

# A New Approach to Land Use and Transportation Planning



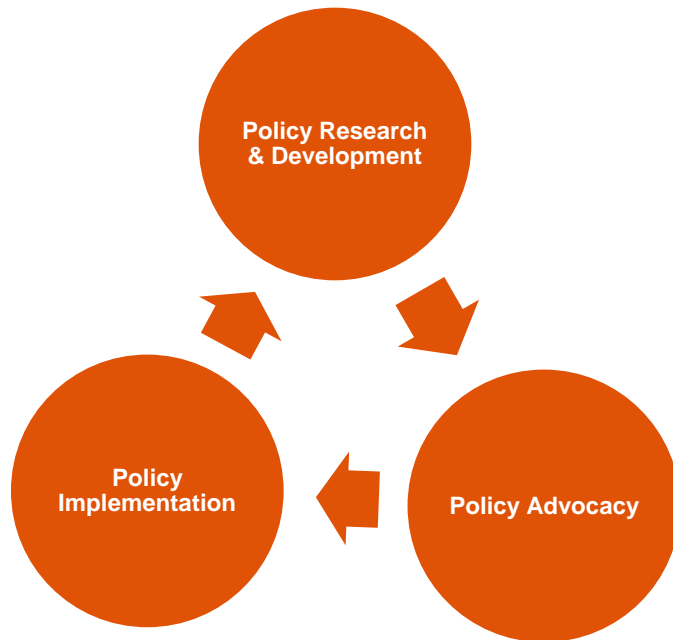
Peter Skosey  
*Vice President*  
Metropolitan Planning Council

# Bolder Policies, Better Communities, Brighter Future

- **The set up:** Post-war U.S. economic boom masked poor infrastructure spending decisions
- **The problem:** \$7.3 billion/year cost of congestion in Chicago. Nationally \$105 b transportation shortfall. Major jobs housing mismatch.
- **The solution:** Rethink Investment, reduce demand, maximize use of existing infrastructure
- **The result:** Better communities

# Metropolitan Planning Council

Since 1934, the Metropolitan Planning Council (MPC) has been dedicated to shaping a more sustainable and prosperous greater Chicago region. As an independent, nonprofit, nonpartisan organization, MPC serves communities and residents by developing, promoting and implementing solutions for sound regional growth.



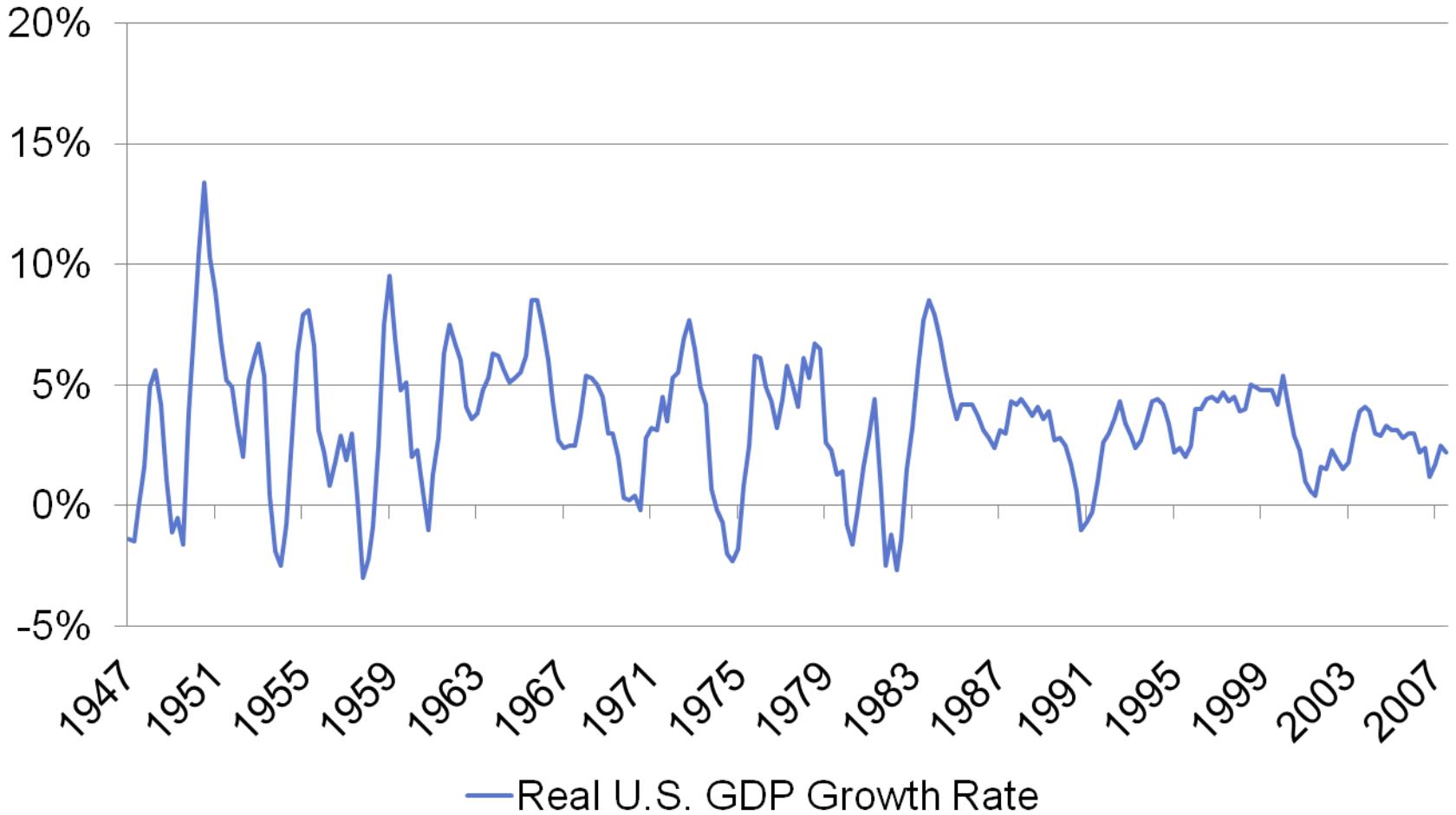
**Policy research & development** is done through direct research and the use of models tested in communities around the region.

**Policy advocacy** is done through education and outreach to policymakers at all levels of government.

**Policy implementation** is done through the practical application of MPC-designed tools communities can use.

# The Set Up

## U.S. GDP Growth Rate



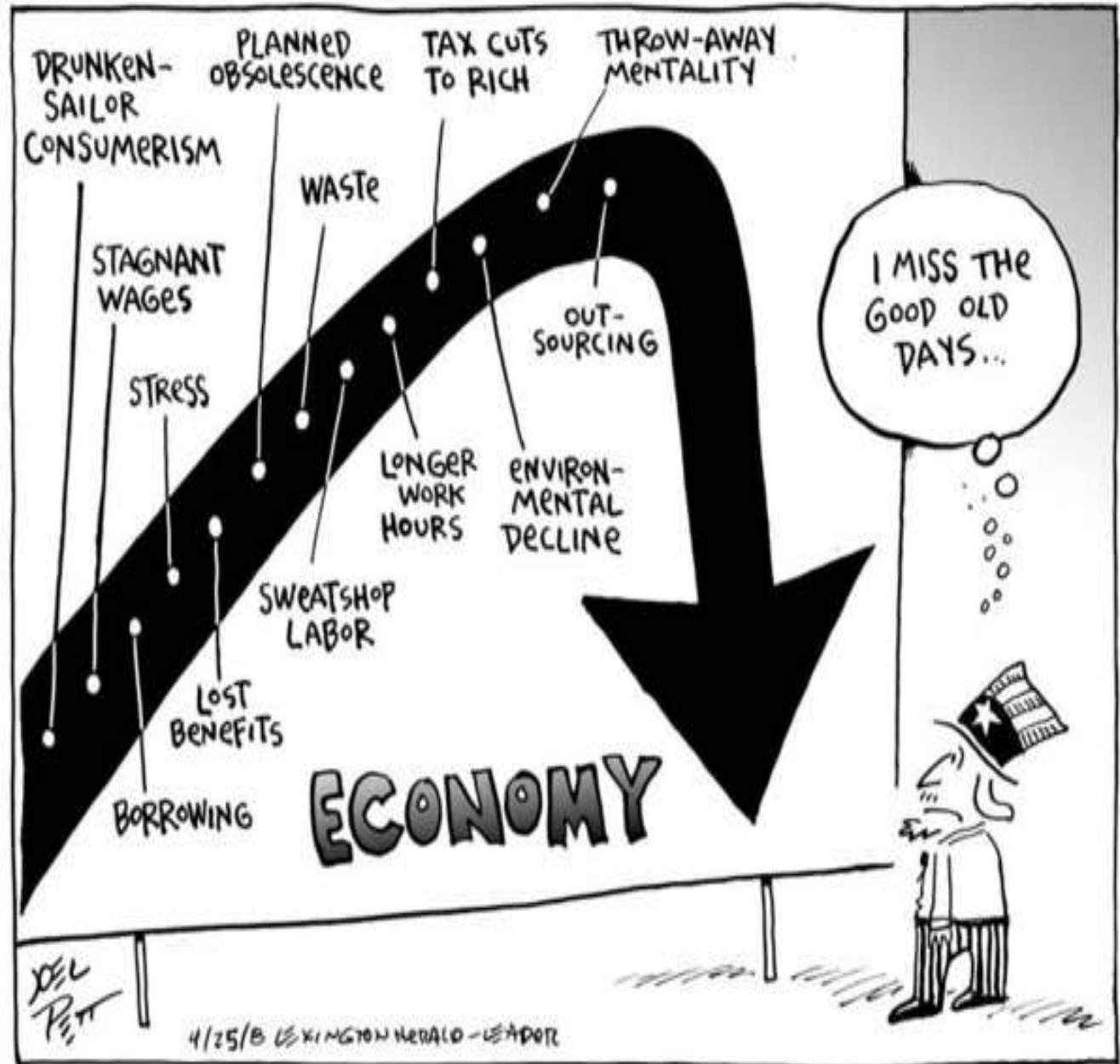
# The Set Up

## Economy masks poor investment decisions

- After World War II the federal government's debt equaled 120 percent of GDP
- Economic growth of the 1950s and '60s quickly whittled that debt away.
- No competition from Asia, India, etc.

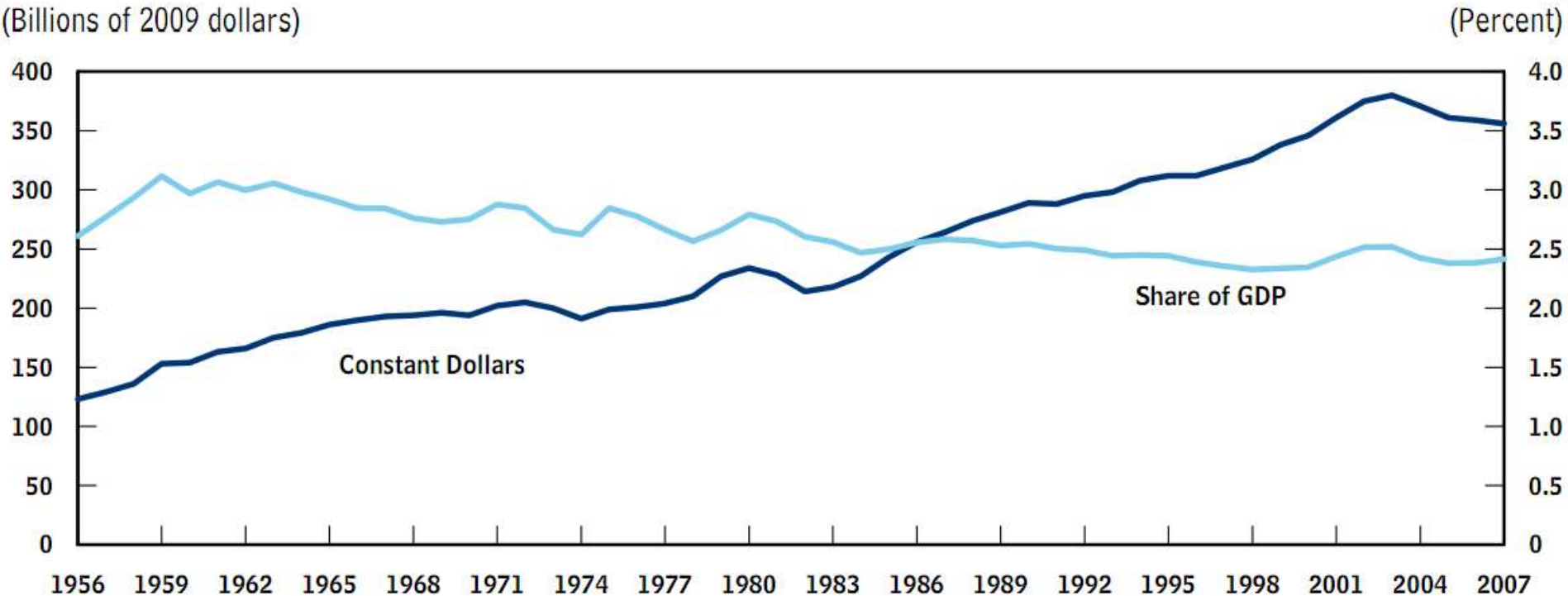


- Fast growth masks problems
  - Slow growth reveals them
- SO**
- What's the strategy for the new American economy?



**Figure 1.**

# Total Public Spending for Transportation and Water Infrastructure in Constant Dollars and as a Share of GDP, 1956 to 2007



Source: Congressional Budget Office.

Notes: Total public spending is the sum of expenditures by the federal government and by state and local governments.

For the purposes of this analysis, the phrase "transportation and water infrastructure" encompasses the facilities and systems that support transportation, provide water resources, supply drinking water, and treat wastewater.

Spending expressed in constant dollars has been adjusted to reflect the effects of inflation between the year the spending occurred and a base year, which in this study is 2009.

GDP = gross domestic product.





# The Solution: Place Based Strategies to Build Smarter Communities!

## Rethink Investment

- CMAP Major Projects
- Regional

## Reduce demand

- Employer Assisted Housing
- State

## Maximizing existing infrastructure

- Bus Rapid Transit
- Local



# Rethink Investment

## Performance Criteria

- key to place based strategies
- allows multiple goals

## Federal Programs

- Surface Transportation Bill
- TIGER Grants

## Public Private Partnerships & Infrastructure Banks

## Regional Plans

- CMAP Major Projects



“This is all about return on investment — a smart business plan for communities. Are we reducing vehicle miles traveled? Are we producing jobs? Are more people being educated? ... Are the balance of investments being made between highways, bridges, and mass transit?”

– **Adolfo Carrion**, Former Director,  
White  
House Office of Urban Affairs

# CMAP Major Projects

CMAP Created 2004

- CATS
- NIPC

30 year plan: \$385 b  
\$10.5 b 5 new facilities (<3%)

Broad measures for evaluation

Evaluation measure	Specific calculation
Long-term economic development	Jobs in region
	Total income in region
	Gross Regional Product
Congestion	Hours of congestion systemwide
Work Trip Commute Time	Average travel time in minutes, auto
	Average travel time in minutes, transit
Mode share	Total trips, auto
	Total trips, transit
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto
	Average number of jobs accessible within 75 minutes by transit
Air quality	Daily emissions of VOC, tons
Daily emissions of VOC, tons	Daily emissions of NOX, tons
	Annual emissions of direct PM, tons
	Annual emissions of NOX, tons
Energy use	Annual emissions of CO2 equivalents, metric tons
Natural resource preservation	Number of impacted subzones in unprotected natural areas
	...as % of total impacted subzones
Infill and reinvestment	Number of impacted subzones within municipal boundaries
	...as % of total impacted subzones

# Reduce Demand

## Land Use

- Employer Assisted Housing
- Mixed Income Transit Oriented Development

## Encourage Alternative Travel Modes

- Bike Sharing

## Placemaking

- ALL public spaces



“Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities.”

Ray LaHood, Secretary of  
Transportation, March 15, 2010



# Maximizing Use of Existing Infrastructure

## Pricing

- Parking
- Tolls

## Highways and Tollways

- Managed Lanes
- Bus on shoulder service
- Congestion Pricing

## Bus Rapid Transit

- Western Avenue



# Livability Principles

- Provide more transportation choices
  - Promote equitable, affordable housing
  - Enhance economic competitiveness
  - Support existing communities
  - Coordinate policies and leverage investment
  - Value communities and neighborhoods
- <http://www.dot.gov/livability/101.html>



# Livability Principles

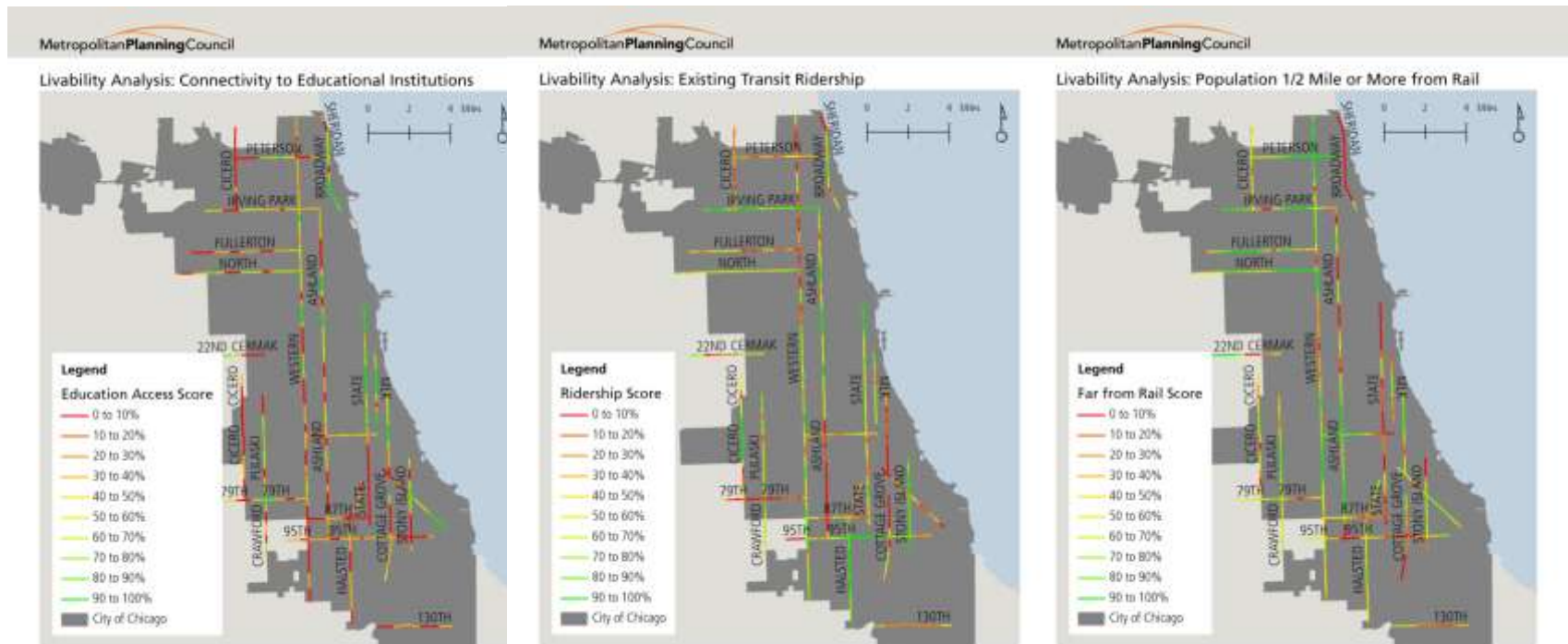
Criterion	Rationale for Selection	Study Measure	Main Corresponding Livability Principles
<b>2) Connectivity to Educational Institutions</b>	BRT has the potential to help facilitate the movement of residents, students, tourist, and employees to educational institutions.	Number of educational institutions within a half-mile of street segments.	3) Enhance Economic Competiveness  6) Value Communities and Neighborhoods
<b>9) Existing Transit Ridership</b>	Current bus ridership demonstrates existing demand for transit along the study routes.	Average passenger flow by street segment (controlling for direction) during the a.m. peak period.	1) Provide more transportation choices
<b>13) Population Not Served by Rail</b>	Residents not currently well served by rail transit have a particular and pressing need for rapid transit service within walking distance of their homes.	Residential population within a half-mile of street segments that also live beyond a half-mile radius of fixed guideway transit (CTA and/or Metra).	1) Provide more transportation choices  2) Promote Equitable, Affordable Housing

# Livability Principles

Education

Ridership

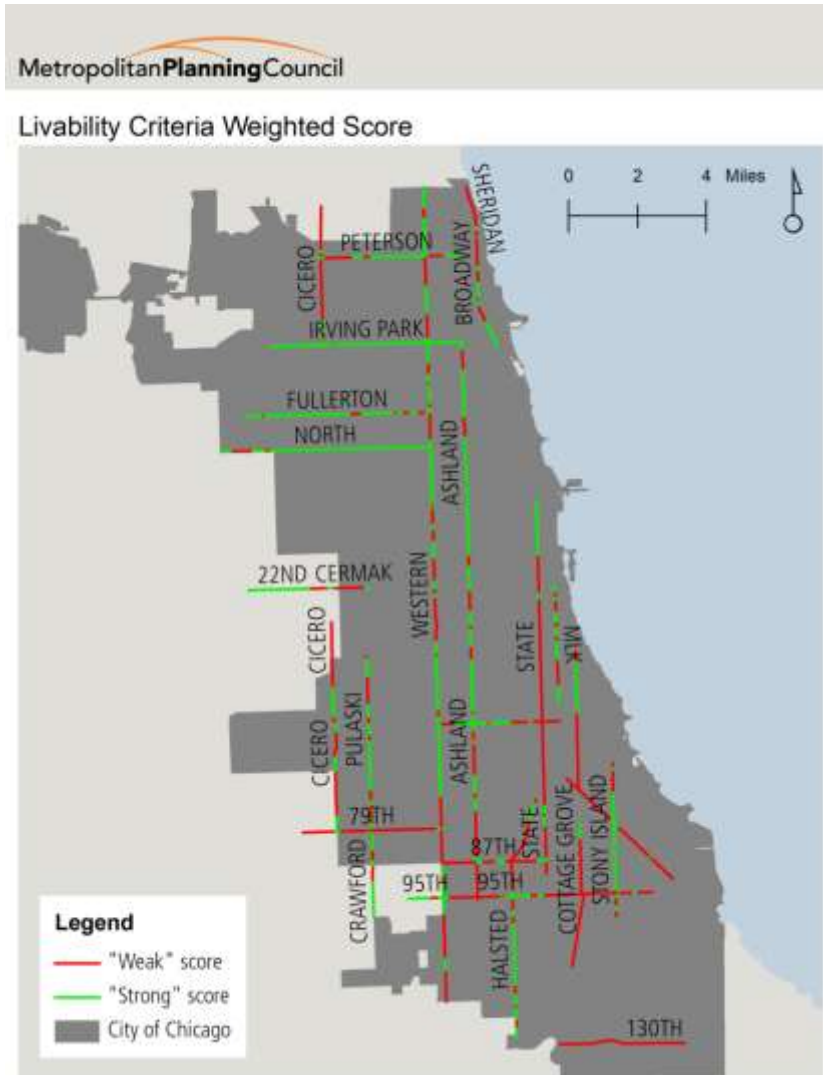
Population > .5mi from Rail



- Scoring results from three of the 14 livability criteria – access to education (left), ridership by stop (middle), and population not within walking distance of rail (right).

# Livability Principles

## Weighted Criteria

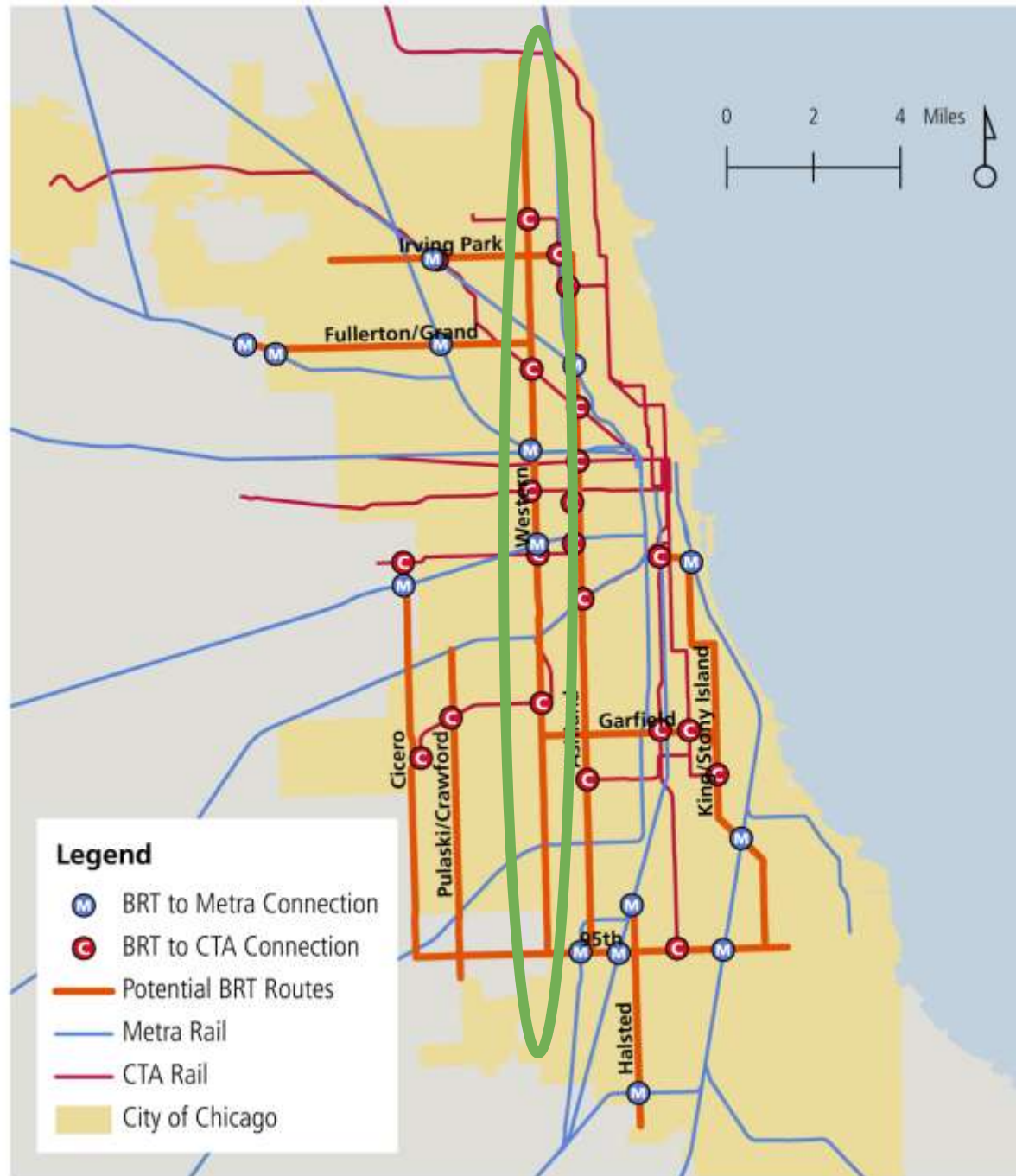


Criterion	Weight (%)
1) Connectivity to Community Services	3.59
2) Connectivity to Educational Institutions	3.59
3) Connectivity to Entertainment	3.59
4) Connectivity to Food Stores	3.59
5) Connectivity to Major Medical Care	3.59
6) Connectivity to Major Open Space	3.59
7) Connectivity to Retail	3.59
8) Employment/Job Access	3.59
9) Population	3.59
10) Existing Transit Travel Time	16.17
11) Existing Transit Ridership	16.17
12) Transportation Costs	16.17
13) Population not Served by Rail	16.17
14) Infill Development Potential	3.00

# Transit integration and connectivity

- 21 CTA rail station connections
- 15 Metra station connections
- 12 BRT on BRT connections

Potential BRT Routes



# Western Corridor

- Alternatives Analysis
- Community engagement
- Complementary public and private investment
- Innovative funding capital and operations



# Thank You

Peter Skosey  
Vice President  
Metropolitan Planning Council  
[metroplanning.org](http://metroplanning.org)

pskosey@metroplanning.org  
312.863.6004