

Get involved

Over the next year, CMAP will publish reports and updates in the following areas as part of the ongoing development of ON TO 2050. There will also be topical forums and workshops to attend throughout the year. Please mark the topics about which you would like to receive more details, and don't forget to include your contact information.

- Demographic trends
- Climate resilience
- Green infrastructure
- Stormwater management/ water resources
- Housing supply and affordability
- Inclusive growth
- Economic clusters and resilience
- Lands in transition
- Infill and transit oriented development
- Tax policies and land use impacts
- Reinvestment and infill
- Shared services/consolidation
- Community capacity
- Socioeconomic forecast
- Transportation system funding
- Transportation asset conditions
- New transportation technology
- Transit modernization
- Highway operations
- Freight system, planning, and policy

Name and Title

Email

Organization

- I would like to co-host an ON TO 2050 workshop.



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About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. The agency and its partners are developing ON TO 2050, a new comprehensive regional plan to help the seven counties and 284 communities of northeastern Illinois to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See www.cmap.illinois.gov for more information.

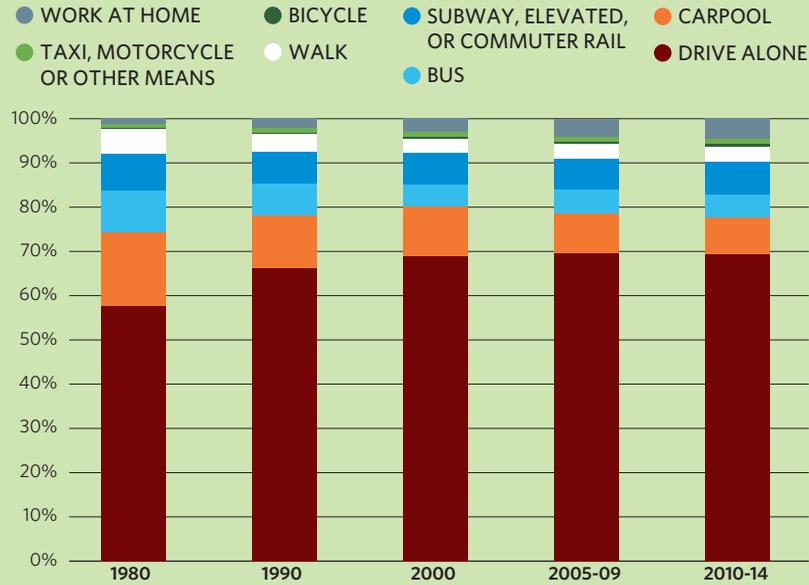
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TRANSPORTATION NETWORK TRENDS

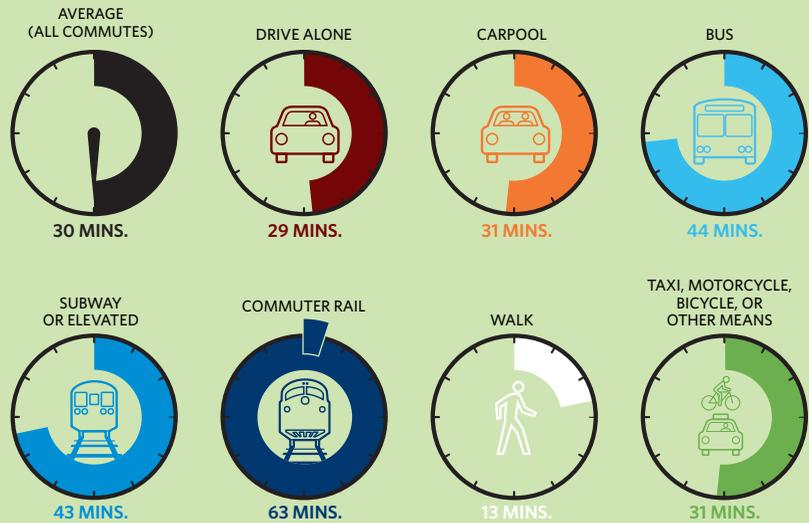
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Commuter mode share in the seven-county CMAP region, select years



Average one-way commute time by mode in the CMAP region, 2010-14



Source: Chicago Metropolitan Agency for Planning analysis of U.S. Decennial Census data, 1980-2000 and American Community Survey estimates for 2005-09 and 2010-14.

Understanding how residents use the region's transportation system and how that use changes over time is critical to effective planning.

Documenting travel behavior and trends in our region, such as the types of transportation modes people use to commute and how transit ridership and commute times have changed over time, is essential to planning for a transportation system that meets the needs of all the region's residents. Likewise, considering other changes in behavior, like at what age and rate people are getting drivers licenses or using car-sharing services, helps transportation planners prepare for the future.

It is equally important to examine how our transportation system is performing. For instance, looking at how transportation dollars are spent and the outcome of that spending can translate into more effective budgeting. Using this data can help us reach our livability goals as a region.

◀ Mode share and average commute time are two metrics that can provide insight into how use of the region's transportation system changes over time. Both mode share and travel time are influenced by a number of factors, including system performance, development patterns, and demographic trends.

ON TO 2050 can help the region address our changing transportation needs.

CMAP staff will use the upcoming, data-driven Transportation Trends Snapshot report in developing indicators and strategies for ON TO 2050. A core function of our role as a metropolitan planning organization is working with stakeholders to understand where our region's transportation system is now and how we measure against our targets. This information will be essential in helping the region to refine and improve the system.

Learn more at www.cmap.illinois.gov/ONTO2050.

TRANSPORTATION NETWORK TRENDS

This is *your* plan

Help us develop ON TO 2050 by providing your input below.

① What information about transportation trends in the Chicago region do you most need?

② What trends do you think are most important for ON TO 2050 to respond to? Please rank.

- Driving patterns and congestion
- Public transit system performance
- Transportation spending and finance
- Infrastructure condition
- Safety
- Sociodemographic differences in travel patterns
- Emerging transportation technologies
- Other

③ Please provide any additional comments.

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