



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: August 31, 2018
Re: Proposed ON TO 2050 Walkability Indicator and Targets

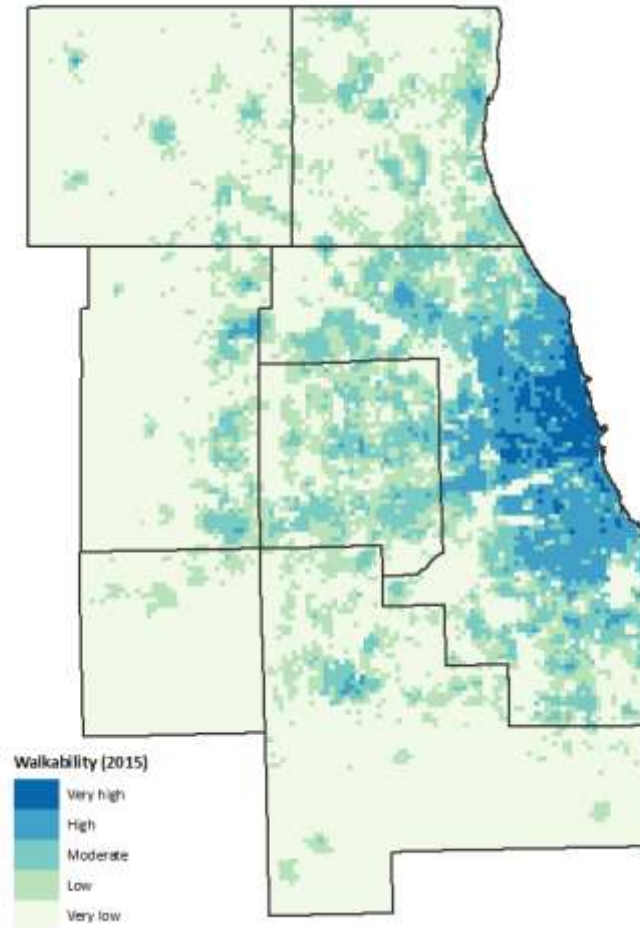
The draft of ON TO 2050 released for public comment included an **“Indicators Appendix”** detailing the various topic-specific metrics intended to function as a set of performance measures to benchmark the region’s progress on plan implementation. Most indicators had targets for both 2025 and 2050 to evaluate near- and long-term progress.

The proposed walkability indicator – titled “population and jobs located in at least somewhat walkable areas” in the draft plan – was added late in the indicator refinement process, so staff were not ready to propose targets at that time. Since then, staff have received additional stakeholder feedback and propose to modify both the underlying walkability layer and the indicator itself to better reflect the recommendations of the plan. The indicator, with proposed targets for 2025 and 2050, and revised layer methodology are detailed in the table below.

Population and Jobs Located in Highly Walkable Areas

Indicator:	ON TO 2050 places a high priority on supporting development of compact, walkable communities to help meet increasing demand for these places, support transit, and improve mobility. This indicator will report the percentages of the region’s population and jobs located in areas with “high” or “very high” walkability. To assess walkability, CMAP created an index that considers multiple factors contributing to walkability: nearby amenities, block length, intersection density, population and employment densities, tree canopy cover, and bicycle or pedestrian fatalities and serious injuries. This indicator notably does <i>not</i> include sidewalk coverage as a factor, owing to a lack of region-wide data availability; as a result, this indicator may provide an overly optimistic estimate of walkability in some areas.
Methodology:	The walkability layer is a localized metric that takes into account the number and types of amenities reachable on foot in 30 minutes, average block length,

intersection density, population and employment densities, tree canopy cover, and the number of bicycle or pedestrian fatalities and serious injuries in a given subzone. Subzones with scores above 50 are considered to have “high” walkability and those with scores above 100 are considered to have “very high” walkability. This indicator tracks the percentages of the entire region’s population and jobs that are located within these subzones.



Due to data limitations, the walkability layer does not consider sidewalk coverage or wheelchair accessibility to destinations, and may therefore overestimate the walkability of some areas that score highly on the other factors. CMAP is in the process of developing a regional sidewalk inventory, which is expected to be incorporated into a future version of this metric. Another factor for future consideration is the percentage of controlled vs. uncontrolled intersections in a given area (i.e. the percentage of intersections with traffic lights or stop signs for all directions).

Proposed
Targets:

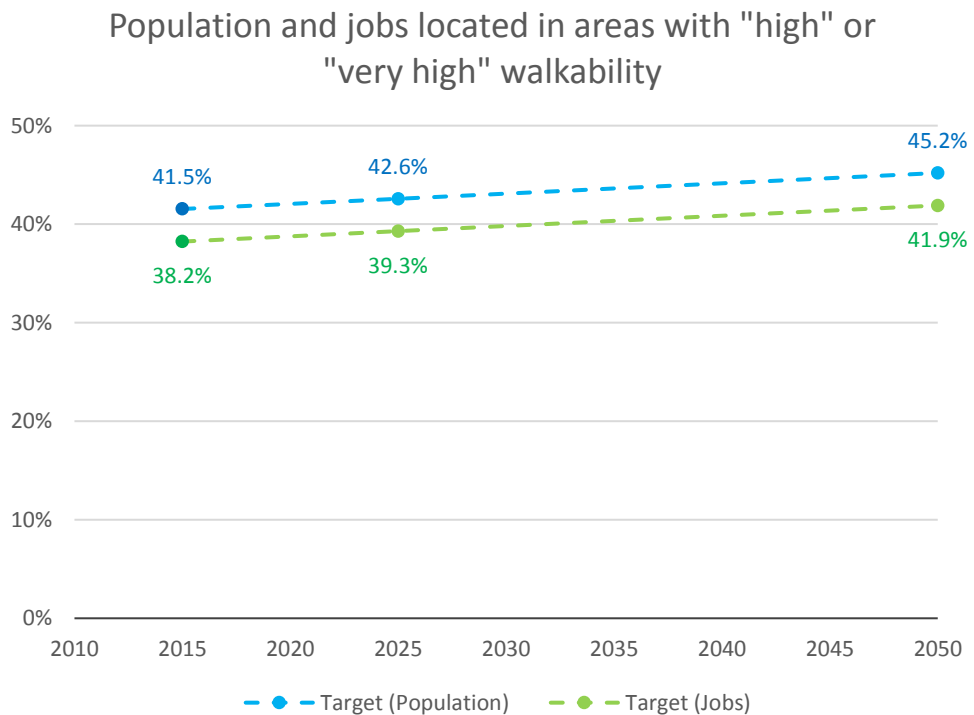
As of 2015, 41.5 percent of the region’s population and 38.2 percent of the region’s jobs were located in areas with “high” or “very high” walkability. Based on the ON TO 2050 forecast of population and jobs, these shares are projected to decrease to 38.3 and 36.2 percent, respectively, since the growth rate of population and jobs in areas of existing high walkability is in many cases lower than the growth rate in the rest of the region. This is due to the

built-out nature of these areas. The forecast also prioritizes population and employment increases in areas with high to moderate transit access, even if those areas do not have high walkability today.

To increase walkability, targeted investments are required to make areas with “moderate” walkability more walkable, thereby shifting them into the “high” category. Such investments could include filling the gaps in sidewalk coverage, greater transit frequency and connectivity, improved pedestrian and bicyclist facilities, increased tree canopy cover, and a greater number or variety of amenities. Densification of population and jobs would also help communities to become more walkable. Targets have been set with the assumption that the top quartile of subzones with “moderate” walkability located in urbanized areas (ranked by their respective walkability scores) can reach “high” walkability by 2050 with targeted investments. These subzones account for approximately 2.5% of the region’s land area. The 2025 targets are derived from a straight-line interpolation between the 2015 and 2050 values.

2025: At least 42.6 percent of population and 39.3 percent of jobs located in areas with “high” or “very high” walkability

2050: At least 45.2 percent of population and 41.9 percent of jobs located in areas with “high” or “very high” walkability



ACTION REQUESTED: Discussion

###