



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee Annotated Agenda Friday, September 7, 2018--9:30 a.m.

**Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois**

- 1.0 Call to Order/Introductions** **9:30 a.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes— August 3, 2018**
ACTION REQUESTED: Approval
- 4.0 Coordinating Committee Reports**
Neither coordinating committee has met since the previous Transportation Committee meeting. The Planning Committee is scheduled to meet on September 12 and October 3, and the Programming Committee is scheduled to meet on October 3.
ACTION REQUESTED: Information
- 5.0 FFY 2014-19 Transportation Improvement Program (TIP)**
TIP Amendment **18-08** was published to the [eTIP web site](#) on August 31, 2018 for committee review and public comment. A memo summarizing the formal TIP amendment **18-08** and administrative amendment **18-08.1** is included in the meeting materials.
ACTION REQUESTED: Approval
- 6.0 FFY 2019-24 Transportation Improvement Program (TIP) and ON TO 2050/TIP Conformity Amendment Public Comment Update**
Staff will provide an update on comments received and proposed changes to the document and conformity analysis memo.
ACTION REQUESTED: Information
- 7.0 Transportation Conformity Process Overview**
Staff will provide an overview of the transportation conformity process, including various challenges and issues facing the region.
ACTION REQUESTED: Discussion

8.0 ON TO 2050

8.1 Walkability Indicator

Staff will provide an update on the proposed ON TO 2050 walkability indicator and targets.

ACTION REQUESTED: Discussion

8.2 Public Comment Summary

Staff will summarize comments received and next steps.

ACTION REQUESTED: Discussion

9.0 Status of 2019 Safety Targets

The Illinois Department of Transportation adopted [2019 safety targets](#) in August. These targets will be discussed by CMAP's Regional Transportation Operations Coalition (RTOC) on September 22.

Recommended CMAP targets will be presented to the Transportation Committee in November for recommendation for approval to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Information

10.0 Safe Routes to Schools (SRTS) Funding Notification

IDOT has [announced](#) they will be accepting applications for the SRTS Funding Cycle 2019 from Monday, September 24, 2018 through Monday, November 19, 2018. Federal participation for this funding cycle will be 100%. The announcement of selected projects will occur in March 2019. More information and application guidelines are available on IDOT's [Illinois Safe Routes to School Program](#) web page.

ACTION REQUESTED: Information

11.0 Local Technical Assistance (LTA) Program Update

The LTA program status report is available [here](#).

ACTION REQUESTED: Information

12.0 Other Business

13.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the time for the public comment period will immediately follow the last item on the agenda.

14.0 Next meeting

The Transportation Committee is scheduled to meet next on September 28, 2018.

15.0 Adjournment

Committee Members

_____ Gabrielle Biciunas	_____ Luann Hamilton	_____ Randy Neufeld
_____ Darwin Burkhart	_____ Robert Hann	_____ Anthony Quigley
_____ Kevin Carrier	_____ Jessica Hector-Hsu	_____ Tom Rickert
_____ Lynnette Ciavarella	_____ Scott Hennings	_____ Leon Rockingham
_____ Michael Connelly	_____ Tom Kelso	_____ Joe Schofer
_____ John Donovan***	_____ Jennifer (Sis) Killen*	_____ Lorraine Snorden
_____ Doug Ferguson	_____ Fran Klaas	_____ Chris Snyder
_____ Tony Greep***	_____ Christina Kupkowski	_____ P.S. Sriraj
_____ Jacky Grimshaw	_____ Beth McCluskey	_____ Audrey Wennink
_____ Adrian Guerrero	_____ Kevin Muhs	_____ Rocco Zucchero**

*Chair

**Vice-Chair

***Non-voting



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

Draft Minutes

August 3, 2018

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

**Committee Members
Present:**

Rocco Zuccherro – Illinois Tollway, Chair, Brian Carlson – IDOT, Kevin Carrier – Lake County, Michael Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Jackie Forbes – Kane County, Luann Hamilton – CDOT, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, Beth McCluskey – IDOT OIPI, Kevin Muhs – SEWRPC, Jason Osborn – Metra, Ryan Peterson – Kendall County, Chris Snyder – DuPage County, Trey Wadsworth – NIRPC, Audrey Wennink – MPC

Absent:

Darwin Burkhart – IEPA, Tony Greep – FTA, Jacky Grimshaw – CNT, Adrian Guerrero – Class One Railroads, Robert Hann – Private Providers, Jennifer (Sis) Killen – Cook County, Randy Neufeld – Bicycle & Pedestrian Task Force, Leon Rockingham – Council of Mayors, Joe Schofer – Academic & Research, Lorraine Snorden – Pace, P.S. Sriraj – Academic & Research

Others Present:

Erin Aleman, Garland Armstrong, Heather Armstrong, Malika Hainer, Cole Jackson, Tatiana Jane, Emily Karry, Mike Klemens, Josh Klingenstein, Aimee Lee, William Morgan, Kelsey Mulhausen, Kevin Peralta, Dan Persky, Leslie Phemister, Lauren Platt, Chad Riddle, William Riley, Adam Rod, Adam Roldstad, Dave Seglin, Cody Sheriff, Mike Walczak

Staff Present:

Lindsay Bayley, Sara Buchhorn, Anthony Cefali, Emily Daucher, Teri Dixon, Kama Dobbs, Jesse Elam, Elizabeth Irvin, Leroy Kos, Stephanie Levine, Jen Maddux, Martin Menninger, Dimitrios Nioras, Russell Pietrowiak, Todd Schmidt, Jeff Schnobrich, Liz Schuh, Gordon Smith, Joe Szabo, Simone Weil, Drew Williams-Clark, Barbara Zubek

1.0 Call to Order/Introductions

Chairman Zuccherro called the meeting to order a 9:30 a.m.

2.0 Agenda Changes and Announcements

Chairman Zuccherro announced that agenda item 7.2 will be considered before 7.1.

3.0 Approval of Minutes – June 3, 2018

A motion to approve the minutes of the June 3, 2018 meeting, as presented, made by Ms. Hamilton and seconded by Mr. Snyder, carried.

4.0 Coordinating Committee Reports

Chairman Zuccherro reported that the Programming Committee received updates on the ON TO 2050 launch event, the status of current LTA projects, including a presentation on the North Lawndale Neighborhood Plan, and the LTA Call for Projects schedule. The committee also recommended approval of the FY 2019 UWP and the Pilot Pavement Management Program to the MPO Policy Committee and CMAP Board. The Planning Committee discussed the 2018 LTA Call for Projects schedule, the ON TO 2050 outreach schedule, launch event, implementation priorities, and communications materials. The next Planning Committee meeting is scheduled for September 12 and the next Programming Committee is scheduled for October 3.

5.0 FFY 14-19 TIP Amendments and Administrative Modifications

Mr. Kos reported that formal amendment 18-07 was published to the eTIP website on July 27 for committee review and public comment. Administrative amendment 18-07.1 was posted for information. A memo that summarized the formal and administrative changes was included in the packet. A motion to approve formal TIP amendment 18-07, made by Mr. Connelly and seconded by Mr. Hennings, carried.

6.0 ON TO 2050

6.1 Implementation Priorities of the ON TO 2050 Plan

Mr. Williams-Clark provided an overview of recently initiated activities to implement the draft ON TO 2050 recommendations outlined in the memo included in the packet. He stated the recently completed municipal survey, which had an 80% response rate, will help to inform prioritization of implementation activities. Mr. Snyder asked if discussions about a centralized truck permitting project will be continue. Mr. Williams-Clark stated he would follow-up with the staff involved in that effort.

6.2 Public Comment Update

Ms. Schuh provided a brief update on public comment received to date. With 11 days left in the comment period, CMAP has received about 700 comments. Most comments have been focused around specific projects that are not identified as Regionally Significant Projects, such as the potential BSNF extension into Kendall County and the Crossrail proposal. She reported there have also been a number of comments about

issues across the plan addressing environmental concerns, public health issues, and providing transportation and housing options for seniors. She also noted that no comments had been submitted regarding the 2019-2024 TIP or conformity analysis.

In response to a question from Chairman Zucchero, Ms. Schuh stated that there were many conversations at the open houses about the broader issues in the plan, as well as topics and projects of local interest. She explained that all comments will be cataloged by chapter in an appendix to the plan, along with documentation of changes made in response to those comments. The comments will be listed by chapter and will indicate where changes in the plan were made and all comments will be listed in the appendix of the plan. In response to a question from Mr. Osborn, Ms. Schuh stated that most comments regarding extension of the BNSF came from residents from the Village of Oswego, most of whom favor the project.

7.0 Transportation Performance Targets

7.2 State Performance Targets Update

Mr. Morgan provided an update on the state's performance targets and distributed the Transportation Performance Management Summary for PM1, PM2, and PM3 and Core Highway Safety Performance Measures documents. He noted the handouts were also posted on the committee webpage.

Mr. Snyder asked what the source of data is for the local NHS. Mr. Morgan replied that pavement information is collected on the entire NHS system, both state and local. Mr. Connelly asked how much of the VMT increase is related to ride share activity. Mr. Morgan stated there is nothing specific that breaks that information out and he added that VMT is going up all across the state and not just in urban areas. Mr. Morgan stated that the highest historic VMT level occurred in 2004 and the lowest in 2006 and 2007 and it is slowly starting to come back up. Mr. Snyder suggested that the recent trend might be a result of the economy. Mr. Morgan said there are many different factors that can affect the VMT, including less young drivers and less expansion of roads. Chairman Zucchero asked for clarification on the MPO sizes and the need to report. Mr. Morgan explained that the only change is that MPOs with populations over 200,000 need to report. Ms. Aleman clarified that IDOT is responsible for reporting on the local NHS system targets but not responsible for improvements on the local NHS. She said after the adoption of the final Transportation Asset Plan there will be more communications on the prioritization of the NHS because that directly impacts IDOT's use of federal funds. Mr. Connelly asked about the non-attainment status of the region. Ms. Dobbs stated that status will be discussed at one of the September Transportation Committee meetings. Mr. Carrier stated that he is concerned about the lag in crash data along with the time it takes to implement improvements and asked if there are any ramifications for delayed improvements. Mr. Kelso stated that IDOT is currently developing an agreement with CMAP to hire a consultant to provide access to more current crash data. Ms. Aleman added that the penalty would be more reporting. Mr.

Carlson stated that there is an effort in District 1 to add safety measures to routine maintenance projects. Mr. Donovan added that this information will be tracked in the TIP.

7.1 ON TO 2050 2018 System Performance Report

Mr. Menninger provided an overview of the federal performance measures and targets that were posted for public comment along with the ON TO 2050 draft. The 2018 System Performance Report covers highway safety, pavement and bridge condition, system performance, and transit asset management.

Mr. Snyder asked why the HERE data is noticeably different than the NRIX and why the performance targets are based on NRIX only. Mr. Menninger explained that they are different because of new methodologies. The NRIX data is probed data and it is assumed that it will be reliable going forward. The HERE data was used to show trends. Mr. Morgan commented that the NRIX data has more arterial data and that explains why the interstates stayed the same. Chairman Zucchero asked who will be responsible for entering the information into the TIP. Mr. Menninger stated that it would be the project sponsors and the questions would be phrased in a way directly related to the project. Chairman Zucchero asked if there are ramifications if the measures are not met. Mr. Menninger stated there are no MPO specific consequences but there are consequences for the state. Mr. Carlson stated that the safety measurements are extensive and it will be difficult to capture all of the information in the TIP. He added that IDOT has limited abilities to provide all of that information. Ms. Wennink asked about the state's capability to associate the infrastructure with the crash data. Mr. Carlson stated that the state is in the process of trying to identify assets and start evaluations with crash data.

8.0 RTA 2019-2023 Capital Program

Ms. Jane provided an overview of the RTA 2019-2023 Capital Program development. Chairman Zucchero asked for clarification on the capital program and capital expenditures. Ms. Jane explained that the capital program is a plan and the entire plan is not fully funded.

9.0 Status of the Local Technical Assistance (LTA) Program

Information about the status of the LTA program was included in the meeting materials.

10.0 Other Business

Mr. Ferguson provided an update on the new pilot Pavement Management Program. He stated that 12 communities were initially selected and CMAP received SPR funding to add more communities to the pilot program.

11.0 Public Comment

Mr. Armstrong commented that there are no sidewalks on 159th and Oak Park in Tinley Park. He said that he takes the bus there and there are no sidewalks when he and his wife,

who is in a wheel chair, get off the bus. He expressed his concerns and asked the committee if they knew of any projects planned to add sidewalks. Mr. Armstrong also asked about the progress of the O'Hare Kiss and Fly and if there is a date for the official ribbon cutting. Mr. Carlson responded that with the complete streets policy, sidewalks are required when doing a highway project but IDOT does not have any projects currently planned in that location. He stated that it would be the local agency's responsibility to add the sidewalks if there is no highway project planned. Mr. Carlson said Tinley Park will be contacted to see if they have anything planned. Mr. Rod from the Chicago Department of Aviation stated that the O'Hare Kiss and Fly ribbon cutting was originally planned for October but the actual opening depends on the progress of the airport train project.

12.0 Next Meeting

Chairman Zucchero announced there are two meetings scheduled in September. The next meeting on September 7 is a regular business meeting. The committee will be meeting again on September 28 to consider recommending adoption of ON TO 2050, the FFY 2019-2024 TIP, and the conformity analysis to the MPO Policy Committee and Board.

13.0 Adjournment

On a motion by Mr. Snyder, seconded by Ms. Kupkowski, the meeting adjourned at 10:47 a.m.



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: August 31, 2018
Re: Transportation Improvement Program (TIP) Amendments

Since the August committee meeting, project programmers submitted 58 Formal Amendments for Transportation Committee consideration. Staff also reviewed and accepted 189 Administrative Amendments. Summary information is presented below. A list of projects and a report containing the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#).

Formal Amendment 18-08

A total of 58 **Formal Amendments** were submitted for Transportation Committee approval. Sixteen (16) new projects added over \$56 million in total cost to the TIP. Another \$31.7 million was added due to cost changes on nineteen (19) projects, scope changes on three (3) projects, and the addition of a right-of-way phase on one (1) project. Four (4) projects were deleted, removing \$10 million in total cost. Fourteen (14) schedule changes to move phases into or out of the active TIP years also occurred and one (1) project was completed, with no change to total cost. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of just over \$78 million to the TIP, as summarized below.

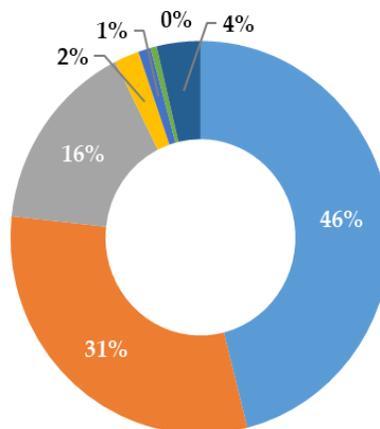
Type of Change	# of Projects	Change in Total Cost	Total Cost Before	Total Cost After
New Project	16	\$56,646,200	\$0	\$56,646,200
Cost change	19	\$25,823,572	\$131,613,958	\$157,437,530
Scope change	3	\$5,480,000	\$14,646,516	\$20,126,516
Phase change	1	\$364,000	\$2,502,500	\$2,866,500
Delete project	4	-\$10,004,881	\$10,004,881	\$0
Schedule change	14	\$0	\$76,568,258	\$76,568,258
Complete project	1	\$0	\$1,090,000	\$1,090,000
Grand Total	58	\$78,308,891	\$236,426,113	\$314,735,004

Administrative Amendment 18-08.1

A total of 189 Administrative Amendments were submitted, reviewed, and accepted by staff on amendment **18-08.1**. These include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

18-08.1 Administrative Amendment Type of Changes

■ AC ■ Schedule ■ Cost ■ New ■ Scope ■ Delete ■ Other



Seventy-nine (79) projects were converted from Advance Construction (AC) and eight (8) were placed in AC, adding a little over \$12 million to the TIP. Cost adjustments made with fifty-eight (58) schedule changes and two (2) minor scope changes added just over \$700,000. Four (4) new projects added \$1.6 million. Thirty (30) cost changes and one (1) project deletion removed over \$24 million in total cost from the TIP. In total, the administrative changes resulted in just under \$10 million in total cost being removed from the TIP. The type of change, number of projects affected, and total project cost information is shown on the next page. Total cost includes all fund sources and all project phases in prior, current, and future years.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Phase(s) converted from Advance Construction	79	\$12,255,169	\$2,205,274,709	\$2,217,529,878
Phase(s) placed in Advance Construction	8	\$0	\$56,999,212	\$56,999,212
Schedule change within TIP years	58	\$655,064	\$587,983,201	\$588,638,265
Minor scope change	2	\$50,000	\$1,264,800	\$1,314,800
Cost change below amendment thresholds	30	-\$22,685,539	\$998,911,442	\$976,225,903
Delete project	1	-\$1,900,000	\$1,900,000	\$0
New project	4	\$1,630,000	\$0	\$1,630,000
Other	7	\$0	\$23,340,634	\$23,340,634
Grand Total	189	-\$9,995,306	\$3,875,673,998	\$3,865,678,692

ACTION REQUESTED: Approval of Amendment 18-08

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Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: August 31, 2018

Re: Transportation Air Quality Conformity in the CMAP Region

Recently, there have been a number of regulatory, legal, and technical challenges that may have a profound impact on transportation conformity analysis in the near and long term. New nonattainment areas for the 2015 Ozone NAAQS and a notice for Findings of Failure To Submit State Implementation Plan Submittals for the 2008 Ozone NAAQS, *South Coast Air Quality Management District vs EPA*, a new MOVES model, and data are among these challenges. Given the importance of conformity to transportation planning and implementation, CMAP staff intends to provide regular updates and go into more detail on issues affecting transportation conformity with the transportation committee at future meetings.

As a precursor to discussing many of the issues mentioned above at future meetings an overview of the current state of transportation conformity in the CMAP region is useful. The CMAP region is an air quality nonattainment area for ozone. As a nonattainment area the region is subject to conformity under the Clean Air Act of 1970. Transportation conformity has been subject to a number of formal rules to clarify the requirements for implementers, the most recent of which is from 2012. FHWA and FTA funding and approvals are only given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone. Both ON TO 2050 and the Transportation Improvement Program (TIP) must demonstrate that the region conforms to the National Ambient Air Quality Standards (NAAQS) for ozone. This is accomplished through travel demand and air quality modeling that demonstrates the region does not exceed the approved Motor Vehicle Emission Budget (MVEB) for the CMAP area contained in the Illinois Environmental Protection Agency (IEPA) State Implementation Plan (SIP).

The CMAP region currently has to comply with three different ozone standards, each of which has different ozone nonattainment classifications and nonattainment geographies:

<u>Year</u>	<u>Standard</u>	<u>Classification</u>
1997	0.080 parts per million (PPM)	Moderate – Maintenance
2008	0.075 PPM	Moderate – Nonattainment*
2015	0.070 PPM	Marginal – Nonattainment

*Due to a failure to attain the 2008 Ozone NAAQS by December 31, 2018 the region is expected to be reclassified as Serious –nonattainment for the 2008 Standard. There are additional standards, measures and controls that the region will have to meet. These will be discussed at Tier II Consultation and will be shared in future updates.

A change in the Nonattainment classification by EPA will likely result in the either the development of a new SIP or a modification of the existing SIP for the CMAP region as the [SIP Elements](#) for each classification are either different or enhanced.

Changes to the standards and classifications have been accompanied by changes to the non-attainment geography for the CMAP region. Under the 2008 NAAQS, Cook, DuPage, Kane, Lake, McHenry, and Will Counties and portions of Grundy (Aux Sable and Goose Lake Townships) and Kendall (Oswego Township) Counties in Illinois, Lake and Porter Counties in Indiana, and Kenosha County (I-94 corridor to Lake Michigan) in Wisconsin comprise the IL-IN-WI nonattainment area. CMAP is only responsible for performing transportation conformity for the Illinois portion of the IL-IN-WI nonattainment area. Under the 2015 standard the Illinois portion of the nonattainment area changed. McHenry County is now classified as being in attainment and will no longer be included in the modeling CMAP does to demonstrate conformity to the 2015 standard. However, because the 2008 standard also applies to the CMAP region and McHenry County is part of the nonattainment area under that standard so to demonstrate conformity to the 2008 standard CMAP’s analysis must include McHenry County.

Transportation conformity must be demonstrated for each scenario year that is required in the [Transportation Conformity Regulations](#) issued by the U.S. EPA in 2012. The current scenario years analyzed by CMAP are 2020, 2025, 2030, 2040, and 2050. Scenario years for modeling are required to be no more than 10 years apart however, as part of the [maintenance plan](#) for the 1997 8-hour ozone standard the state has to demonstrate through 2025 that the CMAP region is in attainment of the 1997 8-hour ozone standard. To do this required including 2025 as a scenario year for transportation conformity modeling. In recent conformity demonstrations the CMAP region has been just barely below the region’s MVEB for Volatile Organic Compounds (VOC’s) in 2025. This is in part because many of the benefits of the policies in GO TO 2040 and ON TO 2050 occur in later years as do the impacts of technological advances on cars and truck emissions.

Projects included in the TIP or ON TO 2050 plan that have certain “not exempt” or “exempt tested” [work types](#), primarily those that add capacity, are subject to inclusion in CMAP’s conformity analysis. Using the projected “open to traffic” year provided by project sponsors, each not exempt project is assigned to a scenario year for modeling. As an example, a project that will be open to traffic in 2022 will be part of the 2025 scenario year but not the 2020 scenario

year as the impacts of that project on the model will not occur until after 2020 but would be in place prior to 2025.

The conformity regulations require a formal interagency consultation process for developing SIPs, metropolitan transportation plans, TIPs, and making conformity determinations. At CMAP the consultation team is comprised of staff from CMAP, FHWA, FTA, U.S. EPA, RTA, IEPA, and IDOT and is referred to as the Tier II Consultation Team. Consultation meetings typically occur a couple of times a year, as needed to address transportation conformity issues, primarily on a technical level. Conformity is also addressed by the Transportation Committee and the MPO Policy Committee through review of the semi-annual conformity analyses and TIP amendments. The MPO Policy Committee is the body that approves the conformity determination stating that the TIP and ON TO 2050 demonstrate conformity to the region's MVEB. FHWA and FTA must jointly approve the amendments to the CMAP TIP and IDOT STIP and certify that the conformity analysis performed by CMAP meets the applicable criteria of 40 CFR 51 and 93.

ACTION REQUESTED: Discussion

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MEMORANDUM

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

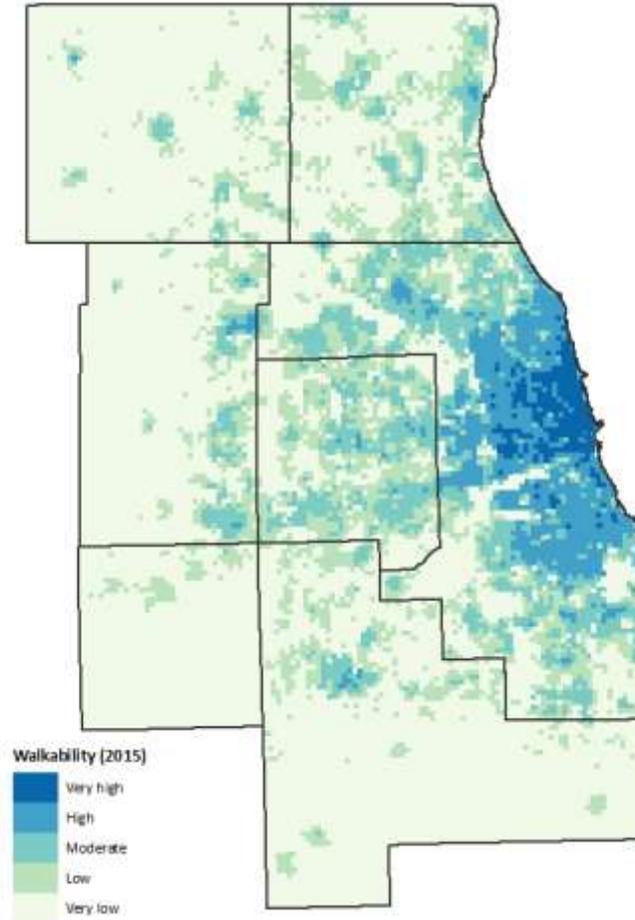
The draft of ON TO 2050 released for public comment included an **“Indicators Appendix”** detailing the various topic-specific metrics intended to function as a set of performance measures to benchmark the region’s progress on plan implementation. Most indicators had targets for both 2025 and 2050 to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

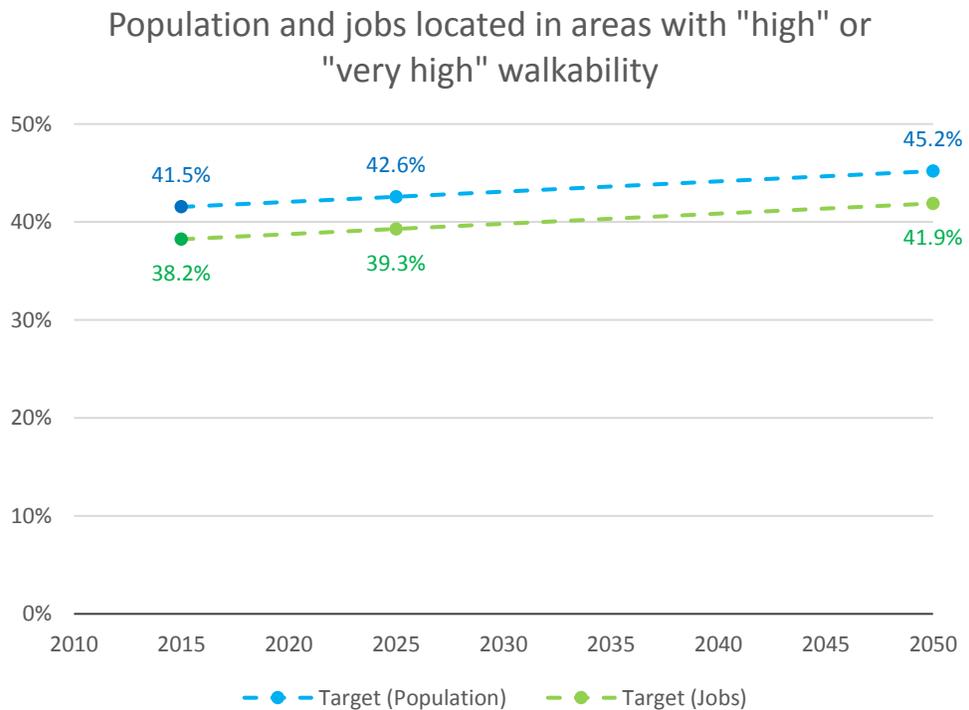
As of 2015, 41.5 percent of the region’s population and 38.2 percent of the region’s jobs were located in areas with “high” or “very high” walkability. Based on the ON TO 2050 forecast of population and jobs, these shares are projected to decrease to 38.3 and 36.2 percent, respectively, since the growth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

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