmental coordination and planning	Improved efficiency in O'Hare
Berkeley	Quality of life	Encourage neighborhoods but not on an ethnic basis
Berkeley	Quality of life	Less noise. Sound pollution
Berkeley	Quality of life	Less standardized shopping
Berkeley	Quality of life	Lots of public art
Berkeley	Quality of life	Noise (less)
Berkeley	Quality of life	Unique buildings
Berkeley	Reinvestment	Infrastructure and amenities that serve and facilitate the contributions of diverse citizenry
Berkeley	Reinvestment	No 'slums'
Berkeley	Safety	More gathering - safe
Berkeley	Transportation	Ability for families w/children not to own cars
Berkeley	Transportation	Better transportation - affordable
Berkeley	Transportation	Better transportation - public for entire collar counties
Berkeley	Transportation	Bike lanes like Amsterdam more bikes than cars
Berkeley	Transportation	Bikes on trains
Berkeley	Transportation	Biking city streets
Berkeley	Transportation	Connected and integrated public transportation
Berkeley	Transportation	Elevated bike path
Berkeley	Transportation	Minimal cars
Berkeley	Transportation	No congestion
Berkeley	Transportation	No heavy traffic
Berkeley	Transportation	Traffic
Berkeley	Transportation	Trains and bike paths
Berkeley	Water	Clean the lake
Berkeley	Water	Cleaner lake
Berkeley	Water	Good usage water
Berkeley	Water	Keep lake clean and open to all
Berkeley	Water	The water? And forest
Bethel New Life	Economic strengths	Green jobs employing community residents
Bethel New Life	Economic strengths	Local/Urban Farming
Bethel New Life	Education	Education
Bethel New Life	Education	Quality Education
Bethel New Life	Energy	Less Fossil Fuel Dependence
Bethel New Life	Environment	Green Homes and Businesses
Bethel New Life	Environment	Land Conservation
Bethel New Life	Environment	Less Pollution
Bethel New Life	Environment	Underground Watering Technology for Environment
Bethel New Life	Housing	Affordable housing in adequate neighborhoods
Bethel New Life	Quality of life	Senior Services
Bethel New Life	Transportation	Bicycle Infrastructure
Bethel New Life	Transportation	Escalator walkways for train stations
Bethel New Life	Transportation	Increase in public transportation
Bethel New Life	Transportation	Teleportation
Bethel New Life	Transportation	Transportation
Bethel New Life	Transportation	Transportation Environment Improvement
Bronzeville	Civic involvement	Backyard gardens
Bronzeville	Civic involvement	More participatory democracy
Bronzeville	Civic involvement	Victory gardens
Bronzeville	Economic strengths	Green jobs
Bronzeville	Economic strengths	Urban agriculture
Bronzeville	Economic strengths	Vibrant main street
Bronzeville	Education	Improved schools to stabilize
Bronzeville	Quality of life	Aging in place
Bronzeville	Quality of life	Small communities
Bronzeville	Quality of life	Throwback to World War II
Bronzeville	Reinvestment	79th/Exchange improving
Bronzeville	Reinvestment	Improved infrastructure
Bronzeville	Reinvestment	More mixed-use development
Bronzeville	Safety	24-hour safety feeling
Bronzeville	Safety	Surveillance cameras
Bronzeville	Transportation	Bus rapid transit
Bronzeville	Transportation	Circle line/improve transit
Bronzeville	Transportation	Improved bus service
Bronzeville	Transportation	Mid-City transit way

Workshop Location	THEME	Post-it note keyword
Bronzeville	Transportation	More walkable communities
Bronzeville	Transportation	Multi-modal system
Bronzeville	Transportation	Rail
Bronzeville	Transportation	Upgrade bus system
Cicero	Economic strengths	Accessible technology
Cicero	Economic strengths	High tech infrastructure
Cicero	Economic strengths	More job opportunities and training for professional advancement
Cicero	Economic strengths	Quality staff
Cicero	Economic strengths	Services - tiandas, Latinas, Americans
Cicero	Education	Better schools
Cicero	Education	Mejor educacio (education)
Cicero	Education	More schools
Cicero	Education	School - caminar
Cicero	Education	Schools
Cicero	Environment	Green space
Cicero	Environment	More green space
Cicero	Environment	More parks/green areas
Cicero	Environment	Open space
Cicero	Environment	Preserved land - aesthetics
Cicero	Health	Mental health community development
Cicero	Health	No drogas
Cicero	Health	Youth options
Cicero	Housing	Affordable living (housing, education)
Cicero	Housing	Good affordable housing
Cicero	Intergovernmental coordination and planning	Funding for programs
Cicero	Intergovernmental coordination and planning	More programming and opportunities for teens
Cicero	Intergovernmental coordination and planning	More social services
Cicero	Quality of life	Architectural - Daniel Burnham
Cicero	Quality of life	Architecture
Cicero	Quality of life	Architecture - aesthetics Daniel Burnham
Cicero	Quality of life	Comunidad
Cicero	Reinvestment	Dense - spread out
Cicero	Reinvestment	Density - spread out
Cicero	Reinvestment	Density - spread out
Cicero	Reinvestment	Density (spread out)
Cicero	Reinvestment	Mejo desarrollo (development)
Cicero	Reinvestment	Mixed use
Cicero	Reinvestment	Preservation of parks, green spaces, historic sites and buildings
Cicero	Safety	Family - safely
Cicero	Safety	Family safety
Cicero	Safety	Family/children safety
Cicero	Safety	No gangas
Cicero	Safety	No violencia deninor
Cicero	Safety	Safe community
Cicero	Safety	Safe community
Cicero	Safety	Safety
Cicero	Safety	Safety - no gangs
Cicero	Transportation	Transportation that will get you from one side of Cicero to the other without transfers
Cicero	Transportation	Better transportation and infrastructure
Cicero	Transportation	Bike friendly
Cicero	Transportation	Bus
Cicero	Transportation	By Pass/throughways
Cicero	Transportation	Clean public transportation
Cicero	Transportation	Extend CTA Pink or Blue Line west
Cicero	Transportation	High speed rail
Cicero	Transportation	Monorail
Cicero	Transportation	More congestion
Cicero	Transportation	More walkable communities
Cicero	Transportation	Public transportation system that is designed with end user in mind
Cicero	Transportation	Zero carbon emissions for public transportation
Cicero	Water	Water treatment - local
Elgin	Civic involvement	Greater localized community development
Elgin	Civic involvement	Neighborly spirit
Elgin	Civic involvement	People helping people

Workshop Location	THEME	Post-it note keyword
Elgin	Economic strengths	Economic sufficiency
Elgin	Economic strengths	Food
Elgin	Economic strengths	Growing most of our own food
Elgin	Economic strengths	Healthy locally grown food
Elgin	Economic strengths	Home offices
Elgin	Economic strengths	Local businesses
Elgin	Economic strengths	Matching workforce skills with job creation
Elgin	Economic strengths	Neighborhood shopping
Elgin	Economic strengths	Neighborhood shopping
Elgin	Economic strengths	Shopping
Elgin	Economic strengths	Walking distance to work, church, stores
Elgin	Economic strengths	Workforce
Elgin	Education	College
Elgin	Education	Education
Elgin	Education	Excellent education
Elgin	Education	Excellent school system
Elgin	Education	Grades pre-K through 12
Elgin	Education	Vibrant internationally acclaimed public library district
Elgin	Energy	Energy efficiency
Elgin	Energy	Harnessing our own power
Elgin	Environment	Clean air
Elgin	Environment	Conservation
Elgin	Environment	Existing natural resources
Elgin	Environment	Green design
Elgin	Environment	Green space
Elgin	Environment	Land for agriculture
Elgin	Environment	Learn to value regional ecology
Elgin	Environment	Noise pollution from jets, vehicles, etc. gone
Elgin	Environment	Open spaces for recreation
Elgin	Environment	People become integral part of environment
Elgin	Health	Healthy waterways
Elgin	Health	Medical
Elgin	Housing	Adequate affordable housing
Elgin	Housing	Housing
Elgin	Intergovernmental coordination and planning	Elimination of sprawl
Elgin	Intergovernmental coordination and planning	Greater proportional funding
Elgin	Intergovernmental coordination and planning	Laws on land use
Elgin	Quality of life	Acceptance and respect of all diverse people and new immigrants
Elgin	Quality of life	ARTS
Elgin	Quality of life	Intergenerational neighborhoods
Elgin	Quality of life	Neighborhood design
Elgin	Quality of life	Quality of life
Elgin	Quality of life	Recreation
Elgin	Quality of life	Return to yesteryear
Elgin	Quality of life	Work for all able to work in Utopia!
Elgin	Reinvestment	Concentration of development
Elgin	Reinvestment	Development money
Elgin	Reinvestment	Efficient development
Elgin	Reinvestment	Efficiently through technology
Elgin	Reinvestment	Encourage mixed-use
Elgin	Reinvestment	Existing architectural landmarks
Elgin	Reinvestment	Into well-designed centers
Elgin	Reinvestment	Mixed-use
Elgin	Reinvestment	Mixed-use development in zoning
Elgin	Reinvestment	Preservation
Elgin	Reinvestment	Supported by greater infill densities
Elgin	Reinvestment	Via new technology
Elgin	Safety	Elimination of illegal drugs
Elgin	Safety	No gangs, drugs, guns, crime
Elgin	Transportation	Alternatives to classic approaches to mass transit
Elgin	Transportation	Bicycle-safe roads
Elgin	Transportation	Bike path systems
Elgin	Transportation	Bus system on Randall Road
Elgin	Transportation	Efficient mass transportation
Elgin	Transportation	Good transportation
Elgin	Transportation	Integrated transportation

Workshop Location	THEME	Post-it note keyword
Elgin	Transportation	More bicycling trails
Elgin	Transportation	More intelligent transportation systems
Elgin	Transportation	More public transportation
Elgin	Transportation	People not needing their car to get to work or play
Elgin	Transportation	Transportation
Elgin	Transportation	Transportation that addresses cultural demands of suburban society
Elgin	Transportation	Walkable communities
Elgin	Water	Clean and adequate water supply
Elgin	Water	Clean drinking water
Elgin	Water	Clean river
Elmwood Park	Economic strengths	Economic Dev - Jobs
Elmwood Park	Economic strengths	Vibrant downtown
Elmwood Park	Education	Schools/colleges (pre-K - Grad)
Elmwood Park	Environment	Flooding prevention
Elmwood Park	Intergovernmental coordination and planning	Get rid of sprawl
Elmwood Park	Reinvestment	Mid city
Elmwood Park	Reinvestment	Mixed use development (TOD)
Elmwood Park	Reinvestment	Transit oriented development
Elmwood Park	Transportation	Congestion - no more freight trains
Elmwood Park	Transportation	Parking around transit or parking structure
Elmwood Park	Transportation	Roads/streets
Elmwood Park	Transportation	Underpass
Elmwood Park	Transportation	Walking overpass to connect N&S - Elmwood Park
Elmwood Park	Water	Improved sewer systems
Evanston	???	More urban (illegible)
Evanston	Economic strengths	Emphasis on local food
Evanston	Economic strengths	Farm land preservation
Evanston	Economic strengths	Increased integration of economic diversity
Evanston	Economic strengths	Integrated (illegible) use
Evanston	Economic strengths	Integrated accessible jobs
Evanston	Economic strengths	Jobs and services accessible to neighborhoods
Evanston	Economic strengths	Local food products
Evanston	Economic strengths	More integrated distribution of ethnicities, religion
Evanston	Economic strengths	More jobs
Evanston	Economic strengths	Regional and urban farming
Evanston	Economic strengths	Urban agriculture
Evanston	Education	Minimum level of quality in schools
Evanston	Education	New schools
Evanston	Education	Quality education
Evanston	Environment	Greener - trees
Evanston	Environment	Greener cities/towns - trees landscaping
Evanston	Environment	Greener, denser sustainable aesthetic (illegible) and sustainable
Evanston	Environment	Increased intensity of green space
Evanston	Environment	Integrated green spaces
Evanston	Environment	Maximize permanent open space
Evanston	Environment	More connected healthy natural areas
Evanston	Environment	More green space
Evanston	Environment	Open space
Evanston	Environment	Reduce carbon footprint
Evanston	Environment	Significant reinvestment made in green space
Evanston	Environment	Use of green space
Evanston	Health	Clean streets
Evanston	Housing	Affordable housing
Evanston	Housing	Affordable, attractive mixed income housing
Evanston	Housing	Smaller housing
Evanston	Intergovernmental coordination and planning	Better way of financing schools
Evanston	Intergovernmental coordination and planning	Development should cover long term costs
Evanston	Quality of life	Access to cultural activities
Evanston	Quality of life	Density over sprawl
Evanston	Quality of life	Fewer people
Evanston	Quality of life	No crime
Evanston	Quality of life	No poverty
Evanston	Quality of life	Social cultural and economic integration
Evanston	Reinvestment	All schools meeting
Evanston	Reinvestment	Higher density

Workshop Location	THEME	Post-it note keyword
Evanston	Reinvestment	Higher density clusters
Evanston	Reinvestment	Higher density in hubs
Evanston	Reinvestment	Increased density
Evanston	Reinvestment	Mixed use building
Evanston	Reinvestment	Well maintained infrastructure
Evanston	Safety	Uniformly safe communities
Evanston	Transportation	Affordable, efficient public transportation
Evanston	Transportation	Alternative transport mode
Evanston	Transportation	Better rail transportation
Evanston	Transportation	Emphasizing mass transit, bikes walking
Evanston	Transportation	Enhanced, Environmentally-friendly transportation
Evanston	Transportation	Fewer cars
Evanston	Transportation	Greater mass transportation
Evanston	Transportation	Improved bike routes
Evanston	Transportation	Increased transportation hubs
Evanston	Transportation	Integrated seamless transportation network
Evanston	Transportation	Less cars/capita
Evanston	Transportation	Less congestion
Evanston	Transportation	Less traffic at Chicago O'Hare
Evanston	Transportation	Light Rail
Evanston	Transportation	More alternatives to automobiles
Evanston	Transportation	More automated ground transportation
Evanston	Transportation	More electric cars
Evanston	Transportation	More people walking
Evanston	Transportation	New road materials - more durable, Environmentally friendly
Evanston	Transportation	New transit options
Evanston	Transportation	New transit routes
Evanston	Transportation	Safe cycling infrastructure
Evanston	Transportation	Semicircular completion of mass transit
Evanston	Transportation	Streetcars
Evanston	Transportation	Streetscapes improved
Evanston	Transportation	Walkable neighborhoods
Evanston	Transportation	Wider sidewalks
Field Museum	Economic strengths	Employment opportunities, Economic Vitality
Field Museum	Economic strengths	Ethnic economic diversity in communities
Field Museum	Economic strengths	Maintain/Encourage neighborhood diversity
Field Museum	Education	Better libraries and schools
Field Museum	Education	Better Public Education
Field Museum	Education	Better Schools
Field Museum	Education	Public Schools
Field Museum	Energy	Alternative energy
Field Museum	Environment	Access and management of open spaces
Field Museum	Environment	Access to open space
Field Museum	Environment	Appearance of open spaces
Field Museum	Environment	Clean air
Field Museum	Environment	Clean air/ Reduced emissions
Field Museum	Environment	Environmental cleanup
Field Museum	Environment	Greener jobs
Field Museum	Environment	Increased public recreation areas
Field Museum	Environment	More accessible open space
Field Museum	Health	Fresh produce, access to grocery stores
Field Museum	Housing	Affordable housing
Field Museum	Housing	Affordable Housing
Field Museum	Housing	Affordable housing
Field Museum	Housing	Human migration corridors
Field Museum	Intergovernmental coordination and planning	Abolish Hunger
Field Museum	Intergovernmental coordination and planning	Equity across communities
Field Museum	Intergovernmental coordination and planning	Improve Criminal justice system
Field Museum	Intergovernmental coordination and planning	Lower taxes
Field Museum	Quality of life	Access to good food
Field Museum	Reinvestment	Consolidated neighborhoods
Field Museum	Reinvestment	Infill and Mixed-use development
Field Museum	Safety	Food security
Field Museum	Safety	Safe communities
Field Museum	Safety	Safe neighborhoods
Field Museum	Safety	Safe play areas

Workshop Location	THEME	Post-it note keyword
Field Museum	Transportation	Human migration corridors
Field Museum	Transportation	Improved public transit
Field Museum	Transportation	More parking
Field Museum	Transportation	Public Parking
Field Museum	Transportation	Public Transit
Field Museum	Transportation	Rethink transportation system
Field Museum	Transportation	Walkability
Field Museum	Transportation	Walkability
Field Museum	Transportation	Walkable communities
Field Museum	Water	Clean Air and Water
Field Museum	Water	Water Management
Fox Lake	Civic involvement	community
Fox Lake	Civic involvement	Community involvement
Fox Lake	Civic involvement	Knowing your neighbor
Fox Lake	Economic strengths	Close to everything
Fox Lake	Economic strengths	Diversity of age/people
Fox Lake	Economic strengths	Need more jobs
Fox Lake	Economic strengths	Stable economic
Fox Lake	Education	Good schools
Fox Lake	Education	Great schools
Fox Lake	Environment	Clean air
Fox Lake	Environment	Forest
Fox Lake	Environment	Forest and trees and animals
Fox Lake	Environment	Fox River
Fox Lake	Environment	Fresh air
Fox Lake	Environment	Fresh air
Fox Lake	Environment	greenspace
Fox Lake	Environment	More parks
Fox Lake	Environment	Open space
Fox Lake	Environment	Open space
Fox Lake	Environment	Open space
Fox Lake	Environment	Parks
Fox Lake	Environment	peaceful
Fox Lake	Environment	Recreational activities parks, etc
Fox Lake	Environment	Rural
Fox Lake	Environment	Trees
Fox Lake	Environment	Undeveloped natural areas
Fox Lake	Housing	affordable housing
Fox Lake	Quality of life	"Mostly" friendly people
Fox Lake	Quality of life	Access to world class cultural venues
Fox Lake	Quality of life	Adirondacks
Fox Lake	Quality of life	architecture
Fox Lake	Quality of life	architecture
Fox Lake	Quality of life	arts
Fox Lake	Quality of life	Businesses to supply my needs
Fox Lake	Quality of life	Close knit community
Fox Lake	Quality of life	Close proximity to shopping, restaurants
Fox Lake	Quality of life	Community
Fox Lake	Quality of life	culture
Fox Lake	Quality of life	Family
Fox Lake	Quality of life	local
Fox Lake	Quality of life	quiet
Fox Lake	Quality of life	Quiet
Fox Lake	Quality of life	Sense of community
Fox Lake	Quality of life	Sense of community
Fox Lake	Quality of life	small
Fox Lake	Quality of life	small
Fox Lake	Quality of life	Small community feeling
Fox Lake	Quality of life	Small shops/no mega shops
Fox Lake	Quality of life	Small town atmosphere
Fox Lake	Quality of life	Smaller communities
Fox Lake	Safety	Quiet, no crime
Fox Lake	Safety	Safe community
Fox Lake	Safety	safety
Fox Lake	Safety	Sense of safety (low crime)
Fox Lake	Transportation	Easy access to transportation
Fox Lake	Transportation	Easy commute
Fox Lake	Transportation	Easy to commute bike/walk

Workshop Location	THEME	Post-it note keyword
Fox Lake	Transportation	Low traffic
Fox Lake	Transportation	Public transportation
Fox Lake	Transportation	Sidewalks
Fox Lake	Transportation	transportation
Fox Lake	Transportation	Walking and bicycle transportation
Fox Lake	Transportation	Walking/biking
Fox Lake	Water	Access to water
Fox Lake	Water	Boating
Fox Lake	Water	Clean swimming water
Fox Lake	Water	Clean water
Fox Lake	Water	Clean water
Fox Lake	Water	Good fishing water
Fox Lake	Water	Lake
Fox Lake	Water	Lake
Fox Lake	Water	Lakes and rivers
Fox Lake	Water	Lakes were clean enough to swim in
Fox Lake	Water	Wetlands
Geneva	Civic involvement	Sense of Community/Break down barriers
Geneva	Economic strengths	Globally Competitive Economy
Geneva	Economic strengths	Local Food Production
Geneva	Education	Change school structure
Geneva	Energy	Energy Reduction
Geneva	Energy	Increase energy efficiency in buildings
Geneva	Energy	Renewable Energy
Geneva	Environment	Environment improvement
Geneva	Housing	Diverse/Affordable/Sustainable Housing
Geneva	Quality of life	Preserving Character
Geneva	Quality of life	Self-sustaining Communities
Geneva	Quality of life	Sustainable Future
Geneva	Transportation	Connecting Neighborhoods with Transit
Geneva	Transportation	Friendly Transit
Geneva	Transportation	Improved Transit
Geneva	Transportation	Increase pedestrian transportation
Geneva	Transportation	Regional transit working with housing
Geneva	Water	Water Usage Planning
Grayslake	???	Nothing
Grayslake	Civic involvement	Neighbors
Grayslake	Civic involvement	Tight-knit
Grayslake	Economic strengths	Close shopping
Grayslake	Economic strengths	Diversity
Grayslake	Economic strengths	Location
Grayslake	Economic strengths	Nearby shopping
Grayslake	Economic strengths	Proximity to Ag. Area
Grayslake	Economic strengths	Small business
Grayslake	Economic strengths	Small stores
Grayslake	Economic strengths	Various densities and land use patters
Grayslake	Education	Community schools
Grayslake	Education	Education
Grayslake	Education	High Quality Schools
Grayslake	Education	High Quality Schools
Grayslake	Education	Schools
Grayslake	Environment	Beach
Grayslake	Environment	Enjoying nature
Grayslake	Environment	Farmland
Grayslake	Environment	Historic Preservation
Grayslake	Environment	Landscaping
Grayslake	Environment	Nature
Grayslake	Environment	Open Space
Grayslake	Environment	Wild Spaces
Grayslake	Quality of life	Cultural opportunities
Grayslake	Quality of life	Family
Grayslake	Quality of life	Friendly
Grayslake	Quality of life	Hometown feel
Grayslake	Quality of life	Kids playing outside
Grayslake	Quality of life	Quiet

Workshop Location	THEME	Post-it note keyword
Grayslake	Quality of life	Quiet
Grayslake	Quality of life	Small town atmosphere
Grayslake	Quality of life	Small town feeling
Grayslake	Safety	Safe
Grayslake	Safety	Safe activities for everyone
Grayslake	Transportation	Ability to walk to destination
Grayslake	Transportation	Ability to walk to downtown
Grayslake	Transportation	Absence of urban congestion
Grayslake	Transportation	No traffic
Grayslake	Transportation	Safe streets for bikes
Grayslake	Transportation	Simple road layout
Grayslake	Transportation	Transportation
Harvard	Economic strengths	Ability to balance parks to industry and residential
Harvard	Economic strengths	Exciting vibrant downtown areas
Harvard	Economic strengths	Good employment opportunities
Harvard	Economic strengths	Live and work in community
Harvard	Economic strengths	No big box stores - local merchants providing quality, personal services
Harvard	Economic strengths	Strong business community
Harvard	Economic strengths	Thriving downtown Harvard businesses
Harvard	Economic strengths	Thriving farmland and farms
Harvard	Economic strengths	Traditional downtown
Harvard	Economic strengths	Vibrant downtown
Harvard	Economic strengths	Workforce opportunities
Harvard	Education	Great library
Harvard	Energy	Shops I need to save gas
Harvard	Environment	A chance to rethink our relationship and nature
Harvard	Environment	Bird watching
Harvard	Environment	Clean air
Harvard	Environment	Conservation District
Harvard	Environment	Farmland preservation
Harvard	Environment	Good system of parks and open space
Harvard	Environment	Green space
Harvard	Environment	Habitat for wild life
Harvard	Environment	How our community can unfold its future history within nature
Harvard	Environment	Landscaped streets and public ways
Harvard	Environment	Limited development
Harvard	Environment	Natural resources
Harvard	Environment	Oak Groves Wetlands comes
Harvard	Environment	Oak preservation
Harvard	Environment	Open space
Harvard	Environment	Open space w/parks
Harvard	Environment	Open space/parks/conversation areas
Harvard	Environment	We leave more of the biological capital to our heirs than we have previously
Harvard	Environment	Wide open spaces
Harvard	Health	Healthy water
Harvard	Housing	Housing - neighborhoods
Harvard	Intergovernmental coordination and planning	Diversified revenue streams to support public services
Harvard	Intergovernmental coordination and planning	Good reliable infrastructure
Harvard	Quality of life	Absorbing new immigrants in a way that enriches our society/culture
Harvard	Quality of life	Airport luggage processed at parking lots
Harvard	Quality of life	All development confined to municipalities
Harvard	Quality of life	Continued historical character
Harvard	Quality of life	Exciting dynamic social community
Harvard	Quality of life	Festivals to define us
Harvard	Quality of life	I like the architectural diversity - Woodstock
Harvard	Quality of life	Maintain a certain level of history/culture
Harvard	Quality of life	Privacy of small town rural living
Harvard	Quality of life	Quiet rural agricultural areas (with good streets for cycling)

Workshop Location	THEME	Post-it note keyword
Harvard	Quality of life	Small town atmosphere
Harvard	Transportation	Accessibility to varied transportation options
Harvard	Transportation	Better built transportation
Harvard	Transportation	Bike trails
Harvard	Transportation	Bypass
Harvard	Transportation	Connecting bike paths from one community to another
Harvard	Transportation	Dedicated high-speed auto lane 90+ mph +/-1mph
Harvard	Transportation	Efficient transportation systems
Harvard	Transportation	Ez and networked public trans
Harvard	Transportation	Great public transit
Harvard	Transportation	I can take the train to places - Woodstock
Harvard	Transportation	I can walk to places to get things done
Harvard	Transportation	Improved transportation
Harvard	Transportation	Intercommunity greenways and trail networks
Harvard	Transportation	Main roads do not go through town
Harvard	Transportation	Reliable efficient mass transit
Harvard	Transportation	Walkable
Harvard	Transportation	Walking trails
Harvard	Water	Abundant water supply
Harvard	Water	Clean water
Harvard	Water	Clean water
Harvard	Water	Clean water and available
Hegewisch	Civic involvement	Neighbors
Hegewisch	Economic strengths	Economic Development
Hegewisch	Economic strengths	Jobs
Hegewisch	Economic strengths	More jobs
Hegewisch	Education	City as classroom
Hegewisch	Education	Schools
Hegewisch	Environment	Brownfield revitalization
Hegewisch	Environment	Cleaner environment
Hegewisch	Environment	Cleaner.greener environment
Hegewisch	Environment	Green Industry
Hegewisch	Environment	More green energy sources
Hegewisch	Environment	More use of our protected areas
Hegewisch	Environment	Urban agriculture, Gardens in every SE Community
Hegewisch	Quality of life	Kids Activities
Hegewisch	Reinvestment	Central plaza
Hegewisch	Reinvestment	Mainstreet revitalization
Hegewisch	Safety	Less Crime
Hegewisch	Safety	Less crime
Hegewisch	Safety	Security
Hegewisch	Transportation	Fewer Cars, More public transit
Hegewisch	Transportation	More Bike Lanes
Hegewisch	Transportation	Transportation
Joliet	???	The Cubs finally win
Joliet	Civic involvement	Community events
Joliet	Civic involvement	Neighborhoods
Joliet	Civic involvement	Responsible government
Joliet	Economic strengths	Access to resources (stores, etc)
Joliet	Economic strengths	Cultural diversity
Joliet	Economic strengths	Diverse business mix
Joliet	Economic strengths	Diversity in population
Joliet	Economic strengths	Diversity in population and businesses
Joliet	Economic strengths	Downtown district
Joliet	Economic strengths	Economically stable
Joliet	Economic strengths	Food
Joliet	Economic strengths	Friendly people with a strong work ethic
Joliet	Economic strengths	Good local economy
Joliet	Economic strengths	Good local jobs
Joliet	Economic strengths	High quality
Joliet	Economic strengths	Job access
Joliet	Economic strengths	Job opportunities
Joliet	Economic strengths	Jobs
Joliet	Economic strengths	Jobs
Joliet	Economic strengths	Local businesses
Joliet	Economic strengths	Local food system
Joliet	Economic strengths	Local work

Workshop Location	THEME	Post-it note keyword
Joliet	Economic strengths	Places to eat
Joliet	Economic strengths	Property value
Joliet	Economic strengths	Proximity to Chicago
Joliet	Economic strengths	Restaurants
Joliet	Economic strengths	Shopping
Joliet	Economic strengths	Shopping
Joliet	Economic strengths	Shopping convenience
Joliet	Economic strengths	Shopping nearby
Joliet	Economic strengths	Strong business community
Joliet	Economic strengths	Work
Joliet	Education	Education
Joliet	Education	Good library
Joliet	Education	Good local schools
Joliet	Education	Good school system
Joliet	Education	Good schools
Joliet	Education	Great schools
Joliet	Education	Universities/schools
Joliet	Energy	Sustainable energy commonplace
Joliet	Environment	Ball parks
Joliet	Environment	Beaches
Joliet	Environment	Beautiful, green, softened by landscape
Joliet	Environment	Bicentennial Park
Joliet	Environment	Clean air
Joliet	Environment	Clean environment
Joliet	Environment	Clean environment
Joliet	Environment	Good park district
Joliet	Environment	Open land
Joliet	Environment	Open space
Joliet	Environment	Open space and recreation
Joliet	Environment	Open spaces
Joliet	Environment	Park
Joliet	Environment	Parks
Joliet	Environment	Parks close to home
Joliet	Environment	Parks/forest preserves
Joliet	Environment	Pilcher Park
Joliet	Environment	Pollution
Joliet	Environment	Public parks
Joliet	Environment	Public pool
Joliet	Environment	Recreational areas
Joliet	Environment	Riverwalk
Joliet	Environment	Riverwalk
Joliet	Environment	Tree lined streets
Joliet	Environment	Trees
Joliet	Environment	Trees
Joliet	Environment	Trees
Joliet	Health	Good hospitals
Joliet	Health	Very good medical facilities in the city or nearby
Joliet	Housing	Affordable housing
Joliet	Housing	Good housing
Joliet	Housing	Range of housing
Joliet	Quality of life	Affordable recreation opportunities
Joliet	Quality of life	Community gathering spaces
Joliet	Quality of life	Cultural activities
Joliet	Quality of life	Cultural arts
Joliet	Quality of life	Demographics/diversity
Joliet	Quality of life	Diversity
Joliet	Quality of life	Diversity
Joliet	Quality of life	Diversity of people/views
Joliet	Quality of life	Downtown Joliet - library, train station, Rialto
Joliet	Quality of life	Easy to live and work

Workshop Location	THEME	Post-it note keyword
Joliet	Quality of life	Easy access to leisure and to my job
Joliet	Quality of life	Entertainment
Joliet	Quality of life	Entertainment
Joliet	Quality of life	Family
Joliet	Quality of life	Family
Joliet	Quality of life	Family history dates back to over 100 years in the area
Joliet	Quality of life	Family oriented
Joliet	Quality of life	Friendly people
Joliet	Quality of life	Friendly/inviting
Joliet	Quality of life	Golf courses
Joliet	Quality of life	Good neighbors
Joliet	Quality of life	History
Joliet	Quality of life	Low density
Joliet	Quality of life	Museums
Joliet	Quality of life	Night clubs
Joliet	Quality of life	Numerous amenities
Joliet	Quality of life	Outdoor entertainment
Joliet	Quality of life	People
Joliet	Quality of life	People
Joliet	Quality of life	People and history
Joliet	Quality of life	Privacy
Joliet	Quality of life	Public art
Joliet	Quality of life	Quiet
Joliet	Quality of life	Recreation
Joliet	Quality of life	Recreation
Joliet	Quality of life	Recreational opportunities
Joliet	Quality of life	Rural areas within 20 minute drive of Joliet
Joliet	Quality of life	Sense of community
Joliet	Quality of life	Small town atmosphere
Joliet	Quality of life	Summer festivals
Joliet	Quality of life	The people
Joliet	Quality of life	The sound
Joliet	Quality of life	Urban yet rural atmosphere
Joliet	Quality of life	Variety in living styles
Joliet	Quality of life	Walk to school
Joliet	Quality of life	Warm weather
Joliet	Reinvestment	Growth
Joliet	Reinvestment	High buildings
Joliet	Reinvestment	Midrise density
Joliet	Reinvestment	Mixed use
Joliet	Safety	Low crime rate
Joliet	Safety	Personal safety
Joliet	Safety	Safe
Joliet	Safety	Safe neighborhood
Joliet	Safety	Safe neighborhoods
Joliet	Safety	Safe neighborhoods
Joliet	Safety	Safe, comfortable neighborhoods
Joliet	Safety	Safety
Joliet	Transportation	Absence of traffic congestion around the city of Joliet
Joliet	Transportation	Access to the world from here
Joliet	Transportation	Accessibility to major highways
Joliet	Transportation	All city roads and streets on a 'maintenance' schedule
Joliet	Transportation	Drive in
Joliet	Transportation	Driving ease
Joliet	Transportation	Ease of transportation
Joliet	Transportation	Express Metra trains to Chicago
Joliet	Transportation	Good roads
Joliet	Transportation	Good transit
Joliet	Transportation	Great transportation system
Joliet	Transportation	Highway access
Joliet	Transportation	Less congestion
Joliet	Transportation	Local public transportation
Joliet	Transportation	Mass transit
Joliet	Transportation	Mass transit
Joliet	Transportation	Metra

Workshop Location	THEME	Post-it note keyword
Joliet	Transportation	No traffic congestion
Joliet	Transportation	People walking
Joliet	Transportation	Proximity to I-355 and I-55
Joliet	Transportation	Public transit improvements
Joliet	Transportation	Public transportation
Joliet	Transportation	Regional bike and hiking trails
Joliet	Transportation	Several transportation options
Joliet	Transportation	Trains to Chicago and Joliet from Bolingbrook
Joliet	Transportation	Very walkable
Joliet	Transportation	Walkability
Joliet	Transportation	Walkability
Joliet	Transportation	Walking/biking trails
Joliet	Transportation	Water/river walkway
Joliet	Water	Safe potable water
Joliet	Water	Water
Joliet	Water	Water security
Lansing Public Library	Civic involvement	Clean up state government
Lansing Public Library	Economic strengths	Better connections to job centers
Lansing Public Library	Economic strengths	Encourage more small businesses
Lansing Public Library	Economic strengths	Jobs
Lansing Public Library	Economic strengths	More urban farming
Lansing Public Library	Education	Improve education capacity
Lansing Public Library	Housing	Housing
Lansing Public Library	Housing	Housing more people
Lansing Public Library	Intergovernmental coordination and planning	Fairer taxes for businesses
Lansing Public Library	Intergovernmental coordination and planning	Improve perception of southern regions
Lansing Public Library	Intergovernmental coordination and planning	Infrastructure
Lansing Public Library	Quality of life	Multi-use sports complex
Lansing Public Library	Reinvestment	Priority for existing communities
Lansing Public Library	Transportation	Access to 3rd airport
Lansing Public Library	Transportation	Better access
Lansing Public Library	Transportation	Better transportation connections
Lansing Public Library	Transportation	Bicycling, non motorized connections
Lansing Public Library	Transportation	Connecting
Lansing Public Library	Transportation	Extend roads
Lansing Public Library	Transportation	Remove 1.5 mile toll zones
Lansing Public Library	Water	Storm water management
Montgomery	Environment	Better quality/quantity water supplies
Montgomery	Environment	Open Space Preservation
Montgomery	Environment	Preserve Farmland and encourage urban farming
Montgomery	Environment	Preserve/Enhance Open Space
Montgomery	Quality of life	Keep workers in their own areas
Montgomery	Quality of life	Polycentric Communities with unique identities
Montgomery	Reinvestment	Mixed-Use neighborhoods
Montgomery	Reinvestment	Mixed-Use neighborhoods
Montgomery	Reinvestment	Neighborhood revitalization
Montgomery	Reinvestment	Urban renewal
Montgomery	Transportation	Better public transit
Montgomery	Transportation	More transit options
Montgomery	Transportation	More transportation options
Montgomery	Transportation	Transportation - long and short haul
Morton Arboretum	Civic involvement	community
Morton Arboretum	Civic involvement	community
Morton Arboretum	Civic involvement	community
Morton Arboretum	Civic involvement	community
Morton Arboretum	Civic involvement	community
Morton Arboretum	Civic involvement	community
Morton Arboretum	Civic involvement	gathering
Morton Arboretum	Civic involvement	involved
Morton Arboretum	Civic involvement	neighborhood identity
Morton Arboretum	Civic involvement	neighbors
Morton Arboretum	Civic involvement	neighbors
Morton Arboretum	Economic strengths	business
Morton Arboretum	Economic strengths	diversity
Morton Arboretum	Economic strengths	downtowns
Morton Arboretum	Economic strengths	downtowns
Morton Arboretum	Economic strengths	ethnic diversity
Morton Arboretum	Economic strengths	ice cream parlors



Workshop Location	THEME	Post-it note keyword
Morton Arboretum	Environment	wind
Morton Arboretum	Health	healthy
Morton Arboretum	Housing	Housing options
Morton Arboretum	Intergovernmental coordination and planning	efficient
Morton Arboretum	Intergovernmental coordination and planning	resource efficient
Morton Arboretum	Quality of life	abundant
Morton Arboretum	Quality of life	arts
Morton Arboretum	Quality of life	arts
Morton Arboretum	Quality of life	arts
Morton Arboretum	Quality of life	caring
Morton Arboretum	Quality of life	culture
Morton Arboretum	Quality of life	culture
Morton Arboretum	Quality of life	culture
Morton Arboretum	Quality of life	culture
Morton Arboretum	Quality of life	family
Morton Arboretum	Quality of life	family
Morton Arboretum	Quality of life	few people
Morton Arboretum	Quality of life	friendly
Morton Arboretum	Quality of life	friendly
Morton Arboretum	Quality of life	friendly
Morton Arboretum	Quality of life	friendly
Morton Arboretum	Quality of life	friendly
Morton Arboretum	Quality of life	fun
Morton Arboretum	Quality of life	kids
Morton Arboretum	Quality of life	movies
Morton Arboretum	Quality of life	nightlife
Morton Arboretum	Quality of life	pastoral
Morton Arboretum	Quality of life	peaceful
Morton Arboretum	Quality of life	peaceful
Morton Arboretum	Quality of life	pedestrian friendly
Morton Arboretum	Quality of life	pride
Morton Arboretum	Quality of life	quiet
Morton Arboretum	Quality of life	respect
Morton Arboretum	Quality of life	small
Morton Arboretum	Quality of life	street dances
Morton Arboretum	Reinvestment	Transit-oriented-development
Morton Arboretum	Safety	safety
Morton Arboretum	Transportation	bikes
Morton Arboretum	Transportation	bikes
Morton Arboretum	Transportation	car-free
Morton Arboretum	Transportation	good roads
Morton Arboretum	Transportation	increased transit
Morton Arboretum	Transportation	multi-modal
Morton Arboretum	Transportation	no cars
Morton Arboretum	Transportation	pedestrians
Morton Arboretum	Transportation	public transit
Morton Arboretum	Transportation	public transit
Morton Arboretum	Transportation	public transit
Morton Arboretum	Transportation	transit
Morton Arboretum	Transportation	travel
Morton Arboretum	Transportation	walkable
Morton Arboretum	Water	clean water
Morton Arboretum	Water	clean water
Naperville	Civic involvement	Neighbors getting to know each other
Naperville	Economic strengths	Business opportunities
Naperville	Economic strengths	Downtown Naperville
Naperville	Economic strengths	No unemployment
Naperville	Energy	Alternative energy vehicles

Workshop Location	THEME	Post-it note keyword
Naperville	Environment	Air quality
Naperville	Health	Health awareness
Naperville	Health	Preventative health care
Naperville	Housing	Residential density
Naperville	Intergovernmental coordination and planning	Adaptable infrastructure
Naperville	Intergovernmental coordination and planning	Regional authority
Naperville	Intergovernmental coordination and planning	Suburb to suburb
Naperville	Quality of life	Peace worldwide
Naperville	Reinvestment	Investment
Naperville	Safety	Crime prevention
Naperville	Transportation	Bullet trains
Naperville	Transportation	High-speed rail to Chicago CBD
Naperville	Transportation	More public transportation
Naperville	Transportation	Near public transportation
Naperville	Transportation	Parking improvement
Naperville	Transportation	Public Transportation
Naperville	Transportation	Public transportation
Naperville	Transportation	Rail construction
Naperville	Transportation	Road construction
Naperville	Transportation	Transportation
Palos Heights	Economic strengths	Conserve Farm Land
Palos Heights	Economic strengths	Economic Development
Palos Heights	Economic strengths	Strong regional economy
Palos Heights	Energy	Energy reduction
Palos Heights	Energy	Wind Energy Farms
Palos Heights	Housing	Elderly housing
Palos Heights	Housing	Housing Costs
Palos Heights	Housing	Housing diversity
Palos Heights	Intergovernmental coordination and planning	Cost management
Palos Heights	Intergovernmental coordination and planning	Cost Management
Palos Heights	Intergovernmental coordination and planning	Regional economy
Palos Heights	Intergovernmental coordination and planning	Regional Economy
Palos Heights	Intergovernmental coordination and planning	Regional Economy
Palos Heights	Intergovernmental coordination and planning	Regional Economy
Palos Heights	Quality of life	Rec opportunities for adolescents
Palos Heights	Reinvestment	Cost Management: infrastructure, re-build and re-construct
Palos Heights	Reinvestment	Smart Growth
Palos Heights	Safety	Safe communities
Palos Heights	Transportation	Better Commute
Palos Heights	Transportation	Efficient Public Transportation
Palos Heights	Transportation	Public Transportation
Palos Heights	Transportation	Rail Extension
Palos Heights	Transportation	Transportation
Palos Heights	Transportation	Transportation
Palos Heights	Transportation	Transportation Choices
Palos Heights	Transportation	Transportation infrastructure
Palos Heights	Water	Amount of water available
Palos Heights	Water	Water Use
Palos Heights	Water	Water Use Reduction
Palos Heights	Water	Water use reduction and stormwater management
Pilsen	Civic involvement	"Sister neighborhoods"
Pilsen	Civic involvement	A new mayor
Pilsen	Civic involvement	Less corrupt local politicians
Pilsen	Civic involvement	Less corruption
Pilsen	Civic involvement	More youth involvement
Pilsen	Civic involvement	TIF funding is transparent to public
Pilsen	Civic involvement	True sense of community
Pilsen	Economic strengths	Better business on 26th St
Pilsen	Economic strengths	Business that invest in the community
Pilsen	Economic strengths	Housing to stay affordable for working class
Pilsen	Economic strengths	Legalized people
Pilsen	Economic strengths	More businesses within walking distance
Pilsen	Economic strengths	More jobs for youth!
Pilsen	Economic strengths	More quality Latino owned businesses
Pilsen	Economic strengths	Prosperous Latino owned business
Pilsen	Economic strengths	Social security benefits

Workshop Location	THEME	Post-it note keyword
Pilsen	Education	A better education for all
Pilsen	Education	Better education system
Pilsen	Education	Better public school system
Pilsen	Education	Better quality education
Pilsen	Education	Better schools
Pilsen	Education	Better schools
Pilsen	Education	CPS to improve school systems and admin
Pilsen	Education	Education
Pilsen	Education	Fixed schools
Pilsen	Education	Improve existing schools, make safer. No new ones.
Pilsen	Education	Less dropout
Pilsen	Education	Public schools still accessible to everyone
Pilsen	Energy	Alternative energy
Pilsen	Energy	Alternative energy
Pilsen	Energy	Clean sources of energy - and reduced use
Pilsen	Energy	Decreased fossil fuel use
Pilsen	Energy	Reduce energy use
Pilsen	Energy	Wind, solar and weatherization
Pilsen	Environment	Abundance of green spaces
Pilsen	Environment	Cleaner air and streets
Pilsen	Environment	Cleaner environment
Pilsen	Environment	Close Fisk and Crawford coal plants
Pilsen	Environment	Community garden
Pilsen	Environment	Community gardens
Pilsen	Environment	Factories bought up to code, non pollutant
Pilsen	Environment	Gardens and trees everywhere
Pilsen	Environment	General landscaping along streets and pedways
Pilsen	Environment	Green roofing
Pilsen	Environment	Green spaces
Pilsen	Environment	More green space/parks in Little Village
Pilsen	Environment	More park space
Pilsen	Environment	More parks
Pilsen	Environment	More parks for youth
Pilsen	Environment	No more coal power plants in Little Village or Pilsen
Pilsen	Environment	Plant more trees
Pilsen	Environment	Recycling
Pilsen	Environment	Recycling stations
Pilsen	Environment	Reduce pollution
Pilsen	Environment	Trees
Pilsen	Health	A healthcare system for all
Pilsen	Health	Less drugs
Pilsen	Health	Nutrition initiative for community
Pilsen	Housing	Housing
Pilsen	Housing	Housing - affordable, mixed use/income
Pilsen	Housing	Housing affordable
Pilsen	Housing	Sustainable living
Pilsen	Intergovernmental coordination and planning	Equitable funding for public schools
Pilsen	Intergovernmental coordination and planning	Facilitating diversity/development
Pilsen	Intergovernmental coordination and planning	Less taxes
Pilsen	Intergovernmental coordination and planning	More after school programs to keep kids off street
Pilsen	Quality of life	Accessibility is the normal, not the struggle
Pilsen	Quality of life	Communication between parents and kids
Pilsen	Quality of life	Decrease in homelessness
Pilsen	Quality of life	Less condos
Pilsen	Quality of life	Less hipsters
Pilsen	Quality of life	Less winos
Pilsen	Quality of life	More arts
Pilsen	Quality of life	More understanding between races
Pilsen	Quality of life	More youth arts, centers
Pilsen	Quality of life	No winter
Pilsen	Reinvestment	Better use of technology to manage growth
Pilsen	Reinvestment	Clean empty lots and change into useful spaces - affordable homes and new business park areas
Pilsen	Reinvestment	Decreased vacant lots
Pilsen	Reinvestment	Free wi-fi
Pilsen	Reinvestment	Improved infrastructure

Workshop Location	THEME	Post-it note keyword
Pilsen	Reinvestment	Wireless region
Pilsen	Safety	Better police
Pilsen	Safety	Better safety
Pilsen	Safety	Less violence
Pilsen	Safety	Less violence
Pilsen	Safety	No gangs
Pilsen	Safety	No guns, drugs, gangs, robberies
Pilsen	Safety	No more blue 'safety' lights
Pilsen	Safety	Safer community
Pilsen	Safety	Safer neighborhoods
Pilsen	Safety	Violence
Pilsen	Safety	Violence reduction
Pilsen	Transportation	31st street route sooner than 2040!!
Pilsen	Transportation	A regional transit system not the divide we have
Pilsen	Transportation	Affordable, accessible transportation
Pilsen	Transportation	Better CTA system
Pilsen	Transportation	Free accessible transit
Pilsen	Transportation	Free or cheap trans for all = less pollution
Pilsen	Transportation	Free public transit
Pilsen	Transportation	Improve public transportation
Pilsen	Transportation	Less cars means less traffic and less commute time
Pilsen	Transportation	More congestion, people, vehicles, etc
Pilsen	Transportation	More efficient public transport
Pilsen	Transportation	New Metra station at Kedzie Ave near Pink Line
Pilsen	Transportation	RTA Exec director said for more op funds - work w congressmen/ reps
Pilsen	Transportation	Transportation
Pilsen	Transportation	Transportation - being able to travel all over city safer and seamless
Pilsen	Transportation	Varied and affordable public transport
Pilsen	Transportation	Water taxi on Chicago river from SW side to Downtown
Pilsen	Water	Cleaner water system
Riverside	Civic involvement	At mini/local level
Riverside	Civic involvement	Eliminate partisan politics
Riverside	Economic strengths	Multiple ethnicity inclusion
Riverside	Education	Schools
Riverside	Energy	Alternative energy sources for efficient residential use
Riverside	Environment	Especially solid wastes
Riverside	Environment	Natural resources
Riverside	Environment	Preservation of natural areas
Riverside	Environment	Preservation of open space
Riverside	Environment	Prioritize environment in all development decisions
Riverside	Environment	Zoning for inclusion of nature in development
Riverside	Intergovernmental coordination and planning	Move off property tax to income tax to pay for services
Riverside	Quality of life	Community-friendly
Riverside	Quality of life	Equal access
Riverside	Quality of life	Second to none
Riverside	Reinvestment	Encourage development within proximity of existing transit assets
Riverside	Reinvestment	Reinvestment in inner suburbs
Riverside	Transportation	Affordable transportation
Riverside	Transportation	Clean transportation
Riverside	Transportation	Efficient transportation
Riverside	Transportation	Increased transit opportunities
Riverside	Water	Stormwater management
Riverside	Water	Water quality maintenance
Rogers Park	Civic involvement	Neighborhoods
Rogers Park	Economic strengths	More businesses
Rogers Park	Economic strengths	More entertainment in the neighborhood
Rogers Park	Economic strengths	More new restaurants
Rogers Park	Economic strengths	More new restaurants open
Rogers Park	Economic strengths	More services in the neighborhood
Rogers Park	Education	Education

Workshop Location	THEME	Post-it note keyword
Rogers Park	Education	Raise requirements for teachers
Rogers Park	Energy	Alternative energy
Rogers Park	Energy	Better energy efficient
Rogers Park	Energy	Better energy use
Rogers Park	Energy	Solar
Rogers Park	Energy	Wind
Rogers Park	Environment	Add parks
Rogers Park	Environment	Environmentally friendly
Rogers Park	Environment	Heat island reduction
Rogers Park	Environment	Less light pollution
Rogers Park	Environment	Less pollution
Rogers Park	Environment	More green rooftops
Rogers Park	Environment	More open space
Rogers Park	Environment	Open space
Rogers Park	Environment	Preserved green space
Rogers Park	Health	Health care
Rogers Park	Health	Health care improvements
Rogers Park	Health	Hospitals
Rogers Park	Housing	Compact housing for all
Rogers Park	Housing	Safe housing
Rogers Park	Intergovernmental coordination and planning	Change property tax funding
Rogers Park	Quality of life	Better life for seniors
Rogers Park	Quality of life	Cleaner streets
Rogers Park	Quality of life	Garbage cans
Rogers Park	Quality of life	High quality of life
Rogers Park	Quality of life	More walkable
Rogers Park	Quality of life	Quality of life
Rogers Park	Quality of life	Village concept
Rogers Park	Quality of life	Village concept in the city
Rogers Park	Reinvestment	Concentrated development around train stations
Rogers Park	Reinvestment	Construction
Rogers Park	Reinvestment	Mixed use
Rogers Park	Reinvestment	Mixed use
Rogers Park	Reinvestment	More density
Rogers Park	Reinvestment	More density
Rogers Park	Reinvestment	No potholes
Rogers Park	Reinvestment	Repair infrastructure
Rogers Park	Reinvestment	Things built-up
Rogers Park	Safety	Every corner safer
Rogers Park	Transportation	Better mass transit
Rogers Park	Transportation	Better, more mass transportation
Rogers Park	Transportation	Connect cross-region bus routes
Rogers Park	Transportation	Extend rapid transit lines
Rogers Park	Transportation	Faster public transportation
Rogers Park	Transportation	Grade separated railroad tracks
Rogers Park	Transportation	High speed rail
Rogers Park	Transportation	High speed rail
Rogers Park	Transportation	Improved transit
Rogers Park	Transportation	Lake, Jackson Park Rapid transit
Rogers Park	Transportation	Lawrence rapid transit
Rogers Park	Transportation	Metra
Rogers Park	Transportation	More express
Rogers Park	Transportation	Public transit development
Rogers Park	Transportation	Rapid transit lines
Rogers Park	Transportation	Repair Red Line bridges at Loyola, Morse, Lunt
Rogers Park	Transportation	Street corner transit card vending
Rogers Park	Transportation	Transportation
Rogers Park	Transportation	Very little need for car
Rogers Park	Water	Stormwater management
Roseland	Economic strengths	Banking
Roseland	Economic strengths	Business opportunities
Roseland	Economic strengths	Business
Roseland	Economic strengths	Economic stability
Roseland	Economic strengths	Employment
Roseland	Economic strengths	Employment (jobs)
Roseland	Economic strengths	Employment, increase jobs
Roseland	Economic strengths	Employment/jobs
Roseland	Economic strengths	Increase business opportunities

Workshop Location	THEME	Post-it note keyword
Roseland	Economic strengths	More jobs (economic development)
Roseland	Economic strengths	Need for more jobs
Roseland	Economic strengths	Wealth \$ management education
Roseland	Education	Education
Roseland	Education	Education
Roseland	Education	Education (quality)
Roseland	Education	Education system disparities decreased
Roseland	Education	Education/quality
Roseland	Education	More education funding
Roseland	Housing	Abandoned houses
Roseland	Housing	Affordable housing
Roseland	Housing	Better housing
Roseland	Housing	Housing
Roseland	Housing	Housing
Roseland	Housing	Housing
Roseland	Housing	Housing
Roseland	Housing	Public housing
Roseland	Quality of life	Better youth programs
Roseland	Quality of life	Decreased family stability
Roseland	Quality of life	Helping homeless
Roseland	Quality of life	Helping the homeless
Roseland	Quality of life	Low gas prices
Roseland	Quality of life	More church involvement
Roseland	Quality of life	More church involvement
Roseland	Quality of life	Respect
Roseland	Safety	Crime (security) safety
Roseland	Safety	Crime decrease
Roseland	Safety	Crime/security
Roseland	Safety	Crime/security
Roseland	Safety	Decrease violence
Roseland	Safety	Decrease violence
Roseland	Safety	Safety
Roseland	Safety	Security
Roseland	Safety	Security increase
Roseland	Transportation	Affordable transportation
Roseland	Transportation	Affordable transportation
Roseland	Transportation	Transportation
Schaumburg	Civic involvement	Intercommunity Connections
Schaumburg	Education	School system
Schaumburg	Environment	Green Buffers
Schaumburg	Environment	Green Houses/ Architecture
Schaumburg	Environment	Land Management
Schaumburg	Environment	Recreational Space
Schaumburg	Quality of life	Special Need/Senior Services
Schaumburg	Reinvestment	Construction Materials Last
Schaumburg	Transportation	Alternative Transportation
Schaumburg	Transportation	Cost Effective Transportation
Schaumburg	Transportation	More Transit Options
Schaumburg	Transportation	Transportation/ More space
Schaumburg	Water	Water Quality
Shedd Aquarium	Civic involvement	Less corruption
Shedd Aquarium	Economic strengths	Cheaper farmers markets
Shedd Aquarium	Economic strengths	Diverse businesses
Shedd Aquarium	Economic strengths	Economic equity
Shedd Aquarium	Economic strengths	More farmers markets
Shedd Aquarium	Economic strengths	More jobs
Shedd Aquarium	Education	Better Schools
Shedd Aquarium	Energy	Energy
Shedd Aquarium	Environment	Air quality
Shedd Aquarium	Environment	Green Architecture
Shedd Aquarium	Housing	Affordable housing
Shedd Aquarium	Housing	Sustainable living
Shedd Aquarium	Intergovernmental coordination and planning	Fewer taxes
Shedd Aquarium	Reinvestment	Increase building
Shedd Aquarium	Reinvestment	More neighborhood planning
Shedd Aquarium	Safety	Less violence
Shedd Aquarium	Transportation	Better investment in transportation
Shedd Aquarium	Transportation	Bikeways

Workshop Location	THEME	Post-it note keyword
Shedd Aquarium	Transportation	Flying cars
Shedd Aquarium	Transportation	Less commuting
Shedd Aquarium	Transportation	Walkable
Shedd Aquarium	Water	Healthy Lakes
Sugar Grove	Civic involvement	individual responsibility
Sugar Grove	Economic strengths	compact downtown
Sugar Grove	Economic strengths	high-paying local jobs
Sugar Grove	Economic strengths	local food
Sugar Grove	Economic strengths	locally grown food
Sugar Grove	Economic strengths	small food farms
Sugar Grove	Economic strengths	variety of jobs/employment centers
Sugar Grove	Economic strengths	wi-fi
Sugar Grove	Education	high quality education
Sugar Grove	Energy	local energy production
Sugar Grove	Energy	solar panels
Sugar Grove	Environment	biodiversity
Sugar Grove	Environment	community gardens
Sugar Grove	Environment	conservation design
Sugar Grove	Environment	greenhouse gas reduction
Sugar Grove	Environment	habitat protection
Sugar Grove	Environment	megasites of open space
Sugar Grove	Environment	more country
Sugar Grove	Environment	more natural environment areas
Sugar Grove	Environment	more protected open space
Sugar Grove	Environment	natural resources
Sugar Grove	Environment	preserve farmland
Sugar Grove	Environment	preserve farmland
Sugar Grove	Environment	preserve natural areas in county
Sugar Grove	Environment	preserve oak ecosystems
Sugar Grove	Environment	species protection
Sugar Grove	Environment	street trees everywhere
Sugar Grove	Housing	affordable housing
Sugar Grove	Housing	affordable housing
Sugar Grove	Housing	on every new house
Sugar Grove	Intergovernmental coordination and planning	high-efficiency building standards
Sugar Grove	Quality of life	in the country
Sugar Grove	Quality of life	population control
Sugar Grove	Quality of life	preserve rural character
Sugar Grove	Quality of life	recreation opportunities
Sugar Grove	Quality of life	seek reality
Sugar Grove	Quality of life	world peace
Sugar Grove	Reinvestment	compact contiguous development
Sugar Grove	Reinvestment	existing communities
Sugar Grove	Reinvestment	growth around hubs
Sugar Grove	Reinvestment	infill
Sugar Grove	Reinvestment	mixed-use development
Sugar Grove	Reinvestment	redevelopment of older areas within existing city limits
Sugar Grove	Transportation	affordable public transit options
Sugar Grove	Transportation	best transportation technology
Sugar Grove	Transportation	better train schedule
Sugar Grove	Transportation	better transportation
Sugar Grove	Transportation	bike trail
Sugar Grove	Transportation	bike trail
Sugar Grove	Transportation	bike-friendly roads
Sugar Grove	Transportation	compact contiguous development
Sugar Grove	Transportation	connected bike trails
Sugar Grove	Transportation	High speed rail
Sugar Grove	Transportation	increase public transportation
Sugar Grove	Transportation	more connections between communities
Sugar Grove	Transportation	more Fox River crossings
Sugar Grove	Transportation	non-motorized trails
Sugar Grove	Transportation	not superhighways
Sugar Grove	Transportation	pedestrian-friendly roads
Sugar Grove	Transportation	promote public transportation
Sugar Grove	Transportation	shopping within walking distance
Sugar Grove	Transportation	smaller roads
Sugar Grove	Transportation	transit to county institutions

Workshop Location	THEME	Post-it note keyword
Sugar Grove	Water	natural river
Sugar Grove	Water	preserve Fox River
Sugar Grove	Water	protected through BMPs
Sugar Grove	Water	protection of groundwater
Sugar Grove	Water	rainwater harvesting system
Sugar Grove	Water	remove motor boats
Sugar Grove	Water	safe drinking water
Sugar Grove	Water	smart use of water
Tinley Park	???	Snowball effect
Tinley Park	Civic involvement	Increase community involvement
Tinley Park	Civic involvement	Volunteerism
Tinley Park	Economic strengths	Develop jobs
Tinley Park	Education	Education
Tinley Park	Energy	No nuclear power plant
Tinley Park	Energy	Renewable energy
Tinley Park	Environment	Eco-friendly
Tinley Park	Environment	Increased forests in Cook County
Tinley Park	Health	Mental Health Center Development
Tinley Park	Housing	High housing density
Tinley Park	Intergovernmental coordination and planning	Better land use
Tinley Park	Intergovernmental coordination and planning	Land use for religious purposes
Tinley Park	Intergovernmental coordination and planning	Stop the sprawl
Tinley Park	Intergovernmental coordination and planning	Tax structure equity
Tinley Park	Reinvestment	Finish downtown development
Tinley Park	Reinvestment	Preservation
Tinley Park	Transportation	High speed train
Tinley Park	Transportation	Local town buses
Tinley Park	Transportation	No more highways installed
Tinley Park	Transportation	Regional airport
Tinley Park	Transportation	Shuttles for residents
Tinley Park	Transportation	Upgrade Harlem Avenue @ I-80
Tinley Park	Transportation	Without space for trains or rail
UIC	???	Stayed out late - no worries
UIC	???	You were not hungry
UIC	Civic involvement	Neighbors know each other
UIC	Civic involvement	Transparent government
UIC	Civic involvement	Transparent government
UIC	Civic involvement	Young surrounded by community
UIC	Economic strengths	Better job distribution
UIC	Economic strengths	Decent jobs
UIC	Economic strengths	Income equality
UIC	Economic strengths	Vibrant downtowns with local businesses
UIC	Education	Better public schools
UIC	Education	Education
UIC	Education	Improved education
UIC	Education	Improved education
UIC	Education	Improved education
UIC	Education	Refurbished vibrant schools
UIC	Education	Strong school systems (from K to Universities)
UIC	Education	Vibrant schools
UIC	Energy	Solar panels on
UIC	Environment	Birds
UIC	Environment	Clean air
UIC	Environment	Clear night sky
UIC	Environment	Community Environment
UIC	Environment	Green space
UIC	Environment	Green space
UIC	Environment	Green spaces
UIC	Environment	Green walls and roofs
UIC	Environment	Greener and more colorful sidewalks, parks, plaza
UIC	Environment	Improved environment
UIC	Environment	Improved environment
UIC	Environment	Increases in open space
UIC	Environment	Less pollution with more greenspace
UIC	Environment	More green space
UIC	Environment	More recycle areas
UIC	Environment	Natural wooded settings
UIC	Environment	Nature

Workshop Location	THEME	Post-it note keyword
UIC	Environment	Parks and bicycling
UIC	Environment	People and environment
UIC	Environment	Pollution reduction
UIC	Environment	Recycling sustainability
UIC	Environment	Urban growth boundaries
UIC	Environment	Vertical farm
UIC	Environment	Wild
UIC	Health	Environmental health
UIC	Health	Improved health
UIC	Housing	Affordable housing
UIC	Housing	Denser housing equally distributed throughout metro area
UIC	Housing	Higher density housing
UIC	Housing	Mixed income housing
UIC	Housing	More affordable housing
UIC	Quality of life	Boulder Pearl St. Mall
UIC	Quality of life	Family friendly
UIC	Quality of life	Friendly
UIC	Quality of life	Good neighbors
UIC	Quality of life	Great deal to do
UIC	Quality of life	Holistic integration of work life, home life, services, transportation
UIC	Quality of life	Holistic integration of work, life, transportation, jobs, services, living
UIC	Quality of life	Kid friendly
UIC	Quality of life	Kid hangout with bikes
UIC	Quality of life	Kids in yards or sidewalks playing
UIC	Quality of life	Less homeless
UIC	Quality of life	Less road rage
UIC	Quality of life	Loyal
UIC	Quality of life	More ethnic/race integration
UIC	Quality of life	More racially integrated communities
UIC	Quality of life	People on train are vibrant instead of downtrodden
UIC	Quality of life	Small town mentality
UIC	Quality of life	Social equity
UIC	Quality of life	Wonderful fruits
UIC	Reinvestment	Building form changes w/environment
UIC	Reinvestment	From trains, see nods of high density development
UIC	Reinvestment	Greater density of buildings
UIC	Reinvestment	Greater density with mixed use
UIC	Reinvestment	More dense, vertical neighborhoods
UIC	Reinvestment	Retrofitted
UIC	Reinvestment	Sustainable design agriculture
UIC	Safety	Public safety/crime
UIC	Safety	Safe environment for children to play outside
UIC	Safety	Safety crime
UIC	Transportation	Better regional transit options
UIC	Transportation	Bike lanes
UIC	Transportation	Bike paths on all streets
UIC	Transportation	Calm traffic
UIC	Transportation	Car pool lane
UIC	Transportation	Cars and mass transit below grade, people above
UIC	Transportation	Circle line
UIC	Transportation	Circle line (star line)
UIC	Transportation	Circle line connecting train
UIC	Transportation	Congestion pricing
UIC	Transportation	CTA circle line
UIC	Transportation	CTA circle line
UIC	Transportation	Efficient, cleaner transportation
UIC	Transportation	Expand public transport to reach unserved areas
UIC	Transportation	Express 'L' or Metra from airport/downtown
UIC	Transportation	Express train O'Hare -CBD
UIC	Transportation	Extended train/Metra and CTA
UIC	Transportation	Faster interconnected modern transit
UIC	Transportation	Fox River Bike path
UIC	Transportation	Improve road construction
UIC	Transportation	Improved transportation network

Workshop Location	THEME	Post-it note keyword
UIC	Transportation	Infrastructure - transportation
UIC	Transportation	Less cars
UIC	Transportation	Less congestion
UIC	Transportation	Less reliance on cars
UIC	Transportation	Modernize transit
UIC	Transportation	More roadways (access routes) efficient
UIC	Transportation	Pedestrians
UIC	Transportation	Public/mass transit linking collar counties
UIC	Transportation	Safer transportation
UIC	Transportation	Smaller/similar cars
UIC	Transportation	Sustainable pedestrian friendly greenways w/bikeways
UIC	Transportation	Train from airport - clean, fast and frequent
UIC	Transportation	Transit (extended) trains
UIC	Transportation	Transportation
UIC	Transportation	Transportation to the 'collar counties'
UIC	Transportation	Walkable streets
UIC	Water	3" rain/month
UIC	Water	Better water management
UIC	Water	Fishing - outdoors
UIC	Water	Gray water
UIC	Water	Graywater
UIC	Water	Rain gardens
UIC	Water	Rain gardens
UIC	Water	Separate sewers
UIC	Water	Wastewater management w/green space
UIC	Water	Water reclamation
Wheaton	Civic involvement	For <u>ALL</u>
Wheaton	Civic involvement	Interactive government
Wheaton	Civic involvement	Term limits
Wheaton	Civic involvement	Volunteerism
Wheaton	Economic strengths	Economic independence
Wheaton	Economic strengths	Jobs
Wheaton	Economic strengths	Use more technology
Wheaton	Education	Accessible education
Wheaton	Education	Education
Wheaton	Education	Education
Wheaton	Environment	Ecological friendly infrastructure
Wheaton	Environment	Eliminate retention / detention ponds
Wheaton	Environment	Environmental sustainability
Wheaton	Environment	Farms
Wheaton	Environment	Global warning
Wheaton	Environment	Green space
Wheaton	Environment	Maintain open space we have
Wheaton	Environment	Paperless
Wheaton	Environment	Reduce impact on environment
Wheaton	Housing	Housing
Wheaton	Intergovernmental coordination and planning	Assure equality of opportunity
Wheaton	Intergovernmental coordination and planning	Demonstrate countywide planning & implementation
Wheaton	Intergovernmental coordination and planning	Suburb to suburb
Wheaton	Quality of life	Craftsmanship
Wheaton	Quality of life	Cultural diversity
Wheaton	Quality of life	Ease of communication
Wheaton	Quality of life	Socio-economic equity
Wheaton	Reinvestment	Strong infrastructure
Wheaton	Safety	Elimination of all gang activity
Wheaton	Transportation	Efficient transportation
Wheaton	Transportation	More efficient and available transportation options
Wheaton	Transportation	<u>Quality</u> transit
Wheaton	Transportation	Reduced traffic congestion
Wheaton	Transportation	Transport
Wheaton	Transportation	Transportation
Wheaton	Transportation	Walk to work
Wheaton	Water	Better manage stormwater

## **6.4 Workshop “Tweets”**

**Thursday, September 3rd, 2009**

**Little Village Workshop**

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Little Village wants to be a "greener" community. Rooftop gardens, recycling, etc.

Little Village residents want more transit and better air quality.

**Wednesday, September 2nd, 2009**

**Evanston Workshop**

---

Evanston resident asks how RTA and CMAP plans are connected Schlickman says GO TO 2040 plan will guide RTA efforts

**Tuesday, September 1st, 2009**

**Aurora Workshop**

---

Maximizing resource policies is preferred by the Aurora crowd

For alternate transportation modes, Aurora wants to strongly favor alternatives!

In terms of the investment in road networks, folks want to see moderate increase!

Participants want to see growth in a tie: communities and metropolitan centers!

Aurora would like to see moderate compact growth for GO TO 2040

Mayor Weisner of Aurora gave a great introduction at tonight's workshop!

**Thursday, August 27th, 2009**

**Hegewisch Workshop**

---

Lifelong south siders want to have their say for the future of the region

**Tuesday, August 25th, 2009**

**Field Museum Workshop**

---

GO TO 2040 workshop participants at The Field Museum consider the importance of human migration patterns - sidewalks, transit, bike paths.

**Thursday, August 20th, 2009**

## **Fox Lake Workshop**

---

Fox Lake residents vote for no metropolitan focus for new development location in 2040

**Thursday, August 20th, 2009**

## **Lansing Workshop**

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Lansing GO TO 2040 workshop: participants want better access to transportation.

**Tuesday, August 18th, 2009**

## **Arlington Heights Workshop**

---

Participants at GO TO 2040 workshop in Arlington Heights want more transportation choices in the future.

**Thursday, August 13th, 2009**

## **Lake Barrington Workshop**

---

Lake Barrington village president is asking how CMAP would encourage density. Doesn't want to be forced to change.

Barrington residents want vibrant, walkable community centers.

Barrington residents are talking about growth at GO TO 2040 workshop.

**Thursday, August 13th, 2009**

## **Bethel New Life Workshop**

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Bethel New Life workshop participants think outside the box - teleportation and elevated sidewalks for 2040!

Bethel New Life GO TO 2040 Workshop participants want local green jobs to provide work opportunities for families!

**Tuesday, August 11th, 2009**

## **Geneva Workshop**

---

Overwhelmingly Geneva participants voted to have increased transit in 2040.

Geneva workshop attendees would like to have more affordable housing in the future.

State Rep Mike Fortner is at the Geneva Workshop helping us Invent the Future.

**Tuesday, August 11th, 2009**

**Joliet Workshop**

---

Joliet participants want development in communities and metropolitan centers for GO TO 2040

The Joliet workshop folks voted to have a significant increase in the road network!

In terms of resource policy, Joliet participants would like to see programs maximized.

Participants in Joliet would like to see a significant increase in the transit system for GO TO 2040

A full house at the GO TO 2040 workshop in Joliet

**Wednesday, August 5th, 2009**

**Harvard Workshop**

---

Tragedy of the commons at GO TO 2040 workshop, how do we balance our freedom?

Rural residents at GO TO 2040 workshop say that they want low density but also want open space.

Harvard GO TO 2040 participants arrives to workshop on scooter.

**Thursday, July 30th, 2009**

**Tinley Park Workshop**

---

Tinley Park participants voted that they care about housing diversity, cost mgmnt, and regional economy

Tinley Park workshop: Participant used Mokena and their waste treatment as a way to strengthen economy and preserve enviro.

Tinley Park workshop: Participants would like a significant increase in transportation investment.

**Thursday, July 30th, 2009**

**Bartlett Workshop**

---

Bartlett has incorporated many environmental changes such as hybrid cars in village fleet and rain barrels for residents.

Bartlett workshop participants agree that commute times should be reduced in 2040.

**Wednesday, July 29th, 2009**

**West Chicago Workshop**

---

And finally, West Chicago participants want to maximize alternatives for our region's future!

West Chicago folks want to see alternative transportation policies strongly supported...

In the West Chicago meeting, votes are in: we should have significant increase in the investment for the region's transit system!

For road network investments, West Chicago attendees want to see minimum maintenance as we GO TO 2040

West Chicago participants are looking to focus development in community and metropolitan centers.

Folks at the West Chicago meeting want moderate development growth for GO TO 2040

**Wednesday, July 29th, 2009**

**ATA Workshop**

---

ATA GO TO 2040 workshop: the majority of participants support the scenario created tonight. Goodnight from ATA and CMAP!

ATA GO TO 2040 workshop: people felt transportation policy was the most important to them.

ATA GO TO 2040 workshop: another person stresses the health impacts of different transportation policies.

ATA GO TO 2040 workshop: one person would like to see building codes and design guidelines reworked to include green standards.

ATA GO TO 2040 workshop: people would like to know that our diverted waste is really recycled, not just sent out of the region.

ATA GO TO 2040 workshop: one attendee would like to see businesses move to zero-waste business practices -- one's waste could be another's ra

ATA GO TO 2040 workshop: attendees hope to see more green space, wildlife areas, and better public access to these areas.

ATA GO TO 2040 workshop: attendees would like to see a variety of transportation options: public bikes, green taxis, bike rickshaws, and more

ATA GO TO 2040 workshop: active transportation alliance attendees would like to see a stronger, greener economy by 2040.

**Thursday, July 23rd, 2009**  
**SSMMA Workshop**

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Representative Will Davis is speaking to attendees at the SSMMA workshop about funding challenges.

**Wednesdays July 22nd, 2009**  
**Pullman Workshop**

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Pullman GO TO 2040 workshop: Residents say safety is very important to the success of our region.

Pullman GO TO 2040 workshop: Residents say they think we should spend more on education.

**Tuesday, July 21st, 2009**  
**Elgin Workshop**

---

The Elgin workshop folks want to see the region maximize environmental programs!

For alternative transportation modes, Elgin participants are tied between supporting alternatives and strongly favoring alternatives.

Voted are in: Elgin participants want our region's road network to have minimum maintenance for GO TO 2040

Elgin workshop votes for increased development in community and metropolitan centers of all sizes as we near GO TO 2040

Folks at the Elgin Invent the Future workshop tonight would like to see moderately compact growth for the year 2040!

**Thursday, July 16<sup>th</sup>, 2009**  
**Kane County Fair**

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Bloomington resident visits GO TO 2040 booth at Kane County Fair and says "keep things the same, don't cut down my trees"

**Wednesday, July 15<sup>th</sup>, 2009**  
**Avalon Park Workshop**

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Rep. Colvin chief of staff says planning is important this is the process where residents can have their say

Avalon Park GO TO 2040 workshop participant says social issues like crime and hospital closings need more attention in planning

Avalon Park GO TO 2040 participant says affordable housing is being pushed into the burbs and not available in the city of Chicago.

## 6.5 Other comments received

Tuesday, August 11, 2009  
From: Sheri Pellegrini, Esq.  
Submitted via email

---

Dear Chicago Metropolitan Agency for Planning,

I will not be able to attend the Yorkville meeting tomorrow evening. However, to the extent that you are soliciting public opinion, I would like to offer the following comment:

In discussing future growth and environmental issues, it seems that everyone is avoiding discussion of the one action that would solve virtually every environmental issue we face: REDUCE THE POPULATION! Instead of glorifying people who burden our planet with litters of children, we should be encouraging couples to refrain from having children, or at least to limit their reproduction to one child per couple. Childbearing is not just a religious issue anymore. Planned parenthood is the ultimate in "going green." What have you incorporated into your "Invent the Future" plan to encourage reduced population growth?

Thank you for considering my comments.

Sheri Pellegrini

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Friday, September 4, 2009

From: Joe DiGiovanni

Submitted via email

---

Hello,

Thank you for the follow up. I am comfortable with the process and choices that I was allowed the opportunity to contribute as a non public sector employee.

I humbly share the following in hopes that the future of the corridor I moved to in 2005 (Montgomery west of Orchard off US30) does end up like every other corridor that experiences an influx of out growth.

For example:

I was in Elk Grove Village for 28 years (1959 to 1988)...the greater Woodfield area (Arlington Heights, EG, Hoffman Estates, Rolling Meadows, Roselle, Schaumburg, etc.,) became one massive grid lock on main roads like Arlington Heights Road, Biesterfield, Thorndale, Devon Ave, Higgins (IL RT 72), Gulf Rd (RT 58), Meacham, Roselle Rd, Rt 53/Rohling Rd, Irving Park Rd....

I moved to Carol Stream in 1988 through 2005...no grid lock anywhere...by the time I left...Army Trail, North Avenue, Rt 59, Gary, Bloomingdale Rd, Schick, Lake Street...became the same as the above.

And the same Rt 59 is a disaster in the Aurora-Naperville corridor...does it take 300,000 plus residents in these two communities for the savvy people of Illinois to realize that four or more lanes in each direction would be needed...but now are really needed but this is all after the fact.

I surley respect growth and progress but the inconvenience and stress that comes along with more difficult and longer commutes is a burden on ones family and health.

It seems every road no matter how much planning...is widened and the tax payer must stress through the development.

Why not build four to six lane infrastructure roads to begin...inventing the future is great and investing in the future would be even greater.

I learned a tremendous amount about the seven counties being one region...we can surely look at the massive grid lock in Cook and Dupage as these areas matured and prevent the same kind of pain by investing in the infrastructure of the future first and foremost.

Orchard, US30, Rt 47, Rt 34 are already headed into the stressful transit conditions...I moved to this area a short 4 years ago thinking the great state of Illinois would not the same things that happened in Cook and Dupage happen to the very open, airey, untapped and refreshing land of the Kane and Kendall corridors....

Once again...thank you for allowing a resident to attend the session in Montgomery.

Warm regards,  
joe digiovanni  
630 699 9265  
joseph.digiovanni@comcast.net

Friday, August 21, 2009  
From: Daniel Milz  
Submitted via email

---

Mr. Blankenhorn,  
While it may be a little stale, I wanted to follow up with you on my experience at your organization's Invent the Future Workshop I attended in Crystal Lake towards the end of June. You were speaking at transportation engineering luncheon that same afternoon, and at the time, I promised to get you some feedback. Apologies for the delay, but hopefully it will be of use to you.

Let me first say, that prior to attending, I've been extremely impressed by CMAP's ability to employ "Web 2.0" technologies to spread the message and build public support and consensus for Go To 2040. As a planner myself, I've sat through countless public hearings and presentations that just don't seem to engage the public in the way your group has. We both know the problems inherent in trying to capture public input; we often only hear from a small, keenly interested segment of the population. So, I fully appreciate the elegance of the methods you and your staff have developed here. It appears that you've been capturing the opinions of a very wide segment of the population. It is also nice to be able to monitor the results as they grow and change with the addition of new groups and to see the differences between communities via the projects web site. I find myself checking back frequently.

The process itself at Crystal Lake was fantastic. I'm a huge fan of complex systems and systems dynamics, so it was really enjoyable to watch the collective results emerge from the group almost in real time. It was very reminiscent of early attempts at IT conferences to have large audiences fly airplanes through individual decision making. I think your staff did an excellent job of explaining the relevant categories while remaining objective and unbiased. This was clear evidence of your staff's experience in participatory planning. There is a fine line between facilitating a process and presenting "expert opinion," and the presenters did a fantastic job of maintaining that balance.

By far the most impressive component was the limited set of indicators. It may seem trivial, but CMAP did an excellent job in determining the six most relevant factors which will determine the future of the region. Too many times, we over collect. I'm working on project which is cataloguing natural areas in Illinois. We are collecting, literally, hundreds of data fields. Frankly, it's overkill, but CMAP has chosen the right indicators to provide the most insightful statements about what the future of the region might look like given different scenarios.

I have one minor critique. Forecasters everywhere seem to think that metropolitan populations are going to continue growing exponentially; with good reason. The trends are all in place and the models do suggest continued explosive growth. But population growth is a highly dynamic process, and I found myself thinking, what would happen to all of these scenarios if for some unexpected reason the growth forecasts were incorrect. I know that Youngstown, Ohio drafted and approved a shrinkage plan to deal with its loss of residents over the last 25 years. And, it would be interesting to see how these scenarios would vary if they were being framed by population reduction as opposed to exponential growth. Just a thought to ponder...

Please pass my compliments along to your staff. They have done a fantastic job developing the methodology and facilitating the public planning process. I'm very interested in the outcome of this project, but I'm also very interested in planning in the region in general. It was great meeting you, and I would greatly enjoy continuing a dialogue with you. I was impressed with your practical understanding of the world of planning during your speech in June and would like to learn more and possibly be involved where possible.

Regards,  
*Daniel C. Milz*

---

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Friday, August 21, 2009  
From: Michael Goff  
Submitted via email

---

Andrew-

I've attached my work shop notes for your use.

Contact me with any questions and with suggests for how I might help.

CMAPs approach to gathering information is novel. Thank you for all of your hard work on a very complex project!

Sincerely,

Michael Goff  
847-867-8964 mobile

*e.p.s. Why Goto2040 and not Goto02040 or Goto 02400? I'm curious about the choice of the period, which is just about 1 human generation's time in length. I wonder how planning changes when one considers 2 or more generations. I also wondered if anyone at CMAP had been reading Ray Kurzweil when the 2040 date was chosen. Those of us around in 2040 may get to live forever, eh, with a reduced need for transit services; but with a real need for stable electric power, perhaps;*  
<http://www.kurzweilai.net/articles/art0363.html?printable=1?>

## 6.6 MetroQuest Invent 2040 Online Results

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*Transit-oriented compact development in communities.*

This scenario is 322344, was rated 4/5, and includes the following options:

Development Density: Moderately compact

Development Location: Community and metros

Road Network: Moderate increase

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: 46360

---

*This scenario greatly decreases the severity of nearly all the outcomes, producing less pollution for the environment and making life less stressful for Chicagoans. It does so, however, with a cost to the government (but I care less about that; they screwed us over in the first place by not taking enough care of our environment or our people).*

This scenario is 422344, was rated 4/5, and includes the following options:

Development Density: Highly compact

Development Location: Community and metros

Road Network: Moderate increase

Transit

System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: 60625

---

*Yes. Chicago will be saved this is a really good scenario.*

This scenario is 211122, was rated 5/5, and includes the following options:

Development Density: Current patterns of growth

Development Location: Unfocused

Road Network: Minimum maintenance

Transit System: Minimum maintenance

Transportation Policy: Maintain current mix

Resource Policy: Maintain programs

The zip code is: undefined

---

*I'm building my corn tolerance.*

This scenario is 421344, was rated 5/5, and includes the following options:

Development Density: Highly compact

Development Location: Community and metros

Road Network: Minimum maintenance

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: undefined

*This seems like a good outcome.*

This scenario is 432342, was rated 4/5, and includes the following options:

Development Density: Highly compact

Development Location: Metropolitan centers

Road Network: Moderate increase

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maintain programs

The zip code is: undefined

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*I think that one of the main things we need to focus on is modifying our transportation system. We should learn to rely more on public/alternative transportation rather than single-occupant vehicles because that will not only save everyone money for gas, but it will also save the environment and the transportation time. However, in order for us to make this huge change, we also need the government to provide better transportation, even internally within the larger suburbs like Naperville and Aurora. Many of us don't have a choice other than to drive across our own suburb just because we do not have an active bus service, train service, subway service, or taxi service to get us around.*

This scenario is 321344, was rated 4/5, and includes the following options:

Development Density: Moderately compact

Development Location: Community and metros

Road Network: Minimum maintenance

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: 60565

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*I think this is good scenario for the future of Chicago. This is related to less consumption of water, energy, household costs and even land consumption.*

This scenario is 423324, was rated 4/5, and includes the following options:

Development Density: Highly compact

Development Location: Community and metros

Road Network: Significant increase

Transit System: Significant increase

Transportation Policy: Maintain current mix

Resource Policy: Maximize programs

The zip code is: 60056

*We need to look at what will be best for us, and looking into the future is hard for some to do but it is very important and always should be considered in decision making.*

This scenario is 231334, was rated 4/5, and includes the following options:

Development Density:

Current patterns of growth -

Development Location: Metropolitan centers

Road Network: Minimum maintenance

Transit System: Significant increase

Transportation Policy: Support alternatives

Resource Policy: Maximize programs

The zip code is: 60605

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*This is an amazing scenario. It will help all the younger generations become more of a family something that today we seem to be losing.*

This scenario is 321133, was rated 5/5, and includes the following options:

Development Density: Moderately compact

Development Location: Community and metros

Road Network: Minimum maintenance

Transit System: Minimum maintenance

Transportation Policy: Support alternatives

Resource Policy: Expand programs

The zip code is: undefined

---

*Three cheers for not getting the Olympics! Now we can go ahead with programs to help the people. Public transit and stopping gentrification are keys to going forward.*

This scenario is 432343, was rated 5/5, and includes the following options:

Development Density: Highly compact -

Development Location: Metropolitan centers -

Road Network: Moderate increase -

Transit System: Significant increase -

Transportation Policy: Strongly favor alternatives -

Resource Policy: Expand programs

The zip code is: 60614

*First and foremost we should be concerned with the protection of our natural resources - especially soil and water. This area's boom growth has resulted in increased flooding in many area's and unfortunately flood plain development has been especially popular (i.e. "waterfront property"). Water quality has also been negatively impacted. An increased road network will add to the flooding issues we now experience and air pollution also becomes a factor to consider. It was recently reported that we are ranked at or near the top of states with poor air quality. With all of the intermodal activity in Will County, where incidentally we have some of the worlds best farmland, goto 2040 has some work to do if natural resources are to be an important factor. Unfortunately, money talks.... And for all of the positive comments made with regard to the environment and natural resources, we are all keenly aware that our comments are largely ignored when decisions are made by our elected officials.*

This scenario is 322334, was rated 3/5, and includes the following options:

Development Density: Moderately compact

Development Location: Community and metros

Road Network: Moderate increase

Transit System: Significant increase

Transportation Policy: Support alternatives

Resource Policy: Maximize programs

The zip code is: 60451

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*I would love it if we can make - not just our city - but our entire nation greener and cleaner. It sucks to have to go into the downtown areas where there's more business and find trash and crap on the ground when there's a trash can nearby. If people knew how to dispose of things properly, people wouldn't be getting sick often and we can possibly live longer due to less air pollution that's been going on.*

This scenario is 211122, was rated 5/5, and includes the following options:

Development Density: Current patterns of growth

Development Location: Unfocused

Road Network: Minimum maintenance

Transit System: Minimum maintenance

Transportation Policy: Maintain current mix

Resource Policy: Maintain programs

The zip code is: undefined

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*Merely expanding transit services by extension of lines and routes is not enough. The quality of service also must be improved, be it fixed line light or heavy rail, bus rapid transit, Paratransit, or traditional bus transit. Improved quality such as well designed stations, transit oriented development, passenger amenities including connectivity on Metra cars, will attract new riders. The rate of deployment of Traveler Information Systems needs to be shortened to reduce the probability that the deployed system will be technologically outdated by the time it is deployed. The Chicago Card is a good first step toward uniform fare collection system.*

This scenario is 322334, was rated 5/5, and includes the following options:

Development Density: Moderately compact

Development Location: Community and metros

Road Network: Moderate increase

Transit System: Significant increase

Transportation Policy: Support alternatives

Resource Policy: Maximize programs

The zip code is: 60646

*I think it's imperative to develop and enhance public transportation alternatives and environmentally sound "green" technologies and construction. In order to preserve green space, open areas, and agricultural land, we will need to accept some changes in the density of population if growth proceeds as predicted, but we can still maintain a high quality of living with good planning. Storm water management, having a mix of affordable but well built, energy efficient, and attractive housing for all income levels, and a range of public and commercial businesses, services, arts, education, and entertainment within the reach of all is important.*

This scenario is 322344, was rated 5/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Moderate increase  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60185

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*I AM A URBAN PLANNING STUDENT IN A MASTER'S PROGRAM AT THE UNIVERSITY OF LOUISVILLE AND I VERY MUCH ENJOYED THE OPPORTUNITY TO WORK WITH YOUR SITE. BEST OF LUCK TO YOU ON THE 2040 PLAN!!!!*

This scenario is 421344, was rated 4/5, and includes the following options:

Development Density: Highly compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 40031

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*Optional comments: The only way to maintain our economic position in the world is to invest in our own nation, our own manufacturing and energy. Urban planning must focus on mass transit, and scaling down the suburban/exurban lifestyle as this is an unsustainable lifestyle which has degraded not only our economy, but our sense of community, our health (ie obese SUV drivers) and environment.*

This scenario is 432342, was rated 5/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Moderate increase  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maintain programs  
The zip code is: undefined

*I'm especially excited about the proposed "Gold Line" that would run along the lakeshore Metra tracks into the South Side.*

This scenario is 431344, was rated 5/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60637

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*Rather vague, and not enough, but a good start.*

This scenario is 421344, was rated 4/5, and includes the following options:

Development Density: Highly compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60134

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*Awesome site!*

This scenario is 431334, was rated 5/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Support alternatives  
Resource Policy: Maximize programs  
The zip code is: 27516

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*Of course 5 stars; I created it. I know this is not as straight forward as it seems but we definitely need to have more of a alternative transportation focus in mind to reduce the congestion on our streets and to reduce the possibility of more roads, by-bass free-ways, etc.*

This scenario is 321344, was rated 5/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60031

*Also makes sense. How do you keep the DOT in check so they don't put up 3 lane highways due to capacity and safety concerns? This kills community image.*

This scenario is 321133, was rated 4/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Minimum maintenance  
Transportation Policy: Support alternatives  
Resource Policy: Expand programs  
The zip code is: undefined

---

*I am realistic that everyone will not want to live in high density homes, but there should be more push to conserve lands and reuse land where possible.*

This scenario is 432342, was rated 4/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Moderate increase  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maintain programs  
The zip code is: undefined

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*I was surprised to see that expanding the road network, such as building the Route 53 extension actually increases commute time. I am not a regular user of transit but might, as would others if it were more readily available in our region. Cars and roads have been subsidized for long enough. Time to get moving on transit and better land use polices.*

This scenario is 321344, was rated 5/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60047

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*We need to protect our groundwater, our farmland, provide more public transportation, create livable communities with sidewalks and more dense development.*

This scenario is 432233, was rated 0/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Moderate increase  
Transit System: Moderate increase  
Transportation Policy: Support alternatives  
Resource Policy: Expand programs  
The zip code is: 60098

*We need a change from what is occurring. More roads and more sprawl is not the future that our area should target.*

This scenario is 211122, was rated 1/5, and includes the following options:

Development Density: Current patterns of growth

Development Location: Unfocused

Road Network: Minimum maintenance

Transit System: Minimum maintenance

Transportation Policy: Maintain current mix

Resource Policy: Maintain programs

The zip code is: undefined

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*i want to make a remark about development density. I support moderate compact and low density. There has to be some combination of the two. As our community develops and consumes land to build, strong planning needs to happen that really makes sense - and benefits communities within communities. Human care infrastructure really matters.*

This scenario is 321343, was rated 0/5, and includes the following options:

Development Density: Moderately compact

Development Location: Community and metros

Road Network: Minimum maintenance

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Expand programs

The zip code is: 60617

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*As it stands now our public transportation system, as compared to other global cities, is substandard. We need underground/metro from our train stations. Passenger trains have become low priority for the railways, as they are delayed for the freight trains. Metra trains are no longer on time.*

This scenario is 322344, was rated 5/5, and includes the following options:

Development Density: Moderately compact

Development Location: Community and metros

Road Network: Moderate increase

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: 60148

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*The impact of adjusting transportation policy and Resource Policy shows significant impact on the cost of Single Occupant Vehicles, Energy Use and Water Use. However, the corresponding impact of Government spending so not seem to correlate. Without understanding the numbers behind the graphics, the "model" can't be calibrated / validated.*

This scenario is 323223, was rated 4/5, and includes the following options:

Development Density: Moderately compact

Development Location: Community and metros

Road Network: Significant increase

Transit System: Moderate increase

Transportation Policy: Maintain current mix

Resource Policy: Expand programs

The zip code is: 60448

*This is the solution to our issues. Public transit and several communities based around transit oriented development. More funding for Metra and the El too.*

This scenario is 421344, was rated 5/5, and includes the following options: Development Density: Highly compact

Development Location: Community and metros

Road Network: Minimum maintenance

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: undefined

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*Excellent interactive site!*

This scenario is 322343, was rated 0/5, and includes the following options:

Development Density: Moderately compact

Development Location: Community and metros

Road Network: Moderate increase

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Expand programs

The zip code is: 60093

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*We have to do as much as we possibly can to preserve and protect what green space we have left in this area and keep it healthy. We should all be making energy changes. There has to be a better way to get from suburb to suburb. We can get from the suburb to the city by train but I live in Roselle and work in Libertyville. There is no way except driving (way too much) to get back and forth to work.*

This scenario is 433344, was rated 5/5, and includes the following options:

Development Density: Highly compact

Development Location: Metropolitan centers

Road Network: Significant increase

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: 60172

*There is a significant body of evidence that shows that growth is not a sound financial foundation for balanced tax disbursement. Continued growth actually causes a demand for more taxation of more demand of funds from other tax sources. Therefore more growth means higher taxes. Yet many municipal governments encourage growth as a short term alleviation of what will forever be long term budget shortfalls. Curtailing growth is a means of controlling constant demands for tax funded services that are only required under a status quo growth scenario.*

This scenario is 431344, was rated 5/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60616

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*In my opinion, the choices presented in your scenarios reflect second level decisions that arise from primary planning choices that are not listed or discussed. I'd like to see primary choice information involving research, analysis and decision making about items like; population growth, private vs public interests concerning development, job resource development, health and education resource development, review of current and possible planning laws, and environmental diversity. How did we get to where we are and what avenues are available to us through our planning choices about the future. I'd like to see a history link describing how the Chicago metro region came to be what it is and what forces shaped it, many of which are probably still at work.*

This scenario is 221343, was rated 0/5, and includes the following options:

Development Density: Current patterns of growth  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Expand programs  
The zip code is: 60202

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*Any planning study must consider the effects of population increase on key "quality of life" factors. How many people do we want living in the CMAP? Where will future people work and at what kind of jobs? What wealth attractors does our region have that we can improve or create? Where will future people live? How can development improve any communities quality of life and not just turn a 20%+ profit for a development's owners? Cars must be brought under some sort of control, or have their numbers reduced. Our quality of life will go down if the number of cars keeps going up.*

This scenario is 322343, was rated 0/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Moderate increase  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Expand programs  
The zip code is: 60202

*Your analysis of what significant road expansion and increased capacity will do for commute times is wrong. If we invested in even slightly better roads and intersections in our collar communities, commute times would drop significantly. All it takes is a fraction of what is being spent in Iraq and A-stan and spend that on roads with some going to rail, not bus transit and our standards of living will increase dramatically.*

This scenario is 211122, was rated 5/5, and includes the following options:

Development Density: Current patterns of growth

Development Location: Unfocused

Road Network: Minimum maintenance

Transit System: Minimum maintenance

Transportation Policy: Maintain current mix

Resource Policy: Maintain programs

The zip code is: undefined

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*This is by far the best and more realistic of the three scenarios presented. However, besides government subsidies, people won't spend too much to go green, because green building is expensive up front and people can't afford the upfront costs.*

This scenario is 212224, was rated 4/5, and includes the following options:

Development Density: Current patterns of growth

Development Location: Unfocused

Road Network: Moderate increase

Transit System: Moderate increase

Transportation Policy: Maintain current mix

Resource Policy: Maximize programs

The zip code is: undefined

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*This idea sounds great, but doesn't work. It isn't practical because density cannot be forced. People want to live in a low density home in a high density neighborhood, but that means that everyone's home is of low density.*

This scenario is 432342, was rated 1/5, and includes the following options:

Development Density: Highly compact

Development Location: Metropolitan centers

Road Network: Moderate increase

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maintain programs

The zip code is: undefined

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*People want high density development, but nobody wants to live in it. People want other people to live in high density neighborhoods while they themselves live in a low density property. Because most people want their own property to be of low density, the market demand will be for low density vs. high density as long as it is affordable.*

This scenario is 321133, was rated 2/5, and includes the following options:

Development Density: Moderately compact

Development Location: Community and metros

Road Network: Minimum maintenance

Transit System: Minimum maintenance

Transportation Policy: Support alternatives

Resource Policy: Expand programs

The zip code is: undefined

*It is important to keep government costs down while balancing quality of life for this area. People still want their own homes, but need open spaces to have a good quality of life.*

This scenario is 322233, was rated 5/5, and includes the following options:

Development Density: Moderately compact

Development Location: Community and metros

Road Network: Moderate increase

Transit System: Moderate increase

Transportation Policy: Support alternatives

Resource Policy: Expand programs

The zip code is: 60123

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*Focus on minimizing effects of global warming by minimizing pollution. Nothing else comes close in significance as a policy issue. We're basically screwing up the future of life on Earth by polluting so much.*

This scenario is 421344, was rated 5/5, and includes the following options:

Development Density: Highly compact

Development Location: Community and metros

Road Network: Minimum maintenance

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: 60187

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*I like the scenario our group came up with. I think it values individual choice while also recognizing that there are some big policy decisions that need to be made in order to protect land and other resources. The choices we made will help 2040 Chicagoland thrive in a sustainable way. Our choices suggest the desire and readiness among Chicagoans for something of a cultural shift. That said, creating this scenario is a lot easier said than done due to economic factors and political will. I hope CMAP will continue to find creative and informative ways of engaging the public on these very important matters. Remember that each of your participants has family, friends, neighbors, and policy makers s/he can reach out to if you provide a little bit of help and guidance. Thanks for doing all this!*

This scenario is 321344, was rated 5/5, and includes the following options: Development Density: Moderately compact

Development Location: Community and metros

Road Network: Minimum maintenance

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: 60647

*Highly compact development must integrate nature in radically new ways to keep the rural feel in a dense urban environment.*

This scenario is 421244, was rated 4/5, and includes the following options:

Development Density: Highly compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Moderate increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60098

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*The problem with any scenario produced by this game is that it assumes 2.8 million more people here by 2040, and none of the choices change that. Voting for highly compact density was hardest for me, because it hasn't been done well in older cities where I've tried it. For it to be successful, it has to be done with buildings made with good soundproofing, and complimented with Forest Preserves and community agriculture opportunities within a short walk or bike ride.*

This scenario is 431344, was rated 5/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60061

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*Development should be concentrated in the city centers, where we already have robust public transportation. However, we need to encourage the development of more local retail centers so as to reduce traveling for necessities, and improve the frequency of public transportation so as to make the CTA as convenient as driving.*

This scenario is 331343, was rated 3/5, and includes the following options: Development Density: Moderately compact

Development Location: Metropolitan centers  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Expand programs  
The zip code is: 60637

*I want to see compact residential subdivisions utilizing practical transportation arteries (road & rail) and many, many more buses with hub & spoke routes centering on rail stations.*

This scenario is 421344, was rated 0/5, and includes the following options:

Development Density: Highly compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60010

---

*it's the only sustainable option.*

This scenario is 431344, was rated 5/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 55403

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*Keep things the way they are. Let every Village make its own decisions.*

This scenario is 113322, was rated 4/5, and includes the following options:

Development Density: Low density growth  
Development Location: Unfocused  
Road Network: Significant increase  
Transit System: Significant increase  
Transportation Policy: Maintain current mix  
Resource Policy: Maintain programs  
The zip code is: 60554

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*This scenario reduces land consumption, detached homes, single occupant vehicles, commute time, energy use, water use, and household costs while STILL reducing government costs from today's levels.*

This scenario is 431344, was rated 4/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60615

*Owning a single family home needs to be less important, no longer be a part of the American Dream. A new American Dream needs to be created that would be more in line with being a good neighbor, respecting nature, and being a minimal consumer.*

This scenario is 421342, was rated 4/5, and includes the following options:

Development Density: Highly compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maintain programs  
The zip code is: 60515

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*I believe that it is very important to build on existing neighborhoods (both urban and suburban) and with introduction of more compact development and strong public transit infrastructure they will be able to become more pedestrian and environmentally friendly, enforcing stronger sense of community among residents.*

This scenario is 321344, was rated 5/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60173

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*I would think that government policy needs to be changed to encourage brown field development and more energy efficient transportation. By 2040 we should have alternatives that are supported that offer the freedom of direct travel while not consuming mass energy. Trains and buses are only efficient when they are full and do not offer direct routes. Plus, I don't see how they work for suburban travel to and from work from one town here to another there. The future needs new solutions – I wouldn't want a future from now that just has cars, buses and trains. Bikes are nice, but I don't see many people biking when snow is in the air. Conserving energy and being sustainable will be important in a world that is going to continue growing and striving to have access to the same resources. Finally, I think the benefit from natural areas are critical. 2040 without a good system of green areas is a future not for me. What models can we consider - how does Europe or Japan look at development? America has always had plenty of land and energy, but this will not be sustainable in the future. The dollar is always trump, but with properly orchestrated legislature, the right things can make the right choices pay off. PS I attended the event at Gail Borden, but did not get an E-mail after the event (David Poweleit - please add me to your mailing list poweleit@aticorp.org). Thanks!*

This scenario is 321233, was rated 4/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Moderate increase  
Transportation Policy: Support alternatives  
Resource Policy: Expand programs  
The zip code is: 60110

*We need to save prime farmland, not build houses and shopping centers atop it!*  
This scenario is 212224, was rated 3/5, and includes the following options:  
Development Density: Current patterns of growth  
Development Location: Unfocused  
Road Network: Moderate increase  
Transit System: Moderate increase  
Transportation Policy: Maintain current mix  
Resource Policy: Maximize programs  
The zip code is: undefined

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*We can do better!*  
This scenario is 211122, was rated 1/5, and includes the following options:  
Development Density: Current patterns of growth  
Development Location: Unfocused  
Road Network: Minimum maintenance  
Transit System: Minimum maintenance  
Transportation Policy: Maintain current mix  
Resource Policy: Maintain programs  
The zip code is: undefined

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*Encourage support of local businesses and farmers' markets. Work to make walking and bicycling to school, work, and for recreation safe and pleasurable. Ban development on floodplains. Protect wetlands and natural areas. Encourage the use of rain gardens, rain barrels, more native plantings, vegetable gardens, fruit orchards, rooftop gardens, and less turf grass. Implement water and energy conservation strategies.*  
This scenario is 322344, was rated 5/5, and includes the following options:  
Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Moderate increase  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60626

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*I believe a balanced approach of attending to the needs of vehicular traffic plus significant expansion of alternative transportation ways (rail, bus, etc) along with smart planning that reduces sprawl will help our region deal with dwindling resources and population growth by 2040.*  
This scenario is 332333, was rated 4/5, and includes the following options:  
Development Density: Moderately compact  
Development Location: Metropolitan centers  
Road Network: Moderate increase  
Transit System: Significant increase  
Transportation Policy: Support alternatives  
Resource Policy: Expand programs  
The zip code is: 60643

*High Density spurs the creation of local business which creates walkable communities. New York City is an example of high density benefits, active pedestrian neighborhoods, walking contributes to health of citizens, low crime, centralized shopping and entertainment, and interconnectivity. Green space can be conserved and maximized for public use or for natural habitat to encourage biodiversity. High density would consolidate the supply chain and distribution of goods to decrease travel. For an aging population, the trend is typically to consolidate ones lifestyle. The natural tend would be towards a high density community.*

This scenario is 431344, was rated 5/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60120

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*need arterial bus rapid transit, more Pace service*

This scenario is 433344, was rated 4/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Significant increase  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60090

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*Some compromise is necessary with driving and transit; but no change will occur without changing the individual's cost of driving. This requires a political will to raise fuel and other user taxes to cover the full cost of highway use and support alternatives. Changing the driving cost will change the character of demand for development. Community and metro development focus reinforces feeder bus services to Metra and future Pace circumferential regional routes. These regional routes can crossconnect community and commercial centers and major health care facilities. Cross-connecting routes would more effectively serve latent regional travel demand. While tollways, I-80, I-294 and I-355, should be exploited for trans-regional routes between community and commercial centers, building stations on these roads most likely would dilute service to and focus on the community centers and Metra and local Pace services.*

This scenario is 322344, was rated 5/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Moderate increase  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60645

*Thanks for the opportunity. The right hand blue bars are a little confusing, as I wasn't sure whether to read the bar or the triangle to calculate effect change. When I figured out how to get more info on the green categories, that answered more questions. Keep up the great work!*

This scenario is 222344, was rated 3/5, and includes the following options:

Development Density: Current patterns of growth

Development Location: Community and metros

Road Network: Moderate increase

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: 60628

---

I like that my favorite scenario is actually much cheaper than this one (my least favorite) both in terms of government and healthcare costs.

This scenario is 113111, was rated 1/5, and includes the following options:

Development Density: Low density growth

Development Location: Unfocused

Road Network: Significant increase

Transit System: Minimum maintenance

Transportation Policy: Favor driving

Resource Policy: Reduce programs

The zip code is: 60607

---

*NO more rebuild and widen... Fund some upgraded and/or new train lines and you will reach your development and traffic goals much faster.*

This scenario is 431343, was rated 5/5, and includes the following options:

Development Density: Highly compact

Development Location: Metropolitan centers

Road Network: Minimum maintenance

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Expand programs

The zip code is: 60137

*I like the idea of a recycling Chicago. But there must be accessible to everyone with possible education on recycling for people unfamiliar with the concept. I was told of extending the Red Line to 130th, that may be good. It would eliminate so congestion at 95th. Eliminate the Pink Line and get back the original Blue Line, put more trash cans at train stops with recycling trash cans at every stop. There can be more people or tickets booth for CTA passes. Offer more driving plans online through the city of Chicago's website with construction delays, etc. Marking the neighborhood territories can be helpful. More grocery stores and less convenient stores.*

This scenario is 221234, was rated 4/5, and includes the following options:

Development Density: Current patterns of growth

Development Location: Community and metros

Road Network: Minimum maintenance

Transit System: Moderate increase

Transportation Policy: Support alternatives

Resource Policy: Maximize programs

The zip code is: 60411

---

*Our current trend comprises a mix of the innovate, reinvest and preserve. I think the region needs a mix of development patterns and not just one of the scenarios.*

This scenario is 211122, was rated 3/5, and includes the following options:

Development Density: Current patterns of growth

Development Location: Unfocused

Road Network: Minimum maintenance

Transit System: Minimum maintenance

Transportation Policy: Maintain current mix

Resource Policy: Maintain programs

The zip code is: undefined

---

*Premium land reduces all other costs by giving greater yields for the investment.*

This scenario is 431344, was rated 4/5, and includes the following options:

Development Density: Highly compact

Development Location: Metropolitan centers

Road Network: Minimum maintenance

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: 60606

---

*Sustainability must be our goal moving forward.*

This scenario is 431334, was rated 4/5, and includes the following options:

Development Density: Highly compact

Development Location: Metropolitan centers

Road Network: Minimum maintenance

Transit System: Significant increase

Transportation Policy: Support alternatives

Resource Policy: Maximize programs

The zip code is: Undefined

*This scenario favors low land consumption and promotes public transportation. It helps to save the local environment and promotes lower resource consumption. Although it cost the government a little more, It helps to make a beautiful city an even greater place to live.*

This scenario is 422344, was rated 5/5, and includes the following options:

Development Density: Highly compact  
Development Location: Community and metros  
Road Network: Moderate increase  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60616

---

*Environment- More green in the form of naturalized landscapes and less high maintenance turf More bicycle friendly roads, not just recreation trails, but contiguous bikeways along main roads to encourage commuting by bike.*

This scenario is 321343, was rated 4/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Expand programs  
The zip code is: 60503

---

*This plan has extremely low impact on the environment. None of the plans are better than this one.*

This scenario is 431334, was rated 5/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Support alternatives  
Resource Policy: Maximize programs  
The zip code is: undefined

---

*Out of all the choices, this seems the best for our planet. Could be better.*

This scenario is 321133, was rated 4/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Minimum maintenance  
Transportation Policy: Support alternatives  
Resource Policy: Expand programs  
The zip code is: undefined

*I would like to see a way to emphasize the need for open or green space by increasing parks, forest preserves property & urban recreational opportunities which will be vital for urban residents.*

This scenario is 321344, was rated 3/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60707

---

*We need to maximize energy and water savings and increase/improve public transportation. The moderately compact option provides alternative living situations without putting everyone in high rise buildings. More accessible green space and preserved green space is important for recreation as well as local farming that produces organic and sustainable food for the region.*

This scenario is 331344, was rated 5/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Metropolitan centers  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60614

---

*Very nice interface, however does seem to downplay the potential costs both in terms of money, time and interruption of existing traffic/workflow patterns during development (Government Costs are really Neutral?), and therefore seems to really skew any input into this directions (albeit not a bad thing, since I agree with the end goal).*

This scenario is 421324, was rated 5/5, and includes the following options:

Development Density: Highly compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Significant increase  
Transportation Policy: Maintain current mix  
Resource Policy: Maximize programs  
The zip code is: 60622

*This is what the future will have to be in order to be able to accommodate growth and costs, regardless of "Government" costs. We already have too many competing jurisdictions who can't think beyond their borders. We need regional solutions or we are going to go under with the weigh of our inefficiency.*

This scenario is 432344, was rated 0/5, and includes the following options: Development Density: Highly compact

Development Location: Metropolitan centers

Road Network: Moderate increase

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: 60014

---

*How can we plan and base a scenario on technology and fuels that "may or may not come to pass." I do not believe this can be labeled as planning.*

This scenario is 212224, was rated 1/5, and includes the following options:

Development Density: Current patterns of growth

Development Location: Unfocused

Road Network: Moderate increase

Transit System: Moderate increase

Transportation Policy: Maintain current mix

Resource Policy: Maximize programs

The zip code is: undefined

---

*An improved and more reliable transit system is absolutely vital for the continued health and growth of the Chicago metropolitan area.*

This scenario is 331343, was rated 5/5, and includes the following options:

Development Density: Moderately compact

Development Location: Metropolitan centers

Road Network: Minimum maintenance

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Expand programs

The zip code is: undefined

---

*This scenario favors low land consumption and promotes public transportation. It helps to save the local environment and promotes lower resource consumption. Although it cost the government a little more, it helps to make a beautiful city an even greater place to live.*

This scenario is 422344, was rated 5/5, and includes the following options:

Development Density: Highly compact

Development Location: Community and metros

Road Network: Moderate increase

Transit System: Significant increase

Transportation Policy: Strongly favor alternatives

Resource Policy: Maximize programs

The zip code is: 60616

*We absolutely have to focus on redeveloping brownfields in the city center and especially in the inner ring suburbs. There, transportation and other infrastructure already exists and needs to be fully utilized, maintained and upgraded. Even then, costs will have to be less than new development, new infrastructure and transportation costs from long commutes in private cars. We have to stop consuming so much fuel! We also have to preserve existing tree cover and reduce paving. The economic, social and environmental costs are crippling if we don't.*

This scenario is 333344, was rated 5/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Metropolitan centers  
Road Network: Significant increase  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60108

---

*okay*

This scenario is 321133, was rated 3/5, and includes the following options:

Development Density: Moderately compact  
Development Location: Community and metros  
Road Network: Minimum maintenance  
Transit System: Minimum maintenance  
Transportation Policy: Support alternatives  
Resource Policy: Expand programs  
The zip code is: undefined

---

*good*

This scenario is 432344, was rated 4/5, and includes the following options:

Development Density: Highly compact  
Development Location: Metropolitan centers  
Road Network: Moderate increase  
Transit System: Significant increase  
Transportation Policy: Strongly favor alternatives  
Resource Policy: Maximize programs  
The zip code is: 60302

---

*We need more bike paths and/or on-street safe bike routes that connect to each other.*

This scenario is 223332, was rated 5/5, and includes the following options:

Development Density: Current patterns of growth  
Development Location: Community and metros  
Road Network: Significant increase  
Transit System: Significant increase  
Transportation Policy: Support alternatives  
Resource Policy: Maintain programs  
The zip code is: 60014

Improve mass transit systems. Encourage metropolitan centers.

This scenario is 331332, was rated 4/5, and includes the following options:

Development Density: Moderately compact

Development Location: Metropolitan centers

Road Network: Minimum maintenance

Transit System: Significant increase

Transportation Policy: Support alternatives

Resource Policy: Maintain programs

The zip code is: undefined

## 6.7 Fairs and Festival “GO TO 2040 On the Road”

MAY		
Event	Date	Location
Greenfest	May 16-17	Navy Pier
JUNE		
Event	Date	Location
Matteson Festival	June 12-14	Memorial Park
Villa Park SummerFest 2009	June 20th	Ardmore Business District
Downers Grove Heritage Festival	June 26th	Downtown Downers Grove
JULY/AUG		
Event	Date	Location
Kane County Fair	July 15-19	Kane County Fairgrounds
Streamwood Celebration	July 24-26	Hoosier Grove Park
Kendall County Fair	July 30-Aug. 2	Kendall County Fairgrounds
DuPage County Fair	July 22-26	DuPage County Fairgrounds
Lake County Fair	July 28-Aug. 2	Lake County Fairgrounds
AUGUST		
Event	Date	Location
Joliet JackHammers	Aug. 1	Silver Cross Field
Community Days North Chicago	Aug. 1	North Chicago
Joliet JackHammers	Aug. 10	Silver Cross Field
McHenry County Fair	Aug. 5-9	McHenryCounty Fairgrounds
Will County Fair	Aug 26-30	Will County Fairgrounds
SEPTEMBER		
Event	Date	Location
Logan Square Farmers Market	Sept 6	Logan/Diversey, Chicago
Aurora Hispanic Heritage Advisory Board: Fiesta de Luces	Sept. 19	Aurora
Prairie Fest	September 26	Unitarian Universal Church, Elgin

## **6.8 *Media Coverage***

Date	Name	Specific URL	Title
3/10	Fox River Ecosystem Partnership	<a href="http://www.foxriverecosystem.org/Downstream2-27-09.htm">http://www.foxriverecosystem.org/Downstream2-27-09.htm</a>	FREP Newsletter
5/28	Sun-Times News Group	<a href="http://www.pioneerlocal.com/oakpark/business/1586066,oak-park-bizbriefs-052809-s1.article">http://www.pioneerlocal.com/oakpark/business/1586066,oak-park-bizbriefs-052809-s1.article</a>	"Business Briefs: Public input needed June 4 at Unity"
6/1	The Drive 97.1	<a href="http://www.wdrv.com/events.php/drivein/golf.php">http://www.wdrv.com/events.php/drivein/golf.php</a>	"CMAP 'Invent the Future' Workshops"
6/3	Community Media Workshop	<a href="http://communitymediaworkshop.org/newstips/?p=624">http://communitymediaworkshop.org/newstips/?p=624</a>	"GO TO 2040"
6/4	Chicago Tribune	<a href="http://www.triblocal.com/Wheaton/List_View/view.html?type=stories&amp;action=detail&amp;sub_id=72286">http://www.triblocal.com/Wheaton/List_View/view.html?type=stories&amp;action=detail&amp;sub_id=72286</a>	"Chicago Metropolitan Agency for Planning asks residents to help plan for the future"
6/4	WTTW Chanel 11 News	<a href="http://www.wttw.com/main.taf?p=42,8,8&amp;vid=060409b">http://www.wttw.com/main.taf?p=42,8,8&amp;vid=060409b</a>	"Metro Agency for Planning: Preparing for the Increasing Population"
6/5	Sun-Times News Group	<a href="http://www.suburbanchicagonews.com/beaconnews/news/160844_0,2_1_AU05_YORKVILLE_S1-090605.article">http://www.suburbanchicagonews.com/beaconnews/news/160844_0,2_1_AU05_YORKVILLE_S1-090605.article</a>	"Yorkville ponders its future as a 21st-century river town"
6/7	Sun-Times News Group	<a href="http://www.suburbanchicagonews.com/heraldnews/news/1610571_4_1_JO07_YORKFUTURE_S1-090607.article">http://www.suburbanchicagonews.com/heraldnews/news/1610571_4_1_JO07_YORKFUTURE_S1-090607.article</a>	"Yorkville ponders its future as a 21st-century river town"
6/8	Sun-Times News Group	<a href="http://www.pioneerlocal.com/oakpark/lifestyles/currents/1613232_oak-park-calendar-060409-s1.article">http://www.pioneerlocal.com/oakpark/lifestyles/currents/1613232_oak-park-calendar-060409-s1.article</a>	"Oak Park & River Forest Community Calendar "
6/9	Wednesday Journal of Oak Park and River Forest	<a href="http://wednesdayjournalonline.com/main.asp?Search=1&amp;ArticleID=14787&amp;SectionID=1&amp;SubSectionID=1&amp;S=1">http://wednesdayjournalonline.com/main.asp?Search=1&amp;ArticleID=14787&amp;SectionID=1&amp;SubSectionID=1&amp;S=1</a>	"Oak Parkers asked to 'picture the future'"
6/9	Chi-Town Daily News	<a href="http://www.chitowndailynews.org/Chicago_news/Residents_invited_to_help_plan_citys_future,28296">http://www.chitowndailynews.org/Chicago_news/Residents_invited_to_help_plan_citys_future,28296</a>	"Residents invited to help plan city's future"
6/9	Chicago Content	<a href="http://www.chicagocontent.com/?p=21916">http://www.chicagocontent.com/?p=21916</a>	"Website and kiosks allow Chicagoans to help plan the city's future"
6/9	City of Naperville	<a href="http://www.naperville.il.us/dynamic_content.aspx?id=12470">http://www.naperville.il.us/dynamic_content.aspx?id=12470</a>	"City of Naperville and CMAP Invite the Public to Help Invent the Future"
6/10	The Windy Citizen	<a href="http://www.windycitizen.com/chicago/local/2009/06/09/website-and-kiosks-allow-chicagoans-to-help-plan-the-citys-future">http://www.windycitizen.com/chicago/local/2009/06/09/website-and-kiosks-allow-chicagoans-to-help-plan-the-citys-future</a>	"Website and kiosks allow Chicagoans to help plan the city's future"
6/10	Next American City	<a href="http://americancity.org/daily/entry/1645/">http://americancity.org/daily/entry/1645/</a>	"My Space"
6/10	Sun-Times News Group	<a href="http://www.pioneerlocal.com/vernonhills/news/1616408,lake-county-cmapmeeting-061109-s1.article">http://www.pioneerlocal.com/vernonhills/news/1616408,lake-county-cmapmeeting-061109-s1.article</a>	"Planning group warns of explosive growth"

6/10	Sun-Times News Group	<a href="http://www.pioneerlocal.com/lakeforest/news/1616408,lake-county-cmapmeeting-061109-s1.article">http://www.pioneerlocal.com/lakeforest/news/1616408,lake-county-cmapmeeting-061109-s1.article</a>	"Planning group warns of explosive growth"
6/10	Sun-Times News Group	<a href="http://www.pioneerlocal.com/lakevilla/news/1616408,lake-county-cmapmeeting-061109-s1.article">http://www.pioneerlocal.com/lakevilla/news/1616408,lake-county-cmapmeeting-061109-s1.article</a>	"Planning group warns of explosive growth"
6/10	Sun-Times News Group	<a href="http://www.pioneerlocal.com/libertyville/news/1616408,lake-county-cmapmeeting-061109-s1.article">http://www.pioneerlocal.com/libertyville/news/1616408,lake-county-cmapmeeting-061109-s1.article</a>	"Planning group warns of explosive growth"
6/10	Sun-Times News Group	<a href="http://www.pioneerlocal.com/highlandpark/news/1616408,lake-county-cmapmeeting-061109-s1.article">http://www.pioneerlocal.com/highlandpark/news/1616408,lake-county-cmapmeeting-061109-s1.article</a>	"Planning group warns of explosive growth"
6/10	Sun-Times News Group	<a href="http://www.pioneerlocal.com/grayslake/news/1616408,lake-county-cmapmeeting-061109-s1.article">http://www.pioneerlocal.com/grayslake/news/1616408,lake-county-cmapmeeting-061109-s1.article</a>	"Planning group warns of explosive growth"
6/11	Gapers Block	<a href="http://gapersblock.com/mechanics/2009/06/11/the-chicago-metropolitan-agenc/">http://gapersblock.com/mechanics/2009/06/11/the-chicago-metropolitan-agenc/</a>	"The Chicago Metropolitan Agency for Planning Wants Me To Design Our Future"
6/12	Naperville Sun	<a href="http://www.suburbanchicagonews.com/napervillesun/news/1618774,naperville-city-briefs_na061209.article">http://www.suburbanchicagonews.com/napervillesun/news/1618774,naperville-city-briefs_na061209.article</a>	Local News Briefs
6/12	DuPage Library System	<a href="http://dls.typepad.com/news/2009/06/libraries-invited-to-help-invent-the-future.html">http://dls.typepad.com/news/2009/06/libraries-invited-to-help-invent-the-future.html</a>	"Libraries Invited to Help Invent the Future"
6/12	The Urbanophile	<a href="http://theurbanophile.blogspot.com/2009/06/midwest-miscellany.html">http://theurbanophile.blogspot.com/2009/06/midwest-miscellany.html</a>	"Help Shape the Future of Chicago"
6/16	Chicago Tribune	<a href="http://www.triblocal.com/West_Chicago/Detail_View/view.html?type=events&amp;action=detail&amp;sub_id=74966">http://www.triblocal.com/West_Chicago/Detail_View/view.html?type=events&amp;action=detail&amp;sub_id=74966</a>	"Chicago Metropolitan Agency for Planning interactive workshop"
6/16	Burnham Plan Centennial	<a href="http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1293">http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1293</a>	"Future Leaders of Illinois"
6/16	Triblocal	<a href="http://www.triblocal.com/West_Chicago/Detail_View/view.html?type=events&amp;action=detail&amp;sub_id=74966">http://www.triblocal.com/West_Chicago/Detail_View/view.html?type=events&amp;action=detail&amp;sub_id=74966</a>	"Chicago Metropolitan Agency for Planning interactive workshop"
6/18	Sun-Times News Group	<a href="http://www.suburbanchicagonews.com/napervillesun/news/1626485,6_9_2_NA18_WEBNAPCAL_S1-090618.article">http://www.suburbanchicagonews.com/napervillesun/news/1626485,6_9_2_NA18_WEBNAPCAL_S1-090618.article</a>	"Things to Do"
6/18	Village of Lisle	<a href="http://www.villageoflisle.org/home/index.asp?page=10&amp;recordid=449">http://www.villageoflisle.org/home/index.asp?page=10&amp;recordid=449</a>	"2040 Chicago Area Regional Plan Workshop"
6/18	Triblocal	<a href="http://www.triblocal.com/Palos_Heights/Detail_View/view.html?type=events&amp;action=detail&amp;sub_id=75646">http://www.triblocal.com/Palos_Heights/Detail_View/view.html?type=events&amp;action=detail&amp;sub_id=75646</a>	GO TO 2040 "Invent the Future" Workshops
6/18	Triblocal	<a href="http://www.triblocal.com/Palos_Heights/Detail_View/view.html?type=events&amp;action=detail&amp;sub_id=75668">http://www.triblocal.com/Palos_Heights/Detail_View/view.html?type=events&amp;action=detail&amp;sub_id=75668</a>	"GO TO 2040 Invent the Future Workshop"
6/21	Daily Herald	<a href="http://www.dailyherald.com/story/?id=301885">http://www.dailyherald.com/story/?id=301885</a>	
6/22	Rey Colon, 3th Ward Alderman	<a href="http://www.reycolon.org/blogDetail.asp?id=263">http://www.reycolon.org/blogDetail.asp?id=263</a>	"Invent The Future With GO TO 2040"

6/23	Sun-Times News Group	<a href="http://www.suburbanchicagonews.com/napervillesun/news/1633960,Naperville-things-to-do-briefs_na062309.article">http://www.suburbanchicagonews.com/napervillesun/news/1633960,Naperville-things-to-do-briefs_na062309.article</a>	"
6/23	Burnham Plan Centennial	<a href="http://burnhamplan100.uchicago.edu/events/id/301">http://burnhamplan100.uchicago.edu/events/id/301</a>	"CMAP'S GO TO 2040 comprehensive regional plan"
6/24	Northwest Herald	<a href="http://www.nwherald.com/articles/2009/06/23/r_s78vwjtdsu2a9ykzslop2q/index.xml">http://www.nwherald.com/articles/2009/06/23/r_s78vwjtdsu2a9ykzslop2q/index.xml</a>	"Chicago-area planning agency seeks input"
6/24	Burnham Plan Centennial	<a href="http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1325">http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1325</a>	"Planning for the future --- by those who will live it"
6/24	Naperville Area Homeowners Confederation	<a href="http://www.napervillehomeowners.com/Webpage.asp?PN=About">http://www.napervillehomeowners.com/Webpage.asp?PN=About</a>	"City of Naperville and CMAP Invite the Public to Help Invent the Future"
6/24	City of Naperville	<a href="http://www.naperville.il.us/dynamic_content.aspx?id=12470">http://www.naperville.il.us/dynamic_content.aspx?id=12470</a>	"City of Naperville and CMAP Invite the Public to Help Invent the Future"
6/24	Burnham Plan Centennial	<a href="http://burnhamplan100.uchicago.edu/events/id/301">http://burnhamplan100.uchicago.edu/events/id/301</a>	"CMAP'S GO TO 2040 comprehensive regional plan"
6/24	Woodstock Advocate	<a href="http://woodstockadvocate.blogspot.com/2009/06/who-me-invent-future.html">http://woodstockadvocate.blogspot.com/2009/06/who-me-invent-future.html</a>	"Who, me? Invent the Future?"
6/24	WLS-TV	<a href="http://abclocal.go.com/wls/story?section=news/local&amp;id=6882616">http://abclocal.go.com/wls/story?section=news/local&amp;id=6882616</a>	"Burnham's great, great grandson helps plan Chicago"
6/25	Town Crier	<a href="http://towncriercl.blogspot.com/2009/06/public-input-on-planning-requested.html">http://towncriercl.blogspot.com/2009/06/public-input-on-planning-requested.html</a>	"Public Input On Planning Requested "
6/28	WCPT-AM Mike Nowak Show	<a href="http://www.cmap.illinois.gov/WorkArea/downloadasset.aspx?id=16141">http://www.cmap.illinois.gov/WorkArea/downloadasset.aspx?id=16141</a>	Interview with Randy Blankenhorn
7/1	Time Out Chicago	<a href="http://chicago.timeout.com/articles/museums-culture/76023/chicagos-go-to-2040-plans-the-citys-future">http://chicago.timeout.com/articles/museums-culture/76023/chicagos-go-to-2040-plans-the-citys-future</a>	"Track to the future"
7/1	Burnham Plan Centennial	<a href="http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1343">http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1343</a>	Q&A with Randy Blankenhorn --- "As bold as Daniel Burnham"
7/2	Active Transportation Alliance	<a href="http://www.activetrans.org/event/2009-07-29t000000/go-2040-workshop">http://www.activetrans.org/event/2009-07-29t000000/go-2040-workshop</a>	"Calendar of Events"
7/6	Burnham Plan Centennial	<a href="http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1344">http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1344</a>	Q&A with Randy Blankenhorn --- "People live regional lives"
7/7	Environmental Defenders of McHenry County	<a href="http://www.mcdef.org/">http://www.mcdef.org/</a>	Environmental Defenders of McHenry County Homepage

7/7	Chicago Matters	<a href="http://www.chicagomatters.org/content/GO_TO-2040-plan">http://www.chicagomatters.org/content/GO_TO-2040-plan</a>	Regional Planning Forum
7/7	Lansing Public Library	<a href="http://www.lansing.lib.il.us/">http://www.lansing.lib.il.us/</a>	"News & Information from Lansing Public Library"
7/7	Oak Brook Public Library	<a href="http://www.oak-brook.lib.il.us/">http://www.oak-brook.lib.il.us/</a>	"Have your say!"
7/8	Burnham Plan Centennial	<a href="http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1362">http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1362</a>	Q&A with Randy Blankenhorn --- "Not going to get a second chance"
7/12	The Courier News	<a href="http://www.suburbanchicagonews.com/couriernews/news/1662005,CMAP-planning-meeting-Fox-Valley_el071209.article">http://www.suburbanchicagonews.com/couriernews/news/1662005,CMAP-planning-meeting-Fox-Valley_el071209.article</a>	"Like 'SimCity' for grown-ups"
7/13	Chicago Now	<a href="http://www.chicagonow.com/blogs/on-ramp/2009/07/next-stop.html">http://www.chicagonow.com/blogs/on-ramp/2009/07/next-stop.html</a>	"Next Stop: Cokie Roberts, Invent the Future"
7/13	Metropolitan Mayor's Caucus	<a href="http://www.mayorscaucus.org/">http://www.mayorscaucus.org/</a>	"Metropolitan Mayor's Caucus News Room"
7/13	Daily Herald	<a href="http://www.dailyherald.com/story/?id=306285&amp;src=110">http://www.dailyherald.com/story/?id=306285&amp;src=110</a>	"Get in your two cents on plans for the future"
7/13	DevCorp North	<a href="http://www.rogers-park.com/2009/07/go-to-2040-invent-the-future-workshop.html">http://www.rogers-park.com/2009/07/go-to-2040-invent-the-future-workshop.html</a>	"GO TO 2040 Invent the Future Workshop"
7/14	Riverside/Brookfield Landmark	<a href="http://www.rblandmark.com/main.asp?SectionID=1&amp;SubSectionID=1&amp;ArticleID=5165&amp;TM=83074.2">http://www.rblandmark.com/main.asp?SectionID=1&amp;SubSectionID=1&amp;ArticleID=5165&amp;TM=83074.2</a>	"Mapping the future: Riverside hosts regional planning workshop"
7/14	Sun-Times News Group	<a href="http://www.suburbanchicagonews.com/beaconnews/news/1664356,2_1_AU14_PLANNING_S1-090714.article">http://www.suburbanchicagonews.com/beaconnews/news/1664356,2_1_AU14_PLANNING_S1-090714.article</a>	"What should our cities look like? Valley of the future: Workshops offer imaginary trip to 2040"
7/16	Burnham Plan Centennial	<a href="http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1396">http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1396</a>	"Being Daniel Burnham"
7/20	Chicago Now	<a href="http://www.chicagonow.com/blogs/on-ramp/2009/07/next-stop-1.html">http://www.chicagonow.com/blogs/on-ramp/2009/07/next-stop-1.html</a>	"Next Stop: Suburban Mayors & Managers Invent the Future, Bughouse Square Debates"
7/20	Burnham Plan Centennial	<a href="http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1401">http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1401</a>	"What would Daniel Burnham do? Forgetaboutit!"
7/21	City of Aurora	<a href="http://golf.aurora-il.org/communitydevelopment/planning/burnham_plan.php">http://golf.aurora-il.org/communitydevelopment/planning/burnham_plan.php</a>	"Burnham Plan Centennial"
7/21	Sun-Times News Group	<a href="http://www.suburbanchicagonews.com/beaconnews/news/1675680,Yorkville-imagine-this_au072109.article">http://www.suburbanchicagonews.com/beaconnews/news/1675680,Yorkville-imagine-this_au072109.article</a>	"Yorkville ... imagine this"
7/24	REJournals.com	<a href="http://www.rejournals.com/news/212905-the-big-sell">http://www.rejournals.com/news/212905-the-big-sell</a>	"The Big Sell"
7/24	My Suburban Life	<a href="http://www.mysuburbanlife.com/lemont/homepage/x2141120724/Community-calendar-for-week-of-July-24">http://www.mysuburbanlife.com/lemont/homepage/x2141120724/Community-calendar-for-week-of-July-24</a>	"Community Calendar for the Week of July 24"
7/28	On Ramp	<a href="http://www.chicagonow.com/blogs/on-ramp/2009/07/next-stop-inventing-the-future-at-argonne-national-lab-open-streets.html">http://www.chicagonow.com/blogs/on-ramp/2009/07/next-stop-inventing-the-future-at-argonne-national-lab-open-streets.html</a>	"Next Stop: Inventing the Future at Argonne National Lab, Bioethics and Society"

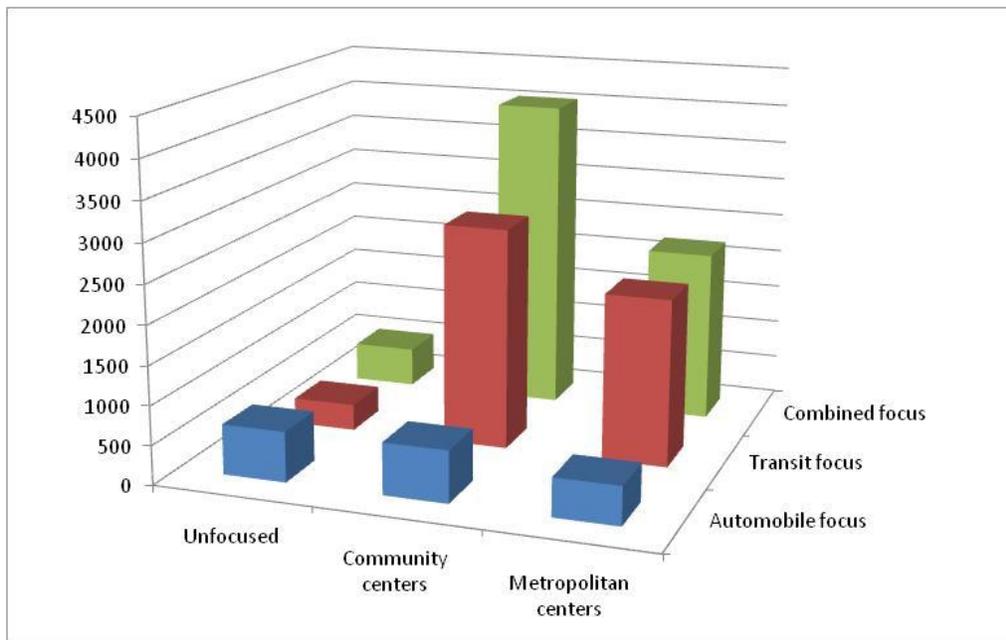
7/29	Geneva Sun	<a href="http://www.suburbanchicagonews.com/genevasun/news/1687390_2_6_4_GE29_BRIEFS_S1-090729.article">http://www.suburbanchicagonews.com/genevasun/news/1687390_2_6_4_GE29_BRIEFS_S1-090729.article</a>	"CMAP planning workshop in Geneva on Aug. 11"
7/29	Active Transportation Alliance	<a href="http://www.activetrans.org/event/2009-07-29t000000/go-2040-workshop">http://www.activetrans.org/event/2009-07-29t000000/go-2040-workshop</a>	"Calendar of Events"
7/29	Burnham Plan Centennial	<a href="http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1433">http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1433</a>	"Q&A with George Ranney: "A great map of what you want""
8/3	Hyde Park Progress	<a href="http://hydeparkprogress.blogspot.com/2009/08/go-to-2040-regional-planning-initiative.html">http://hydeparkprogress.blogspot.com/2009/08/go-to-2040-regional-planning-initiative.html</a>	"GO TO 2040 Regional Planning Initiative"
8/4	Northwest Herald	<a href="http://www.nwherald.com/articles/2009/08/03/r_kjm8cxts0wz5jdlm3h2qw/index.xml">http://www.nwherald.com/articles/2009/08/03/r_kjm8cxts0wz5jdlm3h2qw/index.xml</a>	"Residents invited to discuss issues on city growth."
8/6	The Business Ledger	<a href="http://www.thebusinessledger.com/Home/Archives/CommentaryViewpoints/tabid/86/newsid415/764/Growing-industry-clusters-cited-by-regional-planning-agency/Default.aspx">http://www.thebusinessledger.com/Home/Archives/CommentaryViewpoints/tabid/86/newsid415/764/Growing-industry-clusters-cited-by-regional-planning-agency/Default.aspx</a>	"Growing industry clusters cited by regional planning agency"
8/6	Sun-Times News Group	<a href="http://www.pioneerlocal.com/elmwoodpark/news/1700632,elmwood-park-transport-080609-s1.article">http://www.pioneerlocal.com/elmwoodpark/news/1700632,elmwood-park-transport-080609-s1.article</a>	"Regional planning agency seeks public input for future projects "
8/7	Art Knowledge News	<a href="http://www.artknowledgenews.com/2009-08-04-21-56-41-zaha-hadids-burnham-pavilion-opens-in-chicagos-millennium-park.html">http://www.artknowledgenews.com/2009-08-04-21-56-41-zaha-hadids-burnham-pavilion-opens-in-chicagos-millennium-park.html</a>	"Zaha Hadid's Burnham Pavilion opens in Chicago's Millenium Park"
8/7	Art Daily	<a href="http://www.artdaily.org/index.asp?int_sec=2&amp;int_new=32473">http://www.artdaily.org/index.asp?int_sec=2&amp;int_new=32473</a>	"Zaha Hadid's Much Anticipated Burnham Pavilion in Chicago's Millennium Park Opens"
8/10	Evanston Now	<a href="http://www.evanstonnow.com/story/news/bill-smith/2009-08-10/35-percent-more-of-us">http://www.evanstonnow.com/story/news/bill-smith/2009-08-10/35-percent-more-of-us</a>	"35 percent more of us?"
8/11	Car Free Chicago	<a href="http://carfreechicago.com/node/904">http://carfreechicago.com/node/904</a>	"Help Invent a Carfree Future for Chicago!"
8/12	Burnham Plan Centennial	<a href="http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1473">http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1473</a>	"Inventing the future....in a small group" (Part 1 of 2)
8/13	Explore Chicago	<a href="http://www.explorechicago.org/city/en/things_see_do/event_landing/events/tourism/big_bold_visionary.html">http://www.explorechicago.org/city/en/things_see_do/event_landing/events/tourism/big_bold_visionary.html</a>	"Big. Bold. Visionary: Chicago Considers the Next Century"
8/13	Sun-Times News Group	<a href="http://www.pioneerlocal.com/elmwoodpark/lifestyles/currents/1709954,elmwood-park-calendar-081309-s1.article">http://www.pioneerlocal.com/elmwoodpark/lifestyles/currents/1709954,elmwood-park-calendar-081309-s1.article</a>	"Community Calendar"
8/13	Sun-Times News Group	<a href="http://www.pioneerlocal.com/franklinpark/news/1711410,franklin-park-newsbriefs-081309-s1.article">http://www.pioneerlocal.com/franklinpark/news/1711410,franklin-park-newsbriefs-081309-s1.article</a>	"CMAP workshops 'Go To 2040' Aug. 18-19 "
8/14	Burnham Plan Centennial	<a href="http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1482">http://burnhamplan100.uchicago.edu/about/newsroom/the_burnham_blog/article/1482</a>	"You invent the future. Yeah, you!" (Part 2 of 2)
8/19	Chicago Tribune	<a href="http://www.chicagotribune.com/news/local/chi-invent-the-future-19-aug19,0,2843601.story">http://www.chicagotribune.com/news/local/chi-invent-the-future-19-aug19,0,2843601.story</a>	"Residents weighing in on transit plans for 2040"

8/14	Evanston RoundTable	<a href="http://www.evanstonroundtable.com/main.asp?SectionID=15&amp;SubSectionID=26&amp;ArticleID=694&amp;TM=31324.06">http://www.evanstonroundtable.com/main.asp?SectionID=15&amp;SubSectionID=26&amp;ArticleID=694&amp;TM=31324.06</a>	"Invent The Future With GO TO 2040"
8/21	Sun-Times News Group	<a href="http://www.suburbanchicagonews.com/newssun/news/1727436,5_1_WA21_GRAYPLANS_S1-090821.article">http://www.suburbanchicagonews.com/newssun/news/1727436,5_1_WA21_GRAYPLANS_S1-090821.article</a>	"Regional planning workshop to be held Tuesday in Grayslake"
8/20	The Business Ledger	<a href="http://www.thebusinessledger.com/Home/Archives/CommentaryViewpoints/tabid/86/newsid415/780/Waters-journey-from-Lake-Michigan-to-tap/Default.aspx">http://www.thebusinessledger.com/Home/Archives/CommentaryViewpoints/tabid/86/newsid415/780/Waters-journey-from-Lake-Michigan-to-tap/Default.aspx</a>	"Water's journey from Lake Michigan to tap"
8/20	Aurora Hispanic Advisory Board	<a href="http://aurorahispanicheritage.com/wordpress/?p=153">http://aurorahispanicheritage.com/wordpress/?p=153</a>	"Aurora residents can "invent the future" with GO TO 2040 workshop and web tools"
8/22	Sun-Times News Group	<a href="http://www.suburbanchicagonews.com/beaconnews/news/172915_1,2_1_AU22_VALLEYBRIEFS_S1-090822.article">http://www.suburbanchicagonews.com/beaconnews/news/172915_1,2_1_AU22_VALLEYBRIEFS_S1-090822.article</a>	"CMAP Workshop"
8/24	Chicago Tribune	<a href="http://www.chicagotribune.com/news/opinion/chi-oped0824mccarronaug24,0,6916047.story">http://www.chicagotribune.com/news/opinion/chi-oped0824mccarronaug24,0,6916047.story</a>	"Burnham not alone in urban planning"
8/26	My Suburban Life	<a href="http://www.mysuburbanlife.com/berwyn/homepage/x1528811361/Community-calendar-for-week-of-Aug-26">http://www.mysuburbanlife.com/berwyn/homepage/x1528811361/Community-calendar-for-week-of-Aug-26</a>	"Community calendar for week of Aug. 26"
8/27	Maggie Finegan	<a href="http://mfinegan.featuredblog.com/?p=115">http://mfinegan.featuredblog.com/?p=115</a>	"Green Greene Architecture"
8/21	Alliance for Public Transportation	<a href="http://allianceforpublictransportation.org/2009/08/27/chicago-looks-to-public-for-guidance-on-future-transportation/">http://allianceforpublictransportation.org/2009/08/27/chicago-looks-to-public-for-guidance-on-future-transportation/</a>	"Chicago Looks to Public for Guidance on Future Transportation"
8/26	My Suburban Life	<a href="http://www.mysuburbanlife.com/forestview/homepage/x1528811361/Community-calendar-for-week-of-Aug-26">http://www.mysuburbanlife.com/forestview/homepage/x1528811361/Community-calendar-for-week-of-Aug-26</a>	"Community calendar for week of Aug. 26"
8/31	Sun-Times News Group	<a href="http://www.southtownstar.com/news/1743757,083109workshop.article">http://www.southtownstar.com/news/1743757,083109workshop.article</a>	"Agency: Planning for 2040 starts now"

## 6.9 Kiosks

Input was also collected through the kiosks and surveys distributed at fairs and festivals. Two questions are asked through the kiosks and surveys. The first concerns development location, and asks whether development should be focused in metropolitan centers, community centers, or unfocused; and one asks whether transportation investment should be focused on roads, transit, or combined roads and transit.

The chart below shows the responses to these questions. The most common response involves development in community centers and a focus on investment in both roads and transit. Overall, most respondents selected development in community or metropolitan centers, as well as prioritization of transportation investment on either transit or combined roads and transit. These results are based on over 10,000 responses.



## 6.10 Kiosk Locations

Arrival Date	End Date	Location	City
6/8/2009	6/26/2009	Naperville City Hall	Naperville
6/8/2009	6/26/2009	Blue Island Library	Blue Island
6/26/2009	7/17/2009	Governors State University	University Park
7/6/2009	7/10/2009	Lansing Public Library	Lansing
7/14/2009	7/24/2009	Warren-Newport Library	Gurnee
7/20/2009	7/24/2009	Gail Borden Public Library	Elgin
7/27/2009	7/31/2009	Lake Forest Public Library	Lake Forest
7/27/2009	8/3/2009	Arlington Heights Public Library	Arlington Heights
8/3/2009	8/7/2009	Prairie Center for the Arts	Schaumburg
8/3/2009	8/14/2009	Woodstock Library	Woodstock
8/10/2009	8/14/2009	Yorkville Library	Yorkville
8/17/2009	8/21/2009	Antioch Public Library	Antioch
8/17/2009	8/31/2009	Kaneville Public Library	Kaneville
8/24/2009	8/31/2009	Village of Montgomery	Montgomery
9/1/2009	10/4/2009	Chicago Tourism Center Gallery	Chicago
9/1/2009	9/14/2009*	Beverly/99th Street Metra Station	Chicago
9/4/2009	9/11/2009	Lewis University	Romeoville
5/29/2009	9/1/2009	Sears Tower Lobby	Chicago
6/5/2009	11/23/2009	Chicago Architecture Foundation	Chicago
5/29/2009	9/30/2009	Millennium Park Pavillions	Chicago

## **6.11 Community Conversations**

### **Summary of Community Conversations**

**November 2009**

The Chicago Metropolitan Agency for Planning (CMAP) has been charged to develop a regional plan, called *GO TO 2040* to help northeastern Illinois accommodate an anticipated 2.8 million new residents and 1.8 million jobs in the next three decades. The plan will shape the region's transportation system and land use development patterns, while also addressing the natural environment, economic development, housing, education, human services and other quality-of-life factors such as education, health, employment, and arts and culture. Leaders of *GO TO 2040*, Metropolitan Chicago's first truly comprehensive regional planning campaign, are encouraging the public to participate in making choices that will impact the future of our region. Led by CMAP, the *GO TO 2040* campaign will guide investment and development decisions across the seven-county region.

Community Conversations served as a localized tool to share the Regional Vision created by the agency, the first step of the *GO TO 2040* plan. In addition, these conversations supported the agency's efforts to better understand existing conditions and promote the research being executed to evaluate potential planning strategies (steps 2 and 3 of the *GO TO 2040* plan timeline). Furthermore, Community Conversations helped to reinforce a community base for the subsequent stages of the plan.

Through staff outreach efforts and the *GO TO 2040* Partnership Program, CMAP coordinated Community Conversations as well as other initiatives such as the Bold Ideas Contests and booth participation in community festivals, fairs and expositions. To schedule Community Conversations, CMAP collaborated with community leaders, community-based and professional organizations and groups, agencies and institutions (such as libraries and institutions of higher learning) to provide opportunities for the general public to learn more about the *GO TO 2040* campaign and share their concerns about the region. There was no cost to participate in a Community Conversation and staff worked with existing community resources to spread the word about the meetings. CMAP also implemented a database of names and e-mail addresses from Community Conversations to generate invitations to local *Invent the Future* workshops using zip code information.

Residents' participation in Community Conversations enabled them to learn more about CMAP and the *GO TO 2040* campaign. After introducing the agency and the planning process of the

*GO TO 2040* comprehensive plan, staff engaged in meaningful exchanges with participants. The kind of information collected at these meetings primarily focused on how residents perceived current local conditions and needs for the future of their communities and the region. Participants were encouraged to share thoughts and comments in an intimate atmosphere with others as well as individual comment forms. Community Conversation questions included: *What works well in your community? What are the challenges in your community? What works well in our region? What are the challenges in our region?* Responses were recorded using a variety of methods including post-it notes submitted by participants, flip-charts covered by a staff member and staff notes. Staff also collected anonymous questionnaires where possible to better understand the demographic information of participants. Finally, participants were encouraged to sign up for the weekly CMAP e-blast sent out by the CMAP Executive Director to remain engaged in the process.

This report summarizes the information gathered from the CMAP Community Conversations that took place from January 2008 through May 2009. Each meeting identified issues, concerns, and new ideas about the future of our region. The public comments generated at Community Conversations allowed us to identify and prioritize the region's most critical challenges, successes, and preferences for the *GO TO 2040* plan (including investment and development decisions for the next thirty years) and give policy makers and transportation service providers a source of data about their progress toward achieving the regional vision. The information below is based on a study of the individual reports generated at each meeting.

*Duration of Community Conversation effort: January 2008 through May 2009 (17 months)*

*Total number of Community Conversation participants: 1,843*

*Total number of municipalities represented: 43*

*Total number of Community Conversations: 102 meetings*

*Total number of meetings available in another language: 21 (19 Spanish, 2 Korean)*

**Table 1: Demographic Information from 300+ voluntary anonymous responses**

<b>Sex</b>	<b>Number of Responses</b>
Male	112
Female	149
<b>Age</b>	<b>Number of Responses</b>
70+	21
60-69	49
50-59	53
40-49	47
30-39	21
21-29	27
20 or younger	31
<b>Ethnicity/Race</b>	<b>Number of Responses</b>
Asian	3
African American	56
Latino	40
American Indian	1
White, non Hispanic	200
Other	4
<b>Country of Birth</b>	<b>Number of Responses</b>
USA	190
Another Country	15
<b>Annual Household</b>	<b>Number of Responses</b>
\$0 or with assistance	1
\$5,000-20,000	13
\$20,000-30,000	5
\$30,000-40,000	16
\$40,000-50,000	17
\$50,000-60,000	16
\$60,000+	95

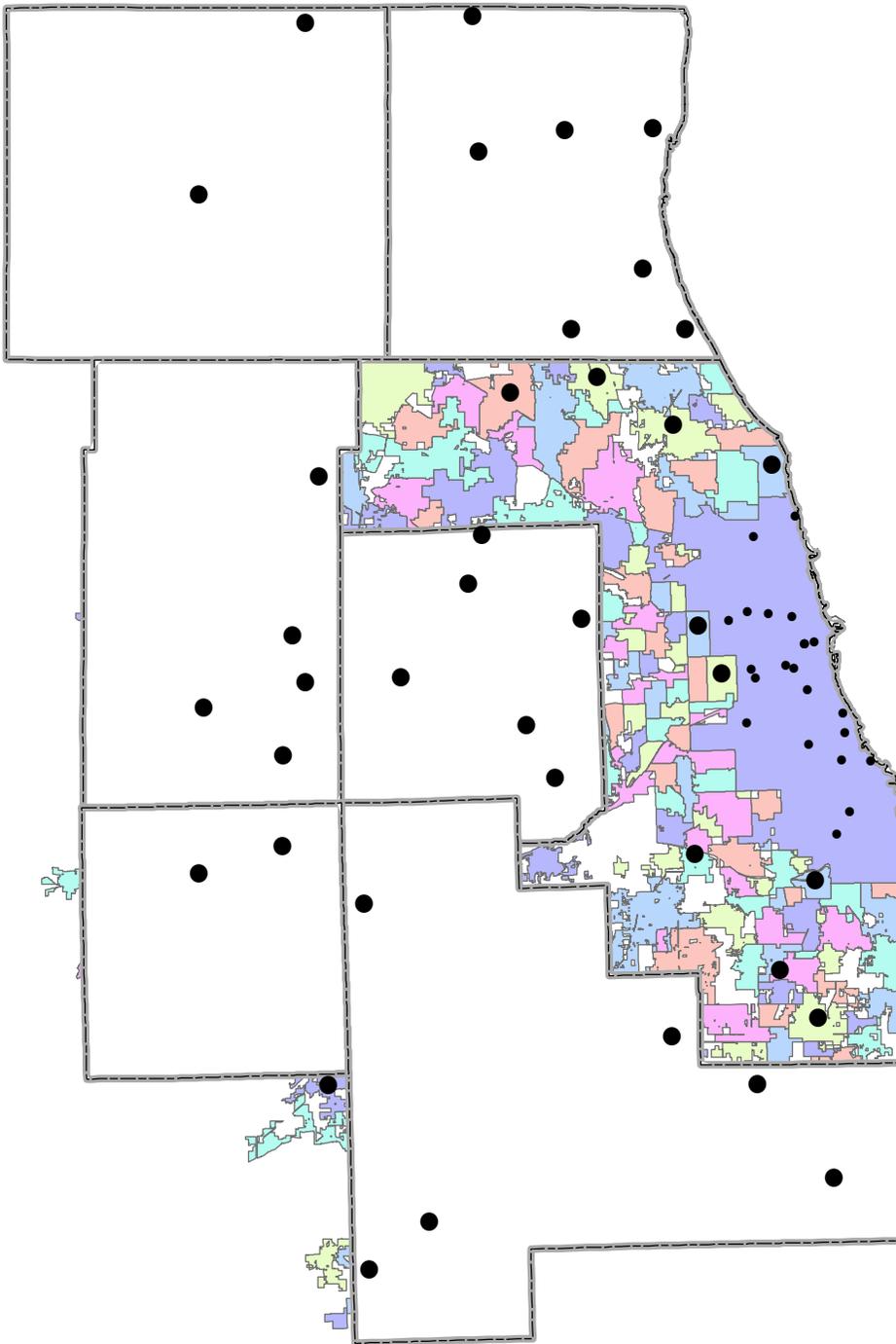
**Table 2: Municipalities represented (in order of number of meetings in each municipality):**

Chicago	37
Aurora	6
Elgin	5
Chicago Heights	4
Antioch	2
Beecher	2
Cicero	2
Elmhurst	2
Evanston	2
Gurnee	2
Palos Heights	2
Riverdale	2
Warrenville	2
Waukegan	2
Yorkville	2
Batavia	1
Bloomington	1
Braidwood	1
Buffalo Grove	1
Darien	1
Deerfield	1
Downers Grove	1
Flossmoor	1
Geneva	1
Glenview	1
Grayslake	1
Lake Forest	1
Minooka	1
North Aurora	1
Oak Park	1
Olympia Fields	1

Oswego	1
Palatine	1
Plainfield	1
Richmond	1
Richton Park	1
River Forest	1
Riverwoods	1
Roselle	1
University Park	1
Wheeling	1
Wilmington	1
Woodstock	1

**Map 1: Community Conversations in the Region**

*The diamond (◊) identifies the municipality in which at least one Community Conversation was held.*



## Summary of Community Conversations

The *GO TO 2040* Regional Vision helped to shape the direction of the Community Conversations by introducing an organized way of discussing the topic areas covered by the comprehensive plan. The results from the Community Conversations are described below using the general topics outlined in the Regional Vision. Also included in the summaries below are quotations from participants, where available, to directly demonstrate individuals' specific concerns and issues for the future direction of the region.

### I. Natural Environment

Issues concerning the natural environment were especially popular in Lake and Kendall counties. Still, residents throughout the seven counties expressed concern for many areas and conveyed an interest in exploring alternatives to ensure our region thrives in the future.

Residents expressed the importance of conserving water resources as the region grows, as well as investigating the quality of our water resources, throughout the region as we prepare for the increased population in the future. Additional water issues that were discussed included managing flooding and storm water management. For example, one participant shares "There needs to be more discussion about how water and air quality are affected by congestion and development. There needs to be more linking between the environment and health." (Buffalo Grove Village Hall, Buffalo Grove, Lake County).

Efforts to educate the general public were seen as pivotal in sharing the information about our region's limited resources. As a planning agency, some residents looked to CMAP as the agency that could help promote sustainable efforts throughout Northeastern Illinois. Issues like clean energy use, "green" technologies and environmental health were important to some participants. For example, one resident states: "[The] public needs to be educated on sustainability. It is a collective effort, but a lot of people need to first know how they can help on a daily basis" (Kendall County Historic Courthouse Community Conversation, Yorkville, Kendall County). Other issues focusing on resources included enforcing efforts to recycle in all of the region's communities.

In general, the region's residents value open spaces and open lands. The importance of conserving open spaces, green spaces and parks served to help promote the well-being of communities, not only promoting health but also making communities more desirable in which to live. One important goal should be to "preserve open spaces and plan appropriate development around them" (Plainfield Community Conversation, Plainfield, Will County). Efforts to preserve and sustain agricultural areas in the region were also supported in many communities. Many residents who lived in close proximity to parks and forest preserves take advantage of the activities available in these areas, including walking, biking and generally appreciating the natural environment. In some meetings, residents expressed an interest in connecting existing green areas to emphasize the need for open spaces and parks. One

resident shared: “[We need] Better use of vacant land: more community gardens, parks and open spaces.” (Department of Geography and Environmental Sciences, Northeastern Illinois University, Cook County).

## II. Social Systems

Most Community Conversations discussed housing and education, areas that are prominent in the social systems theme. In particular, the City of Chicago, Cook and Kane counties seemed to discuss these issues more than other counties, although all counties expressed concern for housing and education circumstances in their communities.

With respect to housing, many residents expressed frustration at the lack of safe and affordable housing. For example, one resident explains how increased living prices force some families to live in overcrowded housing; the resident explains that there is a “need to have additional family members living in their home in order to pay their monthly rent payment or mortgage.” (Family Focus Community Conversation, Aurora, Kane County). In addition, some communities experienced increased pricing on homes and were seeing “increased gentrification in the area,” which can oftentimes impact the “feel” of the community (Gary Comer Youth Center Community Conversation, Chicago, Cook County). Additional efforts were also needed in some communities to deal with the foreclosure crisis, increased crime in some communities due to abandoned building and vacant lots, as well as the preservation of historic housing. The need for programs to keep people in their homes was emphasized to promote healthy communities.

In addition, some residents expressed concern of the building of new homes, especially due to the current state of the housing market. However, the housing issue was significant when it was compared to places of employment. One resident recognized that there is a “lack of housing near workplaces” (Fox River Ecosystem Partnership Community Conversation, Elgin, Kane County). The imbalance between homes and jobs is an issue throughout the region and should be addressed.

The importance of education was of interest, especially since many communities expressed a concern to provide the best education possible for all the children in our region. Schools and education opportunities need to be improved in many communities, which could positively impact the development of a talented workforce. Some residents expressed their frustration of the obstacles preventing them to obtain an education: “I want to go to college, but do not have the money or transportation to do it” (SouthStar Services Community Conversation, Chicago Heights, Cook County). Additional concerns included providing additional educational opportunities for students in green technologies to help prepare the youth to contribute to future economies in the region. Overall, residents wanted to ensure that our region’s youth have access to places where they can learn about the region, including parks, after-school centers, museums, and other locations.

### III. Economy

This area includes of topics such as economic development, workforce and human capital, and impacts of economic growth (such as crime, health and other human and community development issues). The economy was discussed frequently in Cook, Kane and Will counties, as well as the City of Chicago.

The importance of sustaining and creating local jobs was important for the region's residents. One resident shared: "Local jobs need to be expanded where possible, especially trains, unions, blue-collar jobs, truck drivers, and schools" (Wilmington Public Library District Community Conversation, Wilmington, Will County). In addition, the possibility for new industries, such as local food production, were heard: "Urban farming is gaining momentum and it is valuable to start increasing the efforts of reaching out to restaurants in the South Shore area to enable the production of local foods" (South Shore Public Library, Chicago, Cook County).

One of the common topics that emerged in some communities was the need to develop a better workforce for the future. This requires investing in the education of the next generation of workforce, where "more education programs for youth [are needed] to prepare them for the work force." (Casa Central Community Conversation, Chicago, Cook County). Similarly, the region's residents noted a need to sustain and create opportunities for reinvestment within our communities and promoting business growth within our region (versus Wisconsin and Indiana); for example, "because Antioch is right near the Wisconsin border, the biggest competitor is Wisconsin...since services and goods were being used in Illinois, the companies should be based in the same state" (Antioch Public Library Community Conversation, Antioch, Lake County).

Some residents shared their hope that their community would reinvest to bring needed services nearby. Reinvestment in local communities was important to many communities throughout the region: "[There are] not enough local employment opportunities. [The region] Need[s] increased opportunities sustained in existing city centers." (Leave No Child Inside Faith-Based Advisory Group, Representatives from all counties). For some, reinvestment in their own communities was key to its economic success so it is important to promote investment opportunities and allow the community residents to be involved in the improvement of their communities. One way to do this, according to a participant, is to support economic development opportunities and incentives to be "equally distributed to small/new entrepreneurs" (Gail Borden Community Conversation, Elgin, Kane County). Furthermore, another participant voiced the need to support such localized efforts, stating: "Economic development is the beginning point for other opportunities in the community and ties in to many of the other topics...the town center is an important development center but also links to the railway (transportation) and the need to expand human services." (Indian Trails Public Library, Wheeling, Lake County).

To address the issue of safety in some of our communities, Englewood participants “believe that this requires both a legislative and a ‘civic engagement’ response that has government and community working together.” (Imagine Englewood If Community Conversation, Chicago, Cook County). Other communities also expressed the need for increased community efforts to safety issues in the region; for example, one participant shared that “There is a need for violence prevention programs and educational alternatives for youth...[and] they should be located at existing schools, parks, and cultural centers.” (Little Village Environmental Justice Organization, Chicago, Cook County). Other social needs include health, a need especially important among the older adult population and those who will be older in 2040.

#### **IV. Transportation**

Especially in DuPage, Lake and McHenry counties, transportation was an area of concern. Participants expressed interested in many modes, including driving, transit, biking, and walking.

Residents were interested in utilizing cleaner alternatives to getting around the region as well as better connecting the region’s communities through a public transit system (especially outside of Chicago). Participants noted that “Transportation is largely car-based [and the] availability of high speed public transportation and connecting regionally would be attractive.” (Leave No Child Inside Faith-Based Advisory Group, Representatives from all counties). In one community conversation, the majority of the comments supported “providing more options for alternatives to automobiles through public transit options like light rail and water taxis [and the support for] more incentives for car pooling and the restriction of [Sport Utility Vehicles]” (Richmond Township Community Conversation, Richmond, McHenry County). Other comments suggest regional efforts to improve existing transportation locations; for example: “We need to retrofit older communities to meet modern needs, including multimodal, modern roadways.” (Village of Palatine, Palatine, Lake County).

In addition, there is a need to provide accessible options for people with special needs and ensuring the safety of public transportation users. For example, one meeting conducted by SouthSTAR Services (an organization that provides choices and opportunities for persons with disabilities) revealed that “a few of the participants had mobility problems and said that it is difficult to use some public transportation. One stated that the train is hard to use since she is in a wheelchair, she wished it was easier for her, she would use it more often” (SouthSTAR Services Community Conversation, Chicago, Cook County). Public transportation is an important part of a community, and some residents called for increased public transportation options near community centers (such as colleges, hospitals, libraries, etc.) throughout the region.

Community Conversation participants also wanted to see a decrease in the dependence of driving by promoting public transportation. There were some challenges, however. For example, “[There is] no public transportation in the suburbs. Public transportation [is needed] from suburb to suburb to reduce emissions” (Warrenville Public Library District, Warrenville, DuPage County). For motorists, concerns included: decreasing the amount of congestion on existing roads, making the roads safer (free of potholes and keeping the roads clean when snowing) and addressing the safety and traffic concerns at railroad crossings. Congestion was an issue for many communities in the collar counties, especially at peak times of driving. One resident says the region’s leaders “need to organize roadways better to maximize traffic flow” (Plainfield Community Conversation, Plainfield, Will County).

Alternative modes of transportation were also explored. Participants discussed biking and walking as options to get around the region, but many included the need to make these alternatives more widely used and safer. Additional comments point to improving infrastructure in some communities where some areas are “lacking sidewalks to new commerce on outer fringes of community.” (Leave No Child Inside Faith-Based Advisory Group, Representatives from all counties). Many participants suggested increasing the number of bike paths and bike racks to support biking as a viable transportation alternative, both in their communities and within the region. One stated: “The bike paths should be expanded to the downtown and transportation hubs to provide alternatives to get to the train and/or destinations.” (Indian Trails Public Library, Wheeling, Lake County).





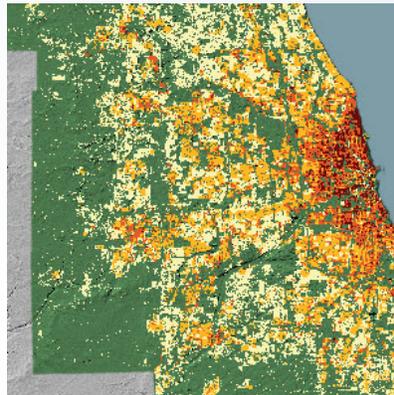
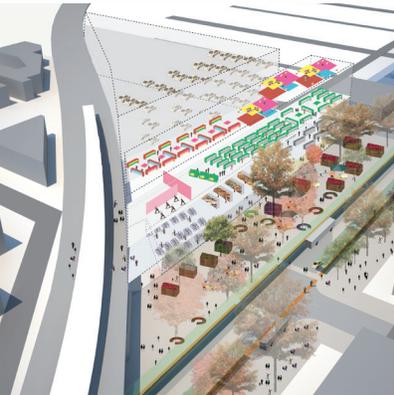
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