


ON TO 2050

## ON TO 2050 Drafting: Mobility Chapter

March 21, 2018




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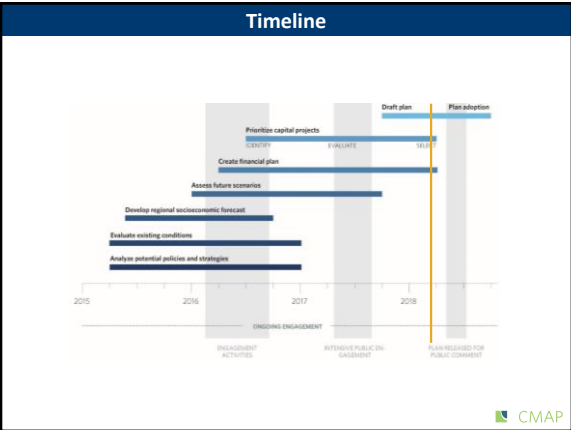
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### Major Tasks Underway

- Drafting ON TO 2050
- Initiating implementation activities
- Incorporating 2050 into CMAP’s work and work plan
- Stakeholder meetings
- Planning for engagement:
  - Stakeholders
  - The general public
  - The launch event




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### 2050 Draft Review Timeline

- **Today:** Discuss overall mobility chapter structure, recommendations
- **March-April:** Distribute **draft plan sections** to committee members and interested stakeholders
- **April:** Discuss the **proposed RSP list**
- **June 15<sup>th</sup>-August 14<sup>th</sup>:** Public comment and engagement
- **August-September:** Revise draft per comment
- **October 10<sup>th</sup>:** the Board and MPO **approve ON TO 2050**




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### ON TO 2050 Outline

- Introduction
- State of the region/the three principles
- Engagement
- Topical Chapters
  - Land use
  - Environment
  - Economy
  - Governance
  - Mobility
- Technical and process appendices




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ON TO 2050

Enabling seamless mobility and supporting three plan principles:

Promote *prioritized investment* in existing infrastructure while securing new revenues for needed enhancements

Advance *inclusive growth* by improving connections and mobility options for low income communities and people of color

Improve *resilience* by building infrastructure that withstands changing climactic, fiscal and technological change




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**Proposed ON TO 2050 Mobility recommendations**

- **Meeting changing travel demand**
  - Harness **technology** to improve travel and anticipate future needs
  - Make **transit more competitive**
  - Retain the region's status as **North America's freight hub**
- **A transportation system that works better for everyone**
  - Leverage the transportation network to promote **inclusive growth**
  - Eliminate **traffic fatalities**
  - **Improve the resilience** of the transportation network
- **Increased investment in transformative projects**
  - **Fully fund** the region's transportation system
  - Build **regionally significant transportation projects**

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Meeting changing travel demand

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Harness technology to improve travel and anticipate future needs

- Coordinate traffic operations regionwide
- Plan for system modernization while making progress toward state of good repair
- Implement managed lanes on the region's expressways
- Make the collection, sharing, and analysis of public and private sector transportation data a regional priority



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Example actions to implement coordinated traffic operations

- CMAP should work with IDOT towards implementing a regional, multi-jurisdictional traffic management center, either virtual or traditional.
- CMAP should work with stakeholders to develop a regional communications master plan and update the regional ITS architecture
- Highway agencies should review traffic signal policies, ensure up-to-date signal timing plans to minimize delay and crashes, and should implement adaptive signal timing where appropriate.

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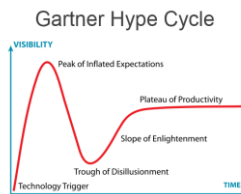
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Harness technology to improve travel and anticipate future needs

- Identify public investments that could catalyze emerging technologies
- Establish pricing and regulatory frameworks that help shape emerging technologies in support of regional goals
- Design streets, curb space, and sidewalks to support walkable communities and emerging transportation needs



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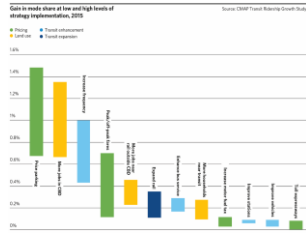
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Make Transit More Competitive

- Diversify and increase transit funding sources
- Invest in and protect transit's core strengths
- Make further progress in fare and service coordination
- Improve the efficiency and effectiveness of paratransit and demand response service



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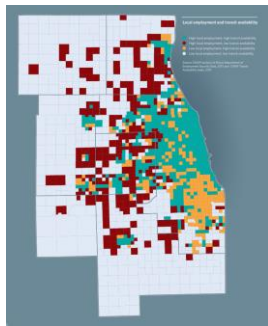
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Make Transit More Competitive

- Ensure equitable transit access
- Actively manage parking
- Plan for transit supportive land uses
- Road agencies should prioritize improving transit service



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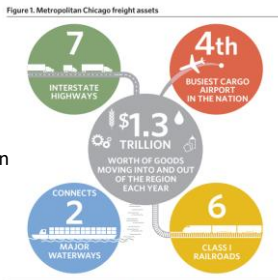
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Retain the region's status as North America's freight hub

- Invest strategically in the freight network
- Improve local planning for freight
- Mitigate the negative impacts of freight activity on adjacent areas, particularly EDAs
- Advance the major freight facility development principles



Note: Total freight value includes all modes disaggregated by the Freight Analysis Framework. Source: Chicago Metropolitan Agency for Planning analysis of Federal Aviation Administration, Freight Analysis Framework data, 2010.

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A system that works better for everyone

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**Leverage the transportation network to promote inclusive growth**

- Improve commute options between disinvested areas and employment, education and training, and services
- Improve access to public rights of way for pedestrians, cyclists, and people with disabilities

**Modes share by worker earnings, CMAP region, 2000-14**

Source: Chicago Metropolitan Agency for Planning, Analysis of Economic Community Survey estimates by 2010-2014.

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**Leverage the transportation network to promote inclusive growth**

- Increase authentic, responsive engagement of underrepresented communities in planning and development
- Build capacity for disinvested areas to compete for transportation infrastructure investment

**Average one-way commute time, in minutes, and average median income in Economically Disconnected Area clusters**

Note: Average commute time is weighted by number of workers and average median income is weighted by population.

Source: Chicago Metropolitan Agency for Planning, Analysis of Economic Community Survey data, 5-year estimates, 2000-14.

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**Increased investment  
in transformative projects**

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**Fully fund the region's transportation system**

- Implement sustainable, adequate revenue sources for transportation investments
- Increase the MFT and replace with a VMT fee
- Expand the sales tax base
- Implement a federal cost of freight service fee
- Create a regional revenue source

Category	Amount (billion)
<b>Revenues</b>	<b>\$462</b>
Local	~\$230
State	~\$150
Federal	~\$80
<b>Expenditures</b>	<b>\$486</b>
Transit capital	~\$100
Roadway capital	~\$150
Transit operating	~\$100
Increasing expenditures	~\$136

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**Fully fund the region's transportation system**

- Expand priced parking
- Implement tolling
- Further implement value capture to support transportation improvements
- Use public-private partnerships strategically

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**Build regionally significant projects**

- Continue to implement performance-based programming
- Transportation implementers should make progress toward federally-required performance targets
- Build constrained regionally significant projects

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**Questions for committee today**

- Thoughts on framing of recommendations
- Are any key strategies missing?

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**Proposed ON TO 2050 Mobility recommendations**

- Harness technology to improve travel and anticipate future needs
- Make transit more competitive
- Leverage the transportation network to promote inclusive growth
- Eliminate traffic fatalities
- Improve the resilience of the transportation network
- Retain the region's status as North America's freight hub
- Fully fund the region's transportation system
- Build regionally significant transportation projects

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ON TO 2050

## Plan Indicators

CMAP Bicycle and Pedestrian Task Force  
March 21, 2018




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### ON TO 2050 Indicators

- 15 ON TO 2050 Plan Mobility Indicators
- Also indicators addressing
  - Economic Development
  - Environment
  - Governance
  - Land Use
- 8 of the 15 Mobility Indicators are federal performance measures under MAP-21/ FAST Act
- All federal performance measures will be included as an appendix of ON TO 2050




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### Highway Indicators

- **Number of Fatalities (Five-Year Rolling Average)**
- Percentage of NHS Pavement in Poor Condition
- Percentage of NHS Bridges in Poor Condition
- Percentage of Person-Miles Traveled on the Interstate System with Reliable Travel Time
- Average Congested Hours of Weekday Travel for Limited Access Highways
- Motorist Delay at Highway-Rail Grade Crossings




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### Transit Indicators

- **Transit Asset State of Good Repair**
  - Percent of fixed-route buses that have met or exceeded their useful life
  - Percent of rail vehicles that have met or exceeded their useful life
  - Percent of directional rail route miles with track performance restrictions
- Number of Traffic Signals with Transit Priority and/or Queue Jumping
- Miles of Roadway with Transit Preference
- **Total Annual Unlinked Transit Trips**
- **Population and Jobs with at Least Moderately-High Transit Availability**




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### Other

- **Percent Non-Single Occupancy Vehicle (Non-SOV) Travel to Work**
- **Percentage of Regional Greenways and Trails Plan Completed**
- **Federal Performance Measure**
  - Number of non-motorized serious injuries




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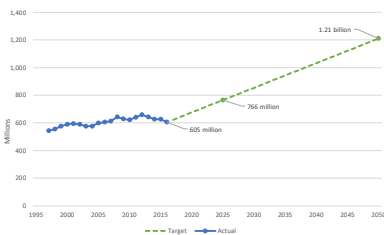
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### Proposed Indicators Targets

Total Annual Unlinked Transit Trips



**Current:**  
**2016:** 605 million  
**Targets:**  
**2025:** 766 million  
**2050:** 1.21 billion (double)




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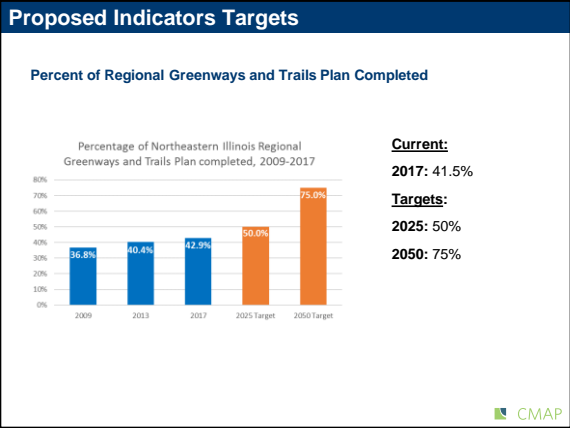
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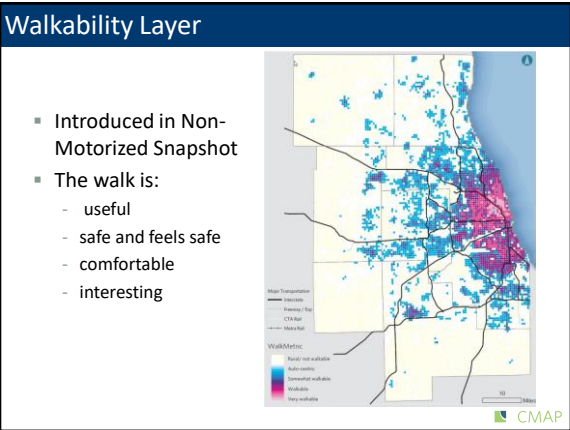
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- ### Next Steps
- Adjust targets as needed, based on committee feedback
  - Compile all final indicators and targets into an ON TO 2050 appendix (April 2018)
- CMAP

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## Thank You

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