

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.