

**From:** [Dave May](#)  
**To:** [Transportation](#)  
**Subject:** Transportation Program Public Comment  
**Date:** Wednesday, July 14, 2021 10:55:06 AM  
**Attachments:** [image001.png](#)

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Regarding the replacement of the CTA's State/Lake L station, elevators in the median of State Street from the elevated station to the Red Line subway under State Street should be included:  
See below:



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## Village of Arlington Heights

33 S. Arlington Heights Road  
Arlington Heights, IL 60005-1499  
(847-368-5000)  
Website: [www.vah.com](http://www.vah.com)

Thomas W. Hayes  
Mayor

July 26, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The Village of Arlington Heights supports CMAP's proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

Thomas W. Hayes  
Mayor



July 26, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The Village of Bellwood supports CMAP's proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,



Mayor Andre F. Harvey



**Mayor**  
CRAIG B. JOHNSON

**Village Clerk**  
LORETTA M. MURPHY

**Village Manager**  
RAYMOND R. RUMMEL



**Village Trustees**  
NANCY J. CZARNIK  
PATTON L. FEICHTER  
JEFFREY C. FRANKE  
SAMUEL L. LISSNER  
CHRIS PROCHNO  
STEPHEN F. SCHMIDT

July 27, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The Village of Elk Grove Village supports CMAP's proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

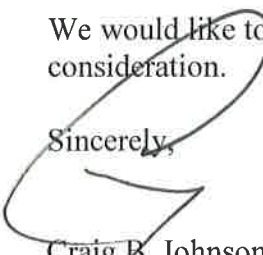
Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

  
Craig B. Johnson  
Mayor





200 E. Wood Street · Palatine, IL · 60067  
Telephone: (847) 359-9050 · Fax (847) 359-9094  
[www.palatine.il.us](http://www.palatine.il.us)

Jim Schwantz  
Mayor

July 27, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The Village of Palatine supports CMAP's proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.

Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Schwantz".

Jim Schwantz  
Mayor



July 26, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: I-290 Bus on Shoulder Project

Dear CMAQ Project Selection Committee:

The City of Rolling Meadows supports CMAP's proposed award of CMAQ funding to the Illinois Department of Transportation (IDOT) for their I-290 Bus on Shoulder (BOS) project in partnership with Pace Bus Service (CMAP project 08-21-0018) within their FFY 2022-2026 program.


Similar to Pace's I-55 Stevenson Expressway and I-94 Edens Expressway services, this project will again be a cooperative partnership with IDOT. Transit riders have benefited from improved service reliability and reduced travel times within the current BOS corridors. These improvements are greatly needed within the I-290 corridor.

Continuing with Pace's trendsetting Bus on Shoulder services, future service on I-290 Eisenhower/Route 53 Expressways is being planned from the Des Plaines Ave/CTA Forest Park Blue Line station to Mannheim Ave and from Higgins Road to Palatine Road.

The bus on shoulder improvements will allow Pace to enhance service within the I-290 corridor. Passengers will benefit from improved mobility with access to employment, retail, recreation, and healthcare within the Oak Brook/Lombard corridor, Elk Grove Industrial and the Schaumburg/Woodfield area.

We would like to express our support once again for this project and ask that it be given strong consideration.

Sincerely,

  
Melissa Gallagher  
Temporary City Manager

**From:** [Dave May](#)  
**To:** [Transportation](#)  
**Subject:** Transportation Program Public Comment  
**Date:** Thursday, July 15, 2021 10:45:06 AM

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Regarding the Red Line Extension, the south leg from 115<sup>th</sup> St to 130<sup>th</sup> Street should be deleted and some of the savings used to provide better and more economical transit services for the residents.

The problems with this southern-most section of the project are:

- > considering the small population served, the costs of construction and operation will amount to perhaps \$20.00 per ride.
- > the station location, in the northeast corner of the residential area, is located an inconveniently long walk from most homes.
- > trip times on the Red Line from 123<sup>rd</sup> Street to the Loop will be all slow “local”, no fast “express”.

Instead of building and operating this component of the Red Line Extension, a small portion of the funding should be used to provide:

- > a new South Shore station providing rapid service to Hyde Park and the Loop.
- > bus service circulating through the neighborhood and the new South Shore station with express service (bus on shoulder?) to the CTA 95<sup>th</sup> St station.

- David May

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## VILLAGE OF CHICAGO RIDGE

10455 S. RIDGELAND AVE. • CHICAGO RIDGE, ILLINOIS 60415 • (708) 425-7700

CHARLES E. TOKAR  
PRESIDENT

BARBARA M. HARRISON  
VILLAGE CLERK

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EDMUND M. KOWALSKI  
JOHN "JACK" LIND  
WILLIAM R. McFARLAND  
ROGER W. MESLAR  
ANDREW L. SIEGEL

July 21, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: Pulse 95<sup>th</sup> Street Line

Dear CMAQ Project Selection Committee:

The Village of Chicago Ridge supports CMAP's proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95<sup>th</sup> Street Line Project (CMAP project 17-21-0001).

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra's Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage with route information and heating within the shelter. Transit Signal Priority (TSP) will also be implemented.

*Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.*

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

Charles E. Tokar, J.D., MPA  
Village President



*City of Hickory Hills*  
8652 WEST 95<sup>th</sup> STREET  
HICKORY HILLS, ILLINOIS 60457  
PHONE 708 598 4800 • FAX (708) 430-6245



OFFICE OF THE MAYOR  
MIKE HOWLEY

CITY HALL  
708 430 4211

July 22, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: Pulse 95<sup>th</sup> Street Line

Dear CMAQ Project Selection Committee:

The City of Hickory Hills supports CMAP's proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95<sup>th</sup> Street Line Project (CMAP project 17-21-0001).

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra's Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage with route information and heating within the shelter. Transit Signal Priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

Mike Howley  
Mayor, City of Hickory Hills



July 21, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: Pulse 95<sup>th</sup> Street Line

Dear CMAQ Project Selection Committee:

The Village of Oak Lawn supports CMAP's proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95<sup>th</sup> Street Line Project (CMAP project 17-21-0001).

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra's Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage with route information and heating within the shelter. Transit Signal Priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

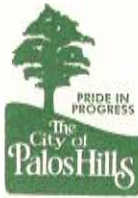
Mayor Vorderer  
Village President  
Village of Oak Lawn

Village President  
Terry Vorderer

Village Clerk  
Claire Henning

Village Manager  
Thomas E. Phelan

Village Trustees  
Tim Desmond  
Paul A. Mallo  
Alex G. Olejniczak  
James Pembroke  
Bud Stalker



# OFFICE OF THE MAYOR

---

GERALD R. BENNETT  
*Mayor*

July 22, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

RE: Pulse 95<sup>th</sup> Street Line

Dear CMAQ Project Selection Committee:

The City of Palos Hills supports CMAP's proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95<sup>th</sup> Street Line Project (CMAP project 17-o21-0001).

Pulse 95<sup>th</sup> Street Line is anticipated to run east-west between the CTA Red Line 95<sup>th</sup>/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra's Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-but signage with route information and heating within the shelter. Transit signal priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95<sup>th</sup> Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

Gerald R. Bennett  
Mayor  
City of Palos Hills





# Southwest Conference of MAYORS

July 22, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: Pulse 95<sup>th</sup> Street Line

Dear CMAQ Project Selection Committee:

The Southwest Conference of Mayors supports CMAP's proposed award of CMAQ funding to Pace Suburban Bus for their Pulse 95<sup>th</sup> Street Line Project (CMAP project 17-21-0001).

The Southwest Conference of Mayors is a body of duly elected officials representing twenty-one communities in southwest suburban Cook County with a population in excess of 350,000.

Pulse 95th Street Line is anticipated to run east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, with major destinations and local/regional connections to other Pace and CTA bus routes as well as Metra's Rock Island Line and Southwest Service.

Service will include higher frequencies, travel time savings, station amenities including raised platforms for near-level boarding, semi-custom branded shelters, benches, trash receptacles, bike racks, a vertical marker with the Pulse brand, real time next-bus signage with route information and heating within the shelter. Transit Signal Priority (TSP) will also be implemented.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the 95th Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

Victoria A. Smith  
Executive Director

14700 S. Ravinia Avenue, Orland Park, IL 60462  
Phone: 708.403.6132 • Fax: 708.403.6113

- Village of Alsip
- Village of Bedford Park
- City of Blue Island
- Village of Bridgeview
- City of Burbank
- Village of Chicago Ridge
- Village of Crestwood
- Village of Evergreen Park
- City of Hickory Hills
- City of Hometown
- Village of Justice
- Village of Lemont
- Village of Merrionette Park
- Village of Oak Lawn
- Village of Orland Hills
- Village of Orland Park
- City of Palos Heights
- City of Palos Hills
- Village of Palos Park
- Village of Willow Springs
- Village of Worth

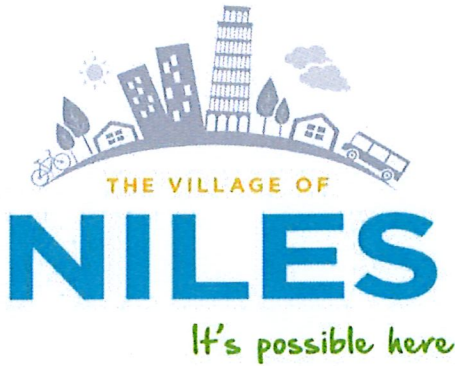
Gerald R. Bennett  
President  
Mayor, City of Palos Hills

James J. Sexton  
Vice President  
Mayor, Village of Evergreen Park

Robert S. Straz  
Vice President  
Mayor, City of Palos Heights

David R. Brady  
Treasurer  
President, Village of Bedford Park

Victoria A. Smith  
Executive Director



## OFFICE OF THE MAYOR

### MAYOR

George D. Alpogianis

### ACTING

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Hadley Skeffington-Vos

### VILLAGE CLERK

Marlene J. Victorine

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Joe LoVerde

Danette O'Donovan Matyas

Denise M. McCreery

Craig Niedermaier

Dean Strzelecki

July 29, 2021

Chicago Metropolitan Agency for Planning  
Attn: Transportation Program Public Comment  
433 W. Van Buren St., Suite 450  
Chicago, IL 60607

Re: Pulse Dempster Operating Funding

Dear CMAQ Project Selection Committee:

The Village of Niles supports CMAP's proposed award of CMAQ funding to Pace Suburban Bus for their Pulse Dempster Line Project (CMAP project 17-21-0003) within their FFY 2022-2026 program.

Pace's second Pulse line will operate on Dempster Street between Evanston and O'Hare International Airport with many connections to other Pace and CTA bus routes, CTA Yellow and Purple lines, Metra's Union Pacific North, Northwest, and North Central Service rail lines.

This 15-mile Arterial Bus Rapid Transit (ART) will provide passengers with a variety of local and regional travel options and this funding will be for its 3rd year of operational funding.

Pulse provides enhanced express bus service to commuters using the latest technology and a streamlined route design. The new service improves the mobility of residents within the Dempster Street corridor to employment, retail, recreation, and healthcare access.

We would like to express our support once again for their project and ask that it be given strong consideration.

Sincerely,

  
George D. Alpogianis  
Mayor



**From:** [Ethan Saltzberg](#)  
**To:** [Transportation](#)  
**Subject:** CMAQ, TAP-L and STP Share Fund Feedback  
**Date:** Friday, July 23, 2021 10:26:51 AM

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Good morning,

Thank you for allowing public comment on these project proposals. Considering our region & nation's current challenges, including environmental crisis, as well as the ON TO 2050 priorities, here are my recommendations for these projects.

First, target the highest return on investment, where the most people will gain the most benefit. Projects that improve public transportation, while some of the most costly, end up improving the daily lives of hundreds of thousands of people, so those costs are more worth it. In contrast, projects to update traffic signals & road widening will only bring modest benefit for drastically fewer people, most of whom are in single-occupancy vehicles (which stands against CMAP's goals of reducing car dependency and increasing climate resiliency).

Secondly, target projects that reduce emissions & climate impact. This means unreservedly prioritizing public transit improvements, bike trails and protected bike lanes, and pedestrian facilities (this includes projects like adding sidewalks, such as in Berkeley (04-21-0005)). CMAP cannot claim to take climate change & air pollution seriously while simultaneously approving road widening and intersection expansions, especially if they are favored over climate-friendly projects that improve public transit, for example.

Lastly, I'm wary of projects that will spend millions of dollars on re-constructing and widening a road or intersection by touting the importance of ADA compliance as a side-benefit. There are many ways to add & improve ADA compliance alone that don't involve millions to widen the road, and in fact many proposals that include ADA and pedestrian safety would create road geometry that encourages speeding and more traffic, which would make it less safe for vulnerable pedestrians or anyone outside of a motor vehicle (plus added air pollution). Perhaps, focus more on projects that narrow roads instead, to decrease vehicle speeds, make pedestrian & bike crossings safer, and discourage traffic through pedestrian areas.

Thank you again for your consideration. I hope to see projects that are truly future-forward, instead of more asphalt & 20th-century planning.

-Ethan Saltzberg

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**From:** [jeffreybratko@aol.com](mailto:jeffreybratko@aol.com)  
**To:** [Transportation](#)  
**Subject:** Comments on CMAP/CMAQ Funding Proposal for Pulse Projects and Bus on Shoulder  
**Date:** Wednesday, July 14, 2021 2:15:41 PM

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Until post pandemic ridership numbers and patterns have been established, it seems unwise to proceed with such significant spending on these projects. It is possible, if not likely, that the way riders used mass transit before the pandemic will significantly and permanently change as a result of the pandemic. Ignoring the existing and future effects of the pandemic on mass transit use and assuming that the ridership patterns that justified these projects in the past remain the same is not a reasonable assumption. PACE has a fiduciary obligation that requires it reassess these projects in light of the effect of Covid-19 on current and future mass transit use. At a minimum, these project should be delayed until ridership levels in the areas served by these projects has returned to pre-pandemic levels.

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