



# Council of Mayors Executive Committee

**January 25, 2022**

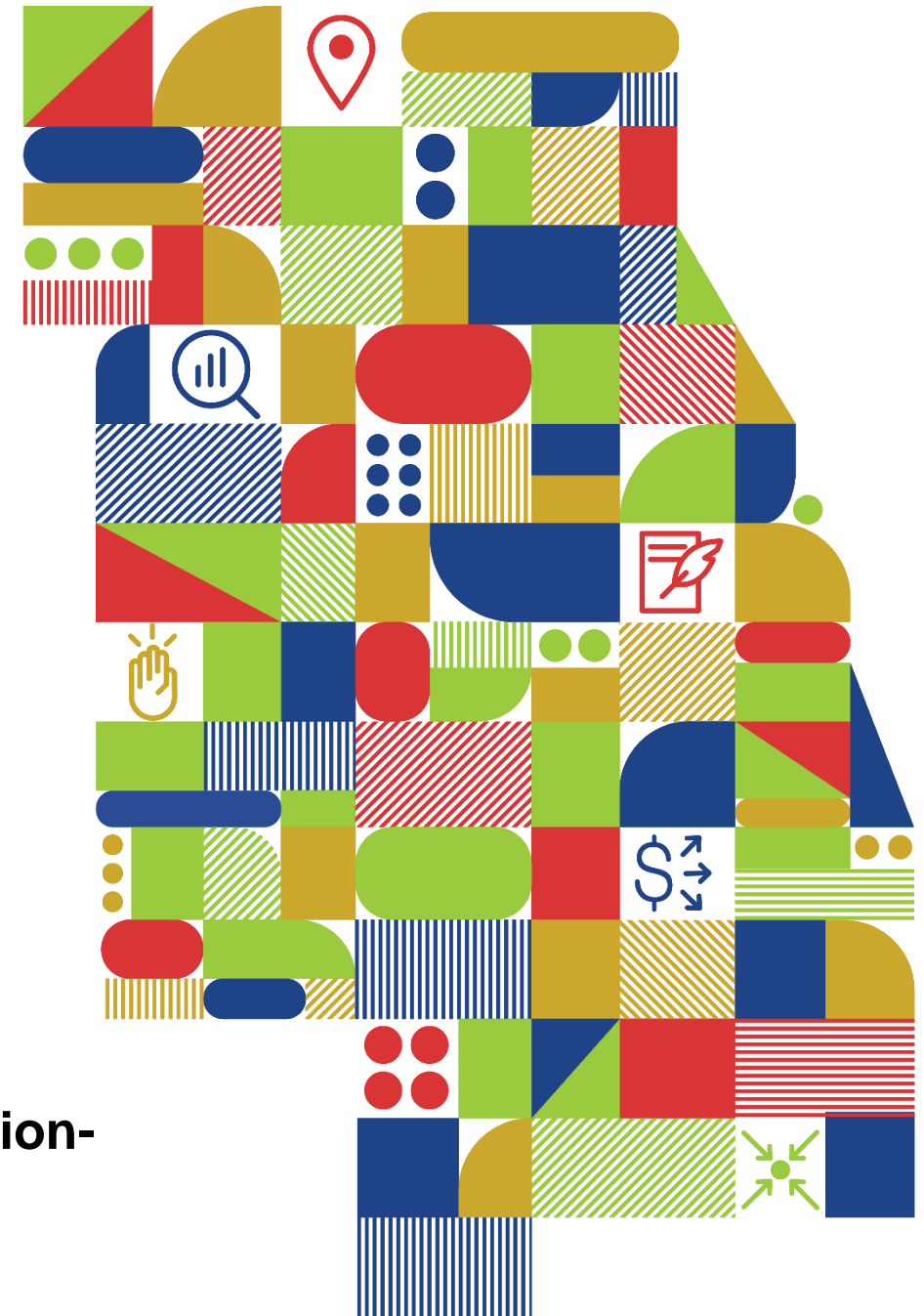
**Meeting will start at 9:30am**

**To mute/unmute your phone use \*6**

**Use the Chat Box for questions (staff are monitoring)**

**Use your full name for the login**

**Only Committee members participate in the conversation-  
except during the public comment agenda item**



# 1.0 Call to Order

## Chair Schielke

Staff will read the names of committee members that are logged-in and will then ask committee members that were missed or on the phone to introduce themselves

*To mute/unmute your phone use \*6*

# 2.0 Approval of Minutes

**Chair Schielke**

Draft Minutes from October 19, 2021

**ACTION REQUESTED: Approval**

***Committee Members: Remember to unmute (\*6) your line and state your name when making a motion.***

# 3.01 CMAP Update

## CMAP leadership

CMAP leadership will provide an update on recent actions taken by the agency.

**ACTION REQUESTED: Information**

# **3.02 STP Project Selection Committee Update**

**Kama Dobbs**

Staff will provide an update on activities of the STP Project Selection Committee.

**ACTION REQUESTED: Information**

# 3.03 IDOT Update

## Chad Riddle

The IDOT Bureau of Local Roads will provide an update on their recent work.

**ACTION REQUESTED: Information**

# 3.04 Safety Action Agenda Update

**Victoria Barrett**

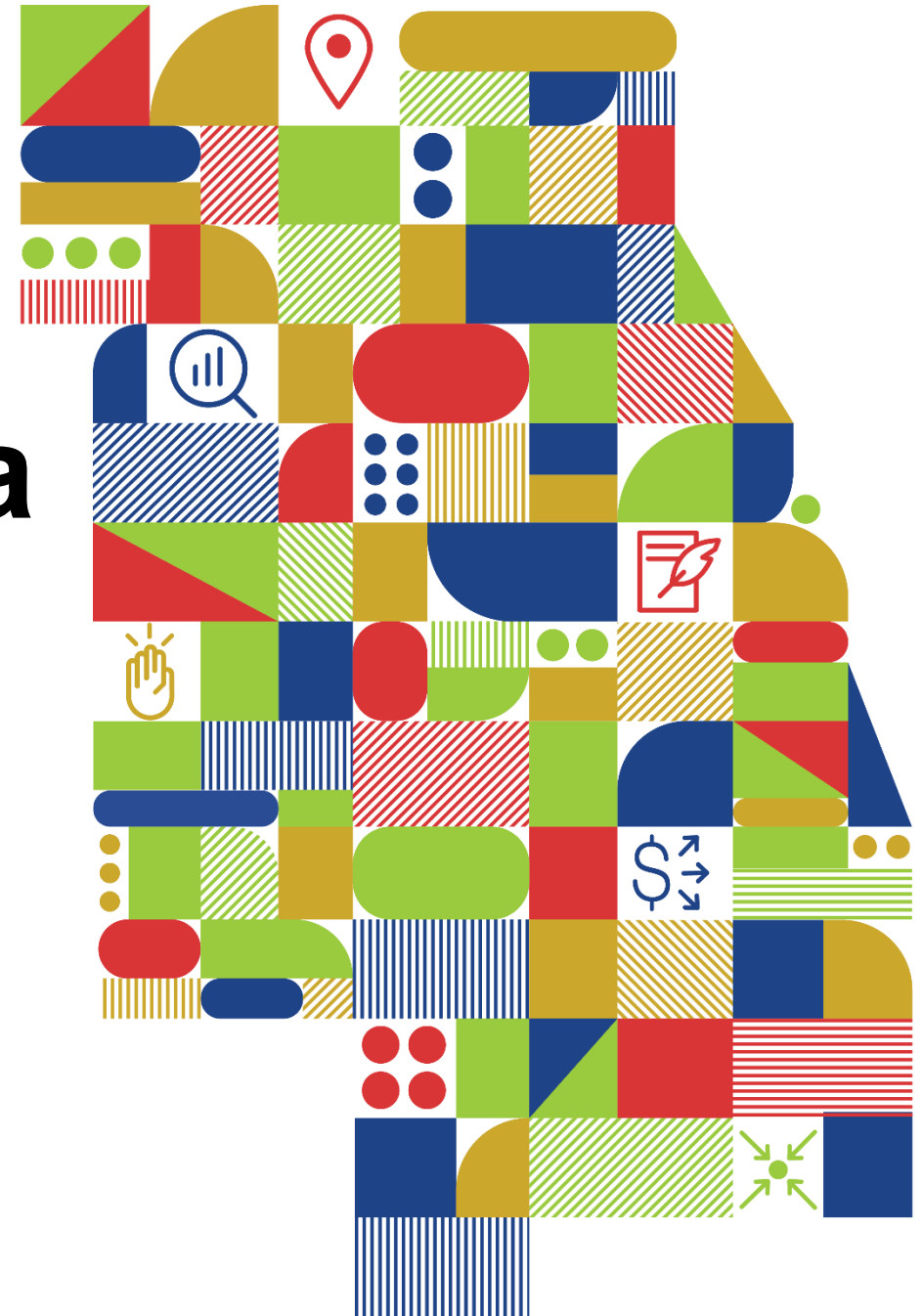
Staff will provide an update on recent work of the Safety Resource Group.

**ACTION REQUESTED: Information**



# Safety Action Agenda Update

Council of Mayors  
January 25, 2022





# Regional Safety Action Agenda

- Address regional traffic safety issues in a comprehensive, equitable, data-driven way
- Support and amplify the work of regional partners
- Centralize, coordinate, and sustain a program for regional traffic safety
- Implement ON TO 2050 recommendations on improving travel safety for all modes

# In the news

NEWS

More people died on Illinois roads last year than since 2007. pandemic to blame?

**45% increase in people struck and killed while walking**  
The last four years were the most deadly in three decades

**NATIONAL TRANSPORTATION SAFETY BOARD**

HOME NEWS & EVENTS SAFETY ADVOCACY INVESTIGATIONS DISASTER ASSISTANCE

Home > Safety Advocacy > Most Wanted List > Protect Vulnerable Road Users Through a Safe System Approach

Protect Vulnerable Road Users Through a Safe System Approach

2021-2022 NTSB MOST WANTED LIST OF TRANSPORTATION SAFETY IMPROVEMENTS

## You're Driving Too Damn Fast

A new report shows it's not texting, drunken drivers, teenagers or jaywalkers causing Portland's epidemic of pedestrian deaths. It's speed.

**STREETSBLOG CHICAGO**

Donate / Contact / About Us / Newsletter

New data shows Chicago's speed cameras are effective in preventing traffic deaths

By John Greenfield | Mar 4, 2021 | 34 COMMENTS

CBS New York

NEWS WEATHER SPORTS VIDEO CBS+ MORE

CBS New York WATCH NOW NYC City Workers Return 71°

## New York City Transportation Officials Propose 24/7 Camera Operations To Combat Apparent Speeding Epidemic

By CBSNewYork Team December 22, 2020 at 6:13 pm Filed Under: Kfir Dhillon, Local TV, NYC Department of Transportation, NYPD



UNCATEGORIZED

2018 TRAFFIC CALMING

## In Transit: With fewer cars on the roads in 2020, why did more people die in crashes?



Business

Pfizer coronavirus vaccine revenue projected to hit \$26 billion in 2021 with...



**National**  
• Live updates: Covid-19 live updates: India cracks 20 million coronavirus cases as infecti...



**PostEverything** • Perspective  
Yes, it's legal for businesses and schools to require you to get a coronavi...



**The Fix** • Analysis  
The worst coronavirus predictions



**Health**  
Officials grapple with coronavirus vaccine hesitancy among Latino evangelic...



**National**  
• Live update  
shortage to last manufacturer v...

Coronavirus U.S. map World map Vaccine tracker Vaccine FAQ Variants FAQ A pandemic year Coronavirus Living

Transportation

## The coronavirus pandemic emptied America's roadways. Now speeders have taken over.

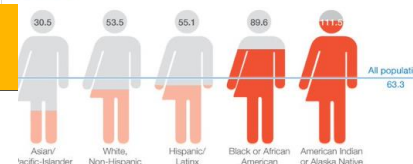


Secretary Pete Buttigieg  
@SecretaryPete

These disparities are awful, but we know how to fix them. It's time to reverse these patterns of exclusion and invest in safer, equitable streets.  
[smartgrowthamerica.org/dangerous-by-d...](https://smartgrowthamerica.org/dangerous-by-d...)

### The burden is not shared equally

Relative pedestrian danger by race and ethnicity (2010-2019)



FEBRUARY 6, 2020 | BY LEAH SHAHUM  
IN PRESS, NEWS, SAFETY OVER SPEED

## Momentum Grows to Modernize Speed-Setting Practices for Safety with Release of California Report

FOR IMMEDIATE RELEASE

Media Contact: Leah Shahum, Director, Vision Zero Network

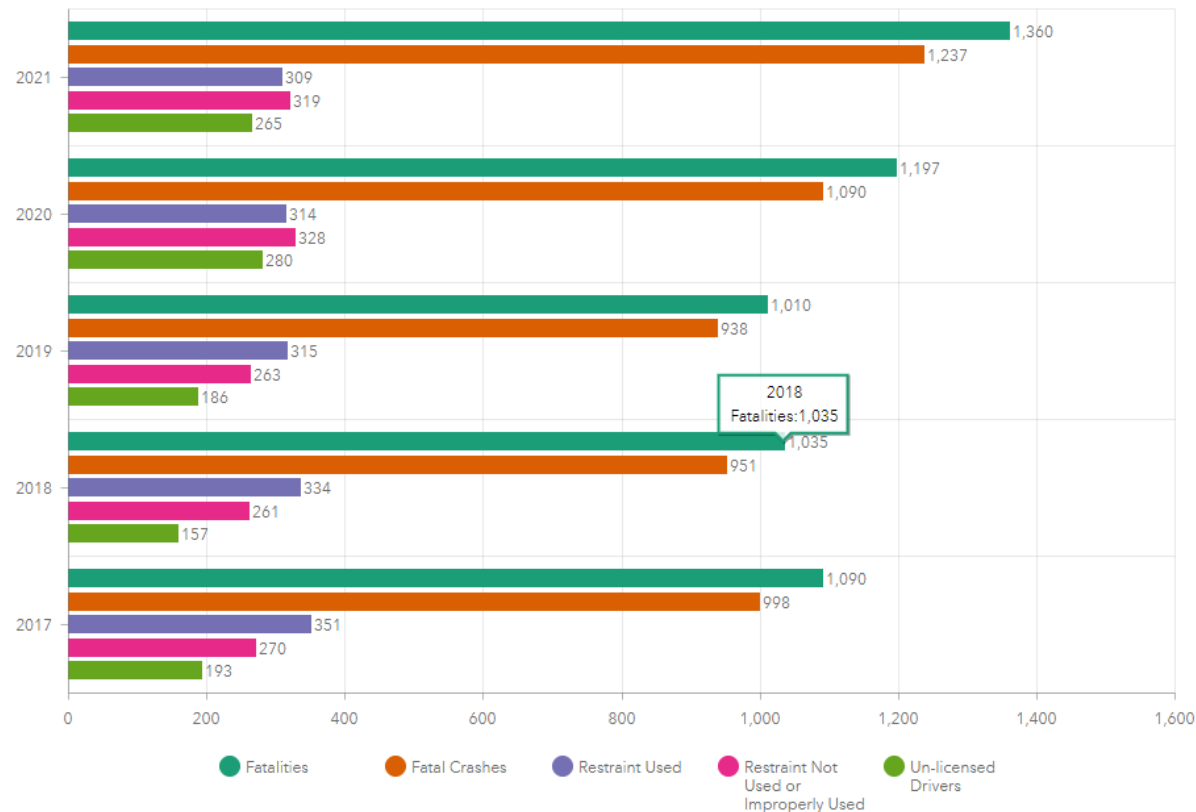
CMAP

# Illinois Traffic Fatalities

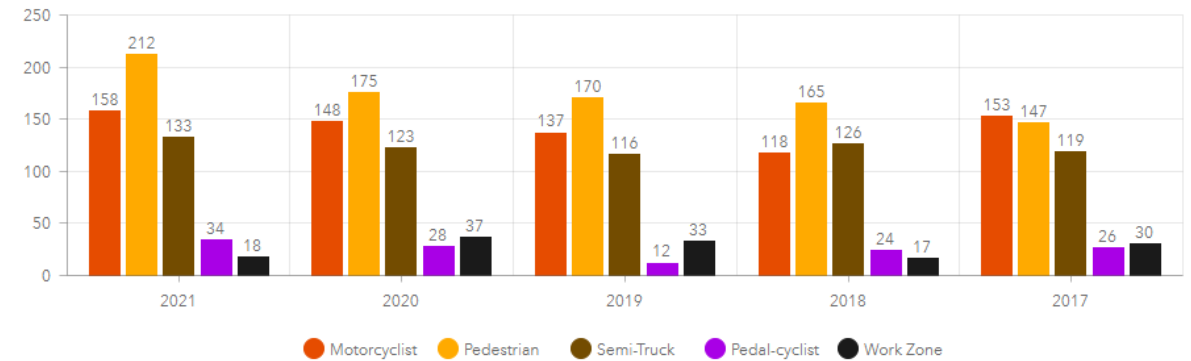
## Illinois Fatal Crash Historic Data

Current Snapshot

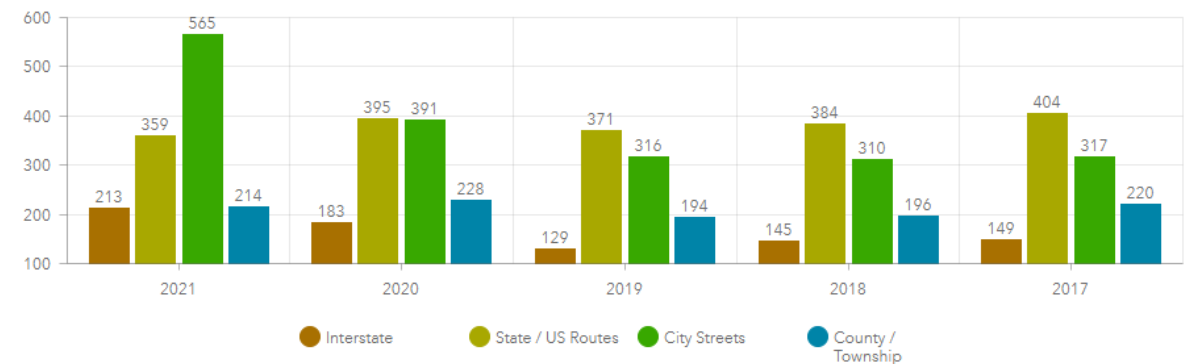
Fatalities / Fatal Crash Overview



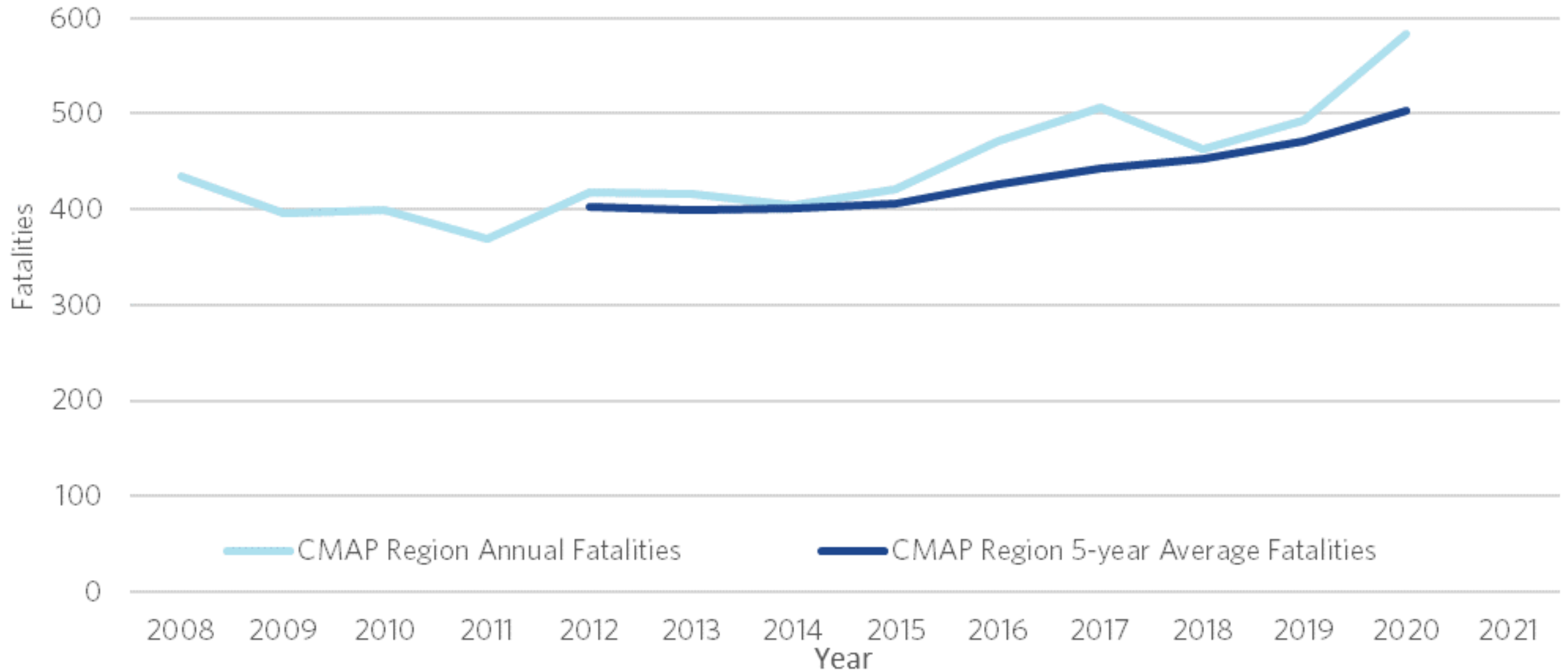
Fatality Involvement



Fatalities by Road Class



# Regional Traffic Fatalities



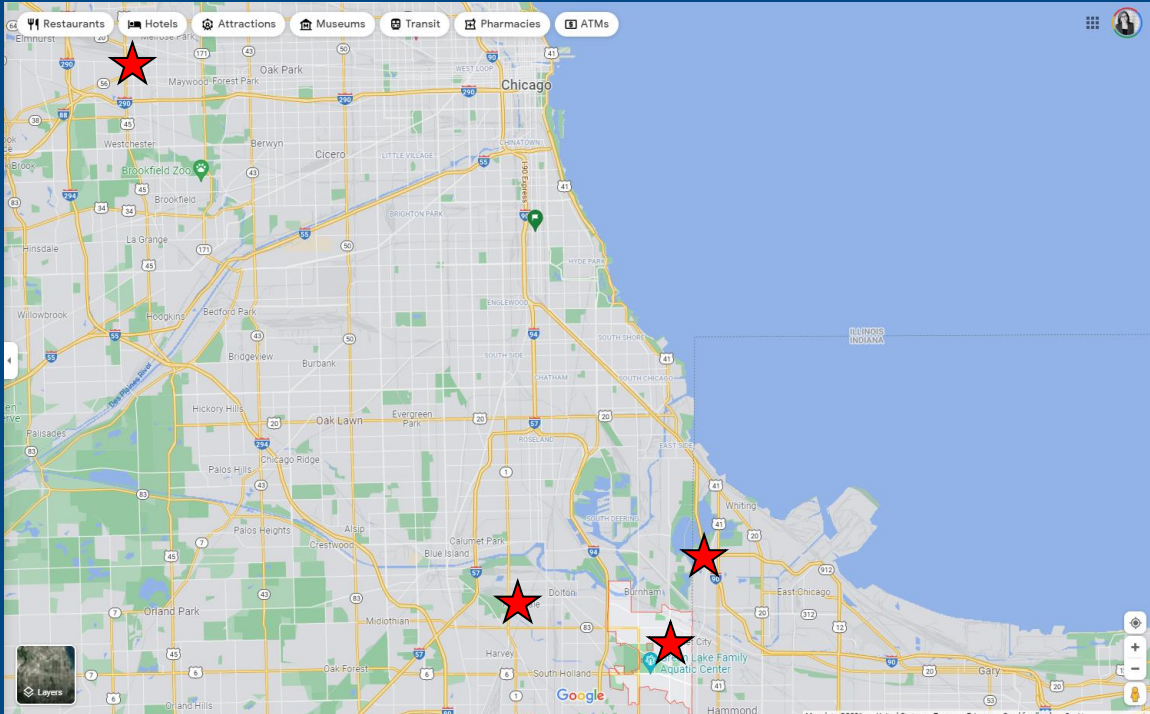
# Our Call to Action

- Reduce traffic injuries and fatalities
- Address regional safety holistically
- Leverage systemic approaches and also address “hot spots”
- Develop equitable solutions
- Support the safety and mobility of all modes

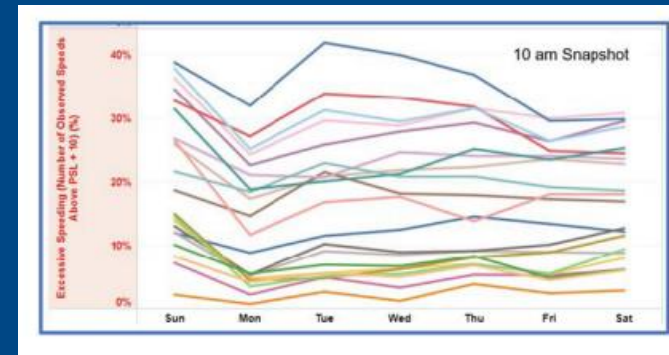
# Update: Safety Action Agenda

Regional Safety Resource Group

Safety Local Technical Assistance



SPR Regional Speed Data Project



INRIX

FHWA Pedestrian Safety Video





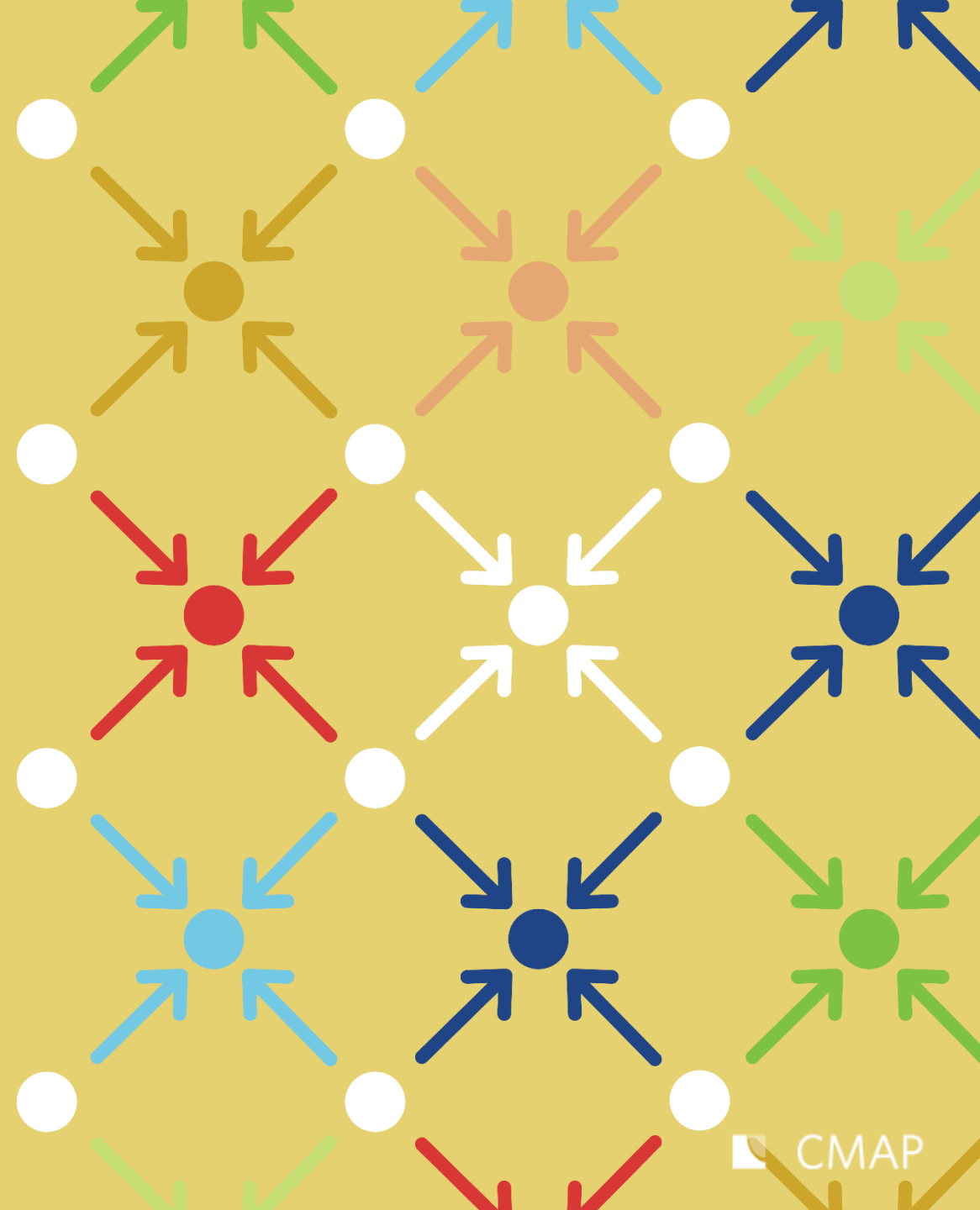
# Safety Planning

- Current project: Calumet City, Riverdale, Bellwood, Flossmoor
- **Comprehensive** safety assistance to local governments
- High-crash locations and/or local roads with planned mobility improvements
- Improve safety - *and expand mobility* bicyclists, pedestrians, mobility challenged
- Address equity: improve access, mobility, safety in underserved communities
- Stakeholder outreach component to identify missing data, near-misses, role of the intersection in the community
- Assist with data; identify improvements for the future
- Identify funding opportunities for Phase 1 and construction



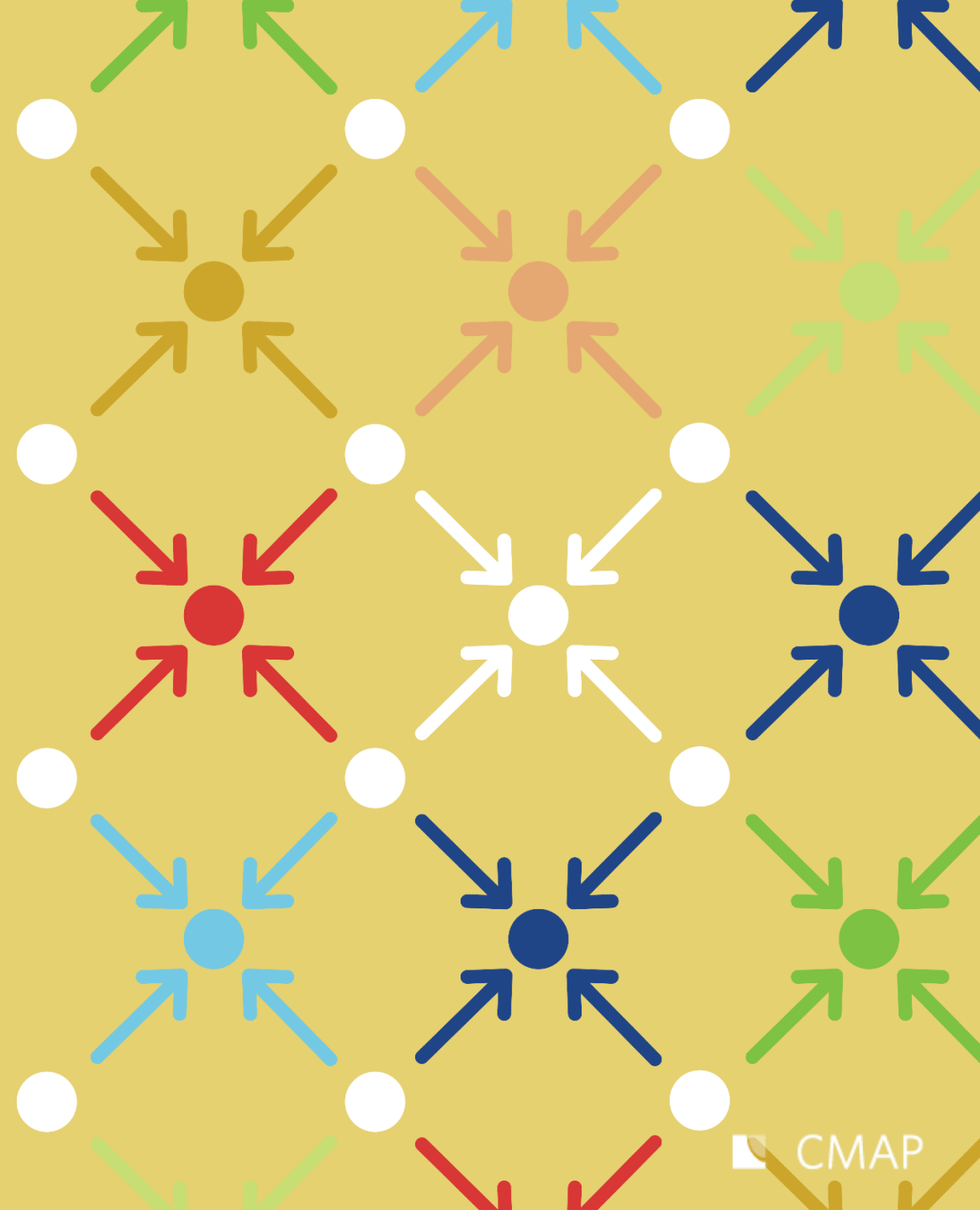
# Speed Management

1. Design
2. Speed Limits
3. Enforcement
4. Information & Culture



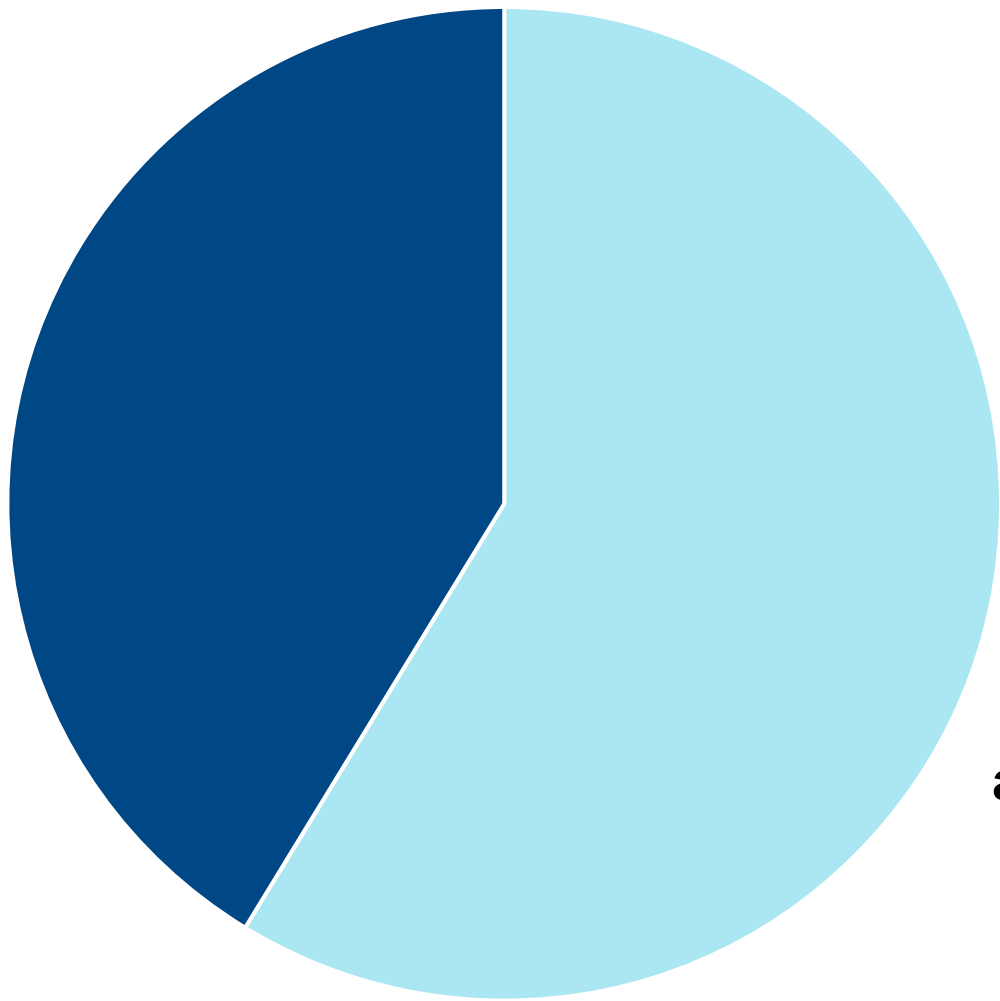


# Speeding in the Chicago Region



# Fatal and Serious Injury Crashes Associated with Speeding or Aggressive Driving, 2019

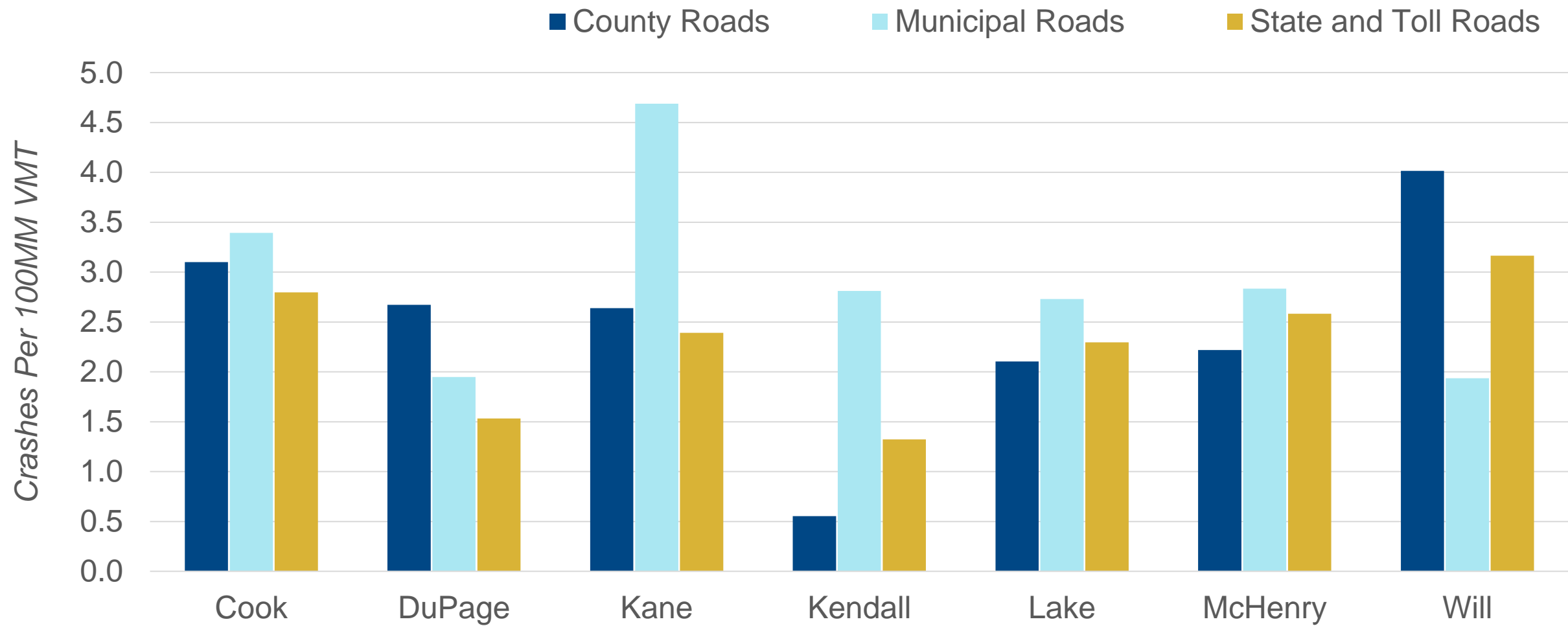
**41% of fatal and serious injury crashes had speed as a contributing factor**



**59% were not related to speeding or aggressive driving**

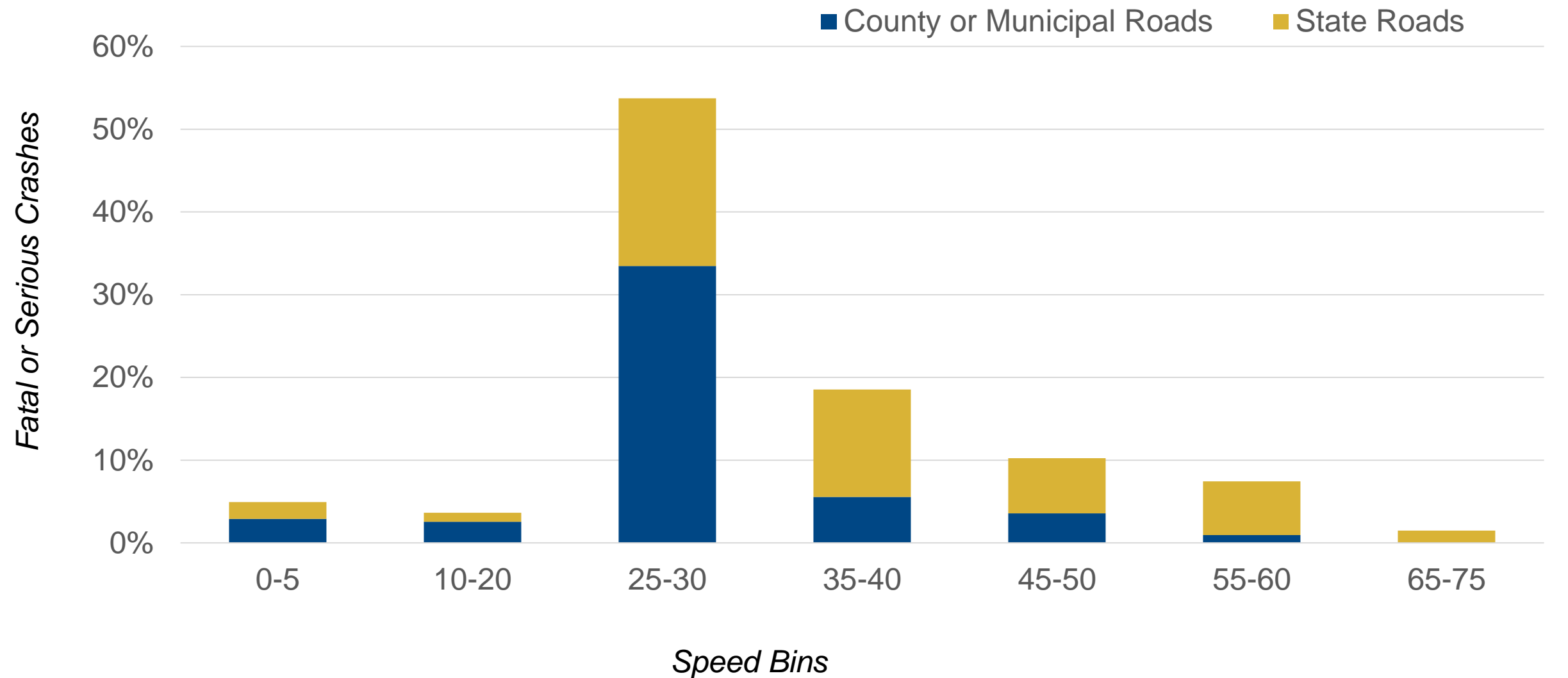
Chart reports the share of crashes related to speeding or aggressive driving where the causes of crashes are known in crash reporting.

# Fatal or Serious Injury Crashes per 100 Million Miles of Vehicle Travel (VMT), by County and Road Jurisdiction, 2019



The Municipal VMT for the region is approximately half with a functional class of "local roads" and the other half being on arterials and collectors. Within each county the share of VMT on arterials and collectors varies.

# Share of All Fatal or Serious Injury Crashes by Speed Limit and Road Jurisdiction, 2019



# If a pedestrian is struck by a vehicle traveling



Source: U.S. Department of Transportation, Literature Review on Vehicle Travel Speeds and Pedestrian Injuries. March 2000.  
Analysis by the Institute of Transportation Engineers.

# Design and Speed Limits



# Maximize the Role of Design

- Use design to support a desired operating speed (rather than maximize flow or reduce congestion)
- Build on concepts of traffic calming and complete streets
- Embed speed management into all aspects of the design
- Reduce reliance on police enforcement
- Align with appropriate posted speed limits



# Self-Enforcing Street Design

Residential



Seattle, WA

Collectors





# Self-Enforcing Street Design



# Understanding IL Speed Limits

Roadway Type or Context	Statutory Speed Limit
Interstates and Tollways	70 miles per hour
Highways and four-lane roads	65 miles per hour
Other highways and rural areas	55 miles per hour
Urban districts (cities and towns)	30 miles per hour
Alleys in urban districts	15 miles per hour
School zones	20 miles per hour

*Note: Statutory Speed Limits in Illinois by roadway type and context*

Source: 625 ILCS 5/ Illinois Vehicle Code

# Comparing Statutory Speed Limits

- 23 States have "urban district" speed limits of 20-25 mph
- 16 States have amended statutory language in last decade to allow municipalities to set lower speed limits
- Many states specify “residential” speed limits separate from urban district
- Illinois Vehicle Code language can be unclear and confusing
- Empower local municipalities to lower urban speed limits

# Managing Speed with Enforcement

- Enforcement of speeding is effective for as long as it is being conducted with some time and space halos
- Traffic stops are only marginally effective to managing crime unrelated to vehicle use
- Focus on changing behavior: when people expect enforcement, they are more likely to reduce their operating speeds.

# Effective **Enforcement** for Speed Management

Research shows enforcement activities most effectively address speeding when they:

- Increase drivers' expectation that speed enforcement will occur
- Aligned directly with desired safety, equity and mobility outcomes
- Focus on areas with demonstrated safety issues such as crash hot spots
- Include comprehensive equity measures across communities and populations

# Creating a Regional **Traffic Safety Culture**

- Increase the awareness and relevance of safety and safety information in our region
- Lessen the degree to which speeding is accepted
- Regional speed and crash data with local insights will increase relevance, specific information, support action to address issues
- Maximize our collective regional knowledge and share results



# Safety Dashboard at the Boston MPO

## CRASHES

One of the MPO's goals is to improve safety on the roadway network. For this reason, MPO staff track injuries and fatalities from crashes throughout the region to monitor the safety of the Boston region's transportation network, and use this information to prioritize future investments in the system.

The visualizations on this page show data from the Massachusetts Crash Data System for the years 2005 to 2014. For more information about these safety performance measures and related data, visit the Crashes section on the About page.

### Injuries Involving Motorized Vehicles

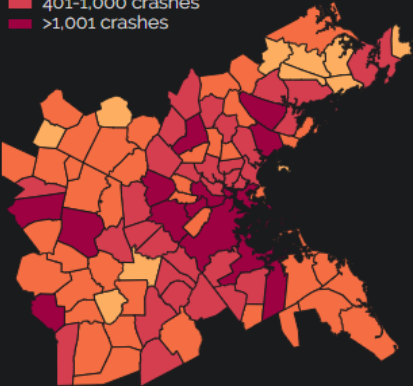
#### Trends

Click in the map on a city or town, and the injury and fatality count over time will appear in the charts to the right. Hover over a city or town to see 2014 statistics on injuries and fatalities from all crashes involving motorized vehicles. Total motorized crashes (including trucks, bicycle, and pedestrian-involved crashes) in 2014 in each city or town are also included as a reference.

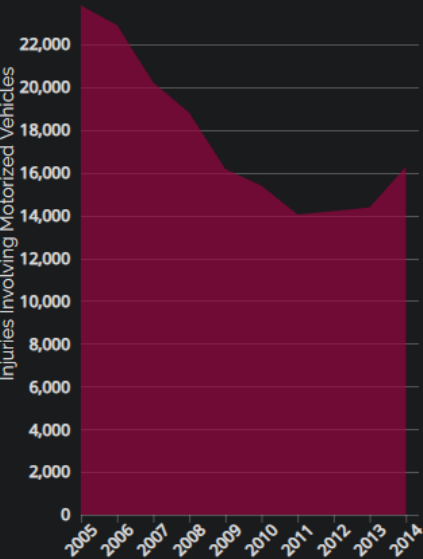
Total Motorized Crashes - 2014

KEY

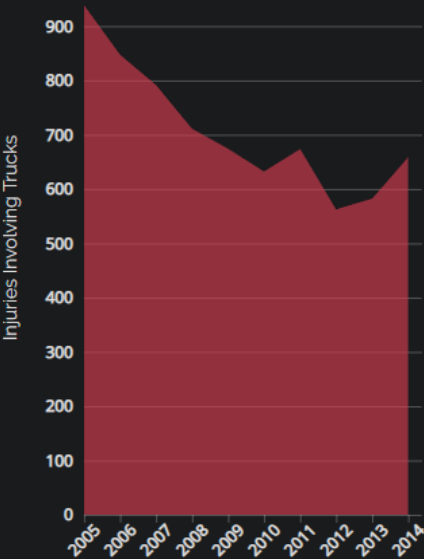
- <20 crashes
- 20-100 crashes
- 101-400 crashes
- 401-1,000 crashes
- >1,001 crashes



Injuries Involving Motorized Vehicles



Injuries Involving Trucks



# Next Steps

- Finalize speed management paper and recommendations
- Next: bicycle and pedestrian safety paper
- Resource group will meet 3 more times this year; implementation
- Regional Speed Data Project
- Continue LTA work: finish first 4 safety projects; begin 2022 projects



# Questions

- Are there other aspects of safety that you'd like to understand better?
- Is there safety information you wish you had?
- What are the barriers to improving safety in your locality?
- What opportunities do you see for partnerships?



**[www.cmap.illinois.gov](http://www.cmap.illinois.gov)**  
**Victoria Barrett**  
**312.386.8688**  
**[vbarrett@cmap.illinois.gov](mailto:vbarrett@cmap.illinois.gov)**

# 3.05 Zoning for Housing Choice and Equity

**Jake Seid**

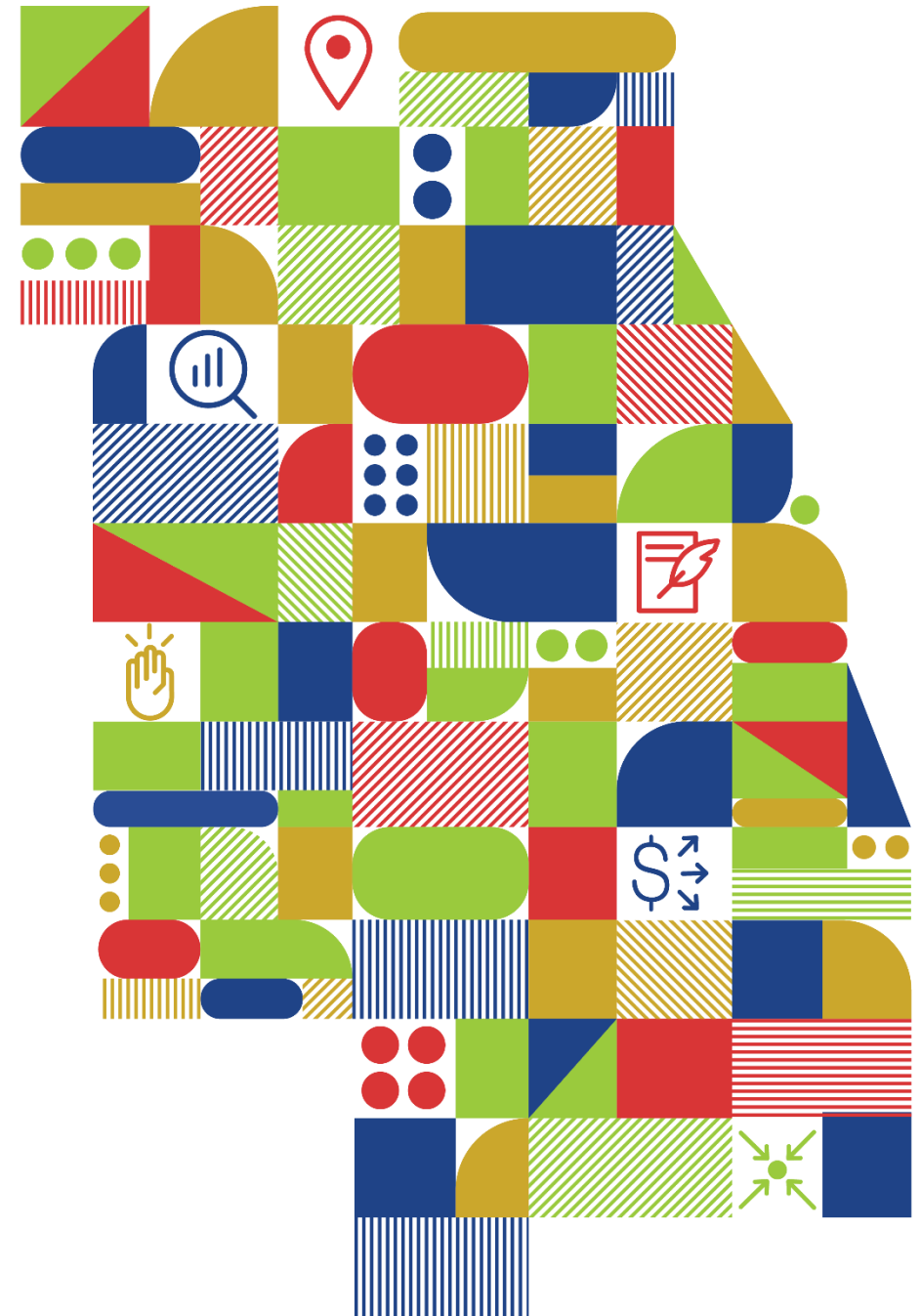
Staff will provide an overview of how municipalities can revitalize their zoning ordinances to provide greater housing choice and more equitable outcomes.

**ACTION REQUESTED: Information**



# Zoning for More Housing Choice

CMAP Council of Mayors  
January 25, 2022



# Agenda

- Big Picture & Historical Context
- Zoning Strategy
- How Can You Make A Difference

# CMAP: Zoning & Equity

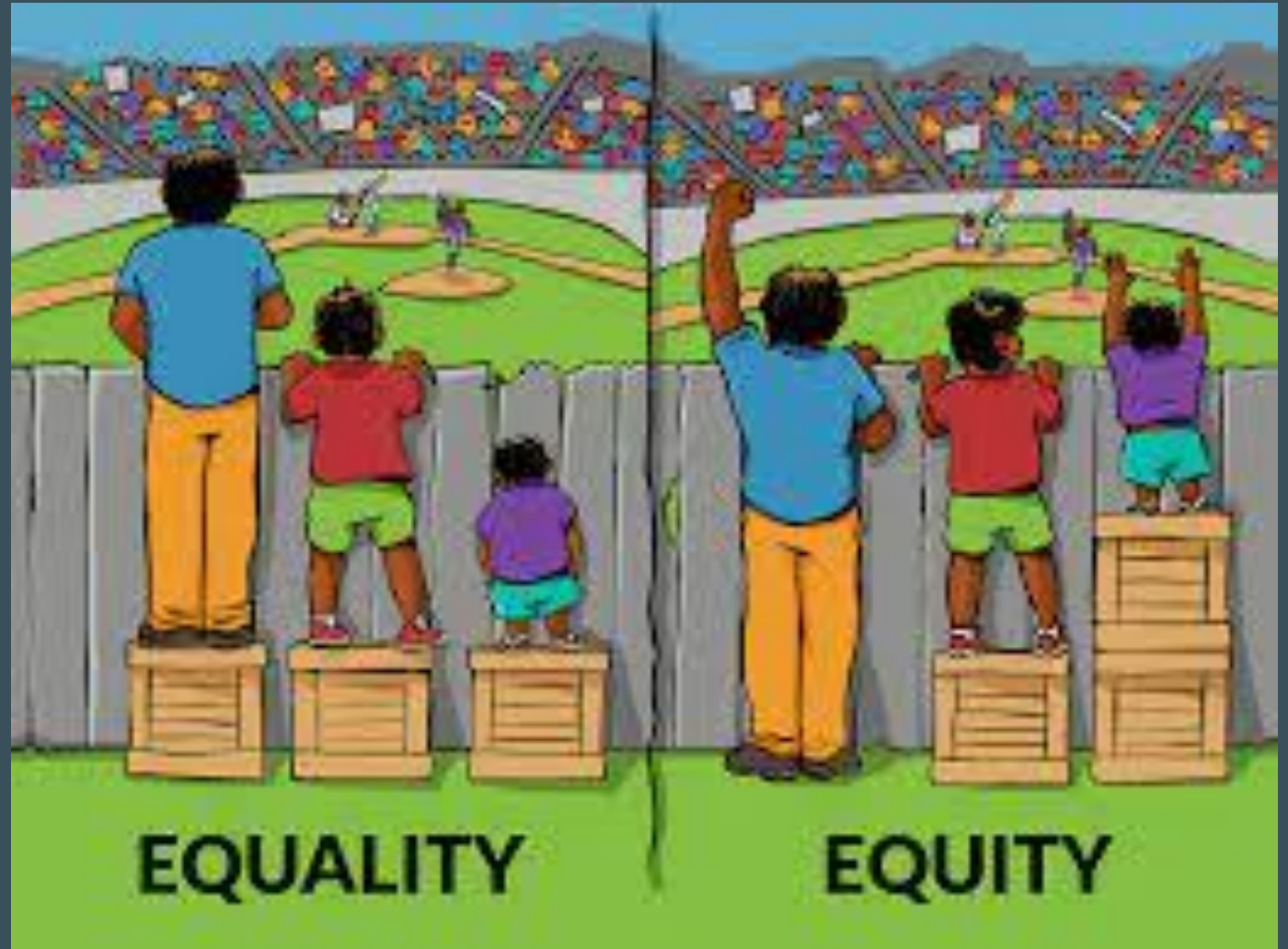
- ON TO 2050 Principles
- Zoning for economic development
- Local Technical Assistance
- Partnerships for equitable zoning

# What is zoning?





# What is equitable zoning?



Source: Interaction Institute for Social Change

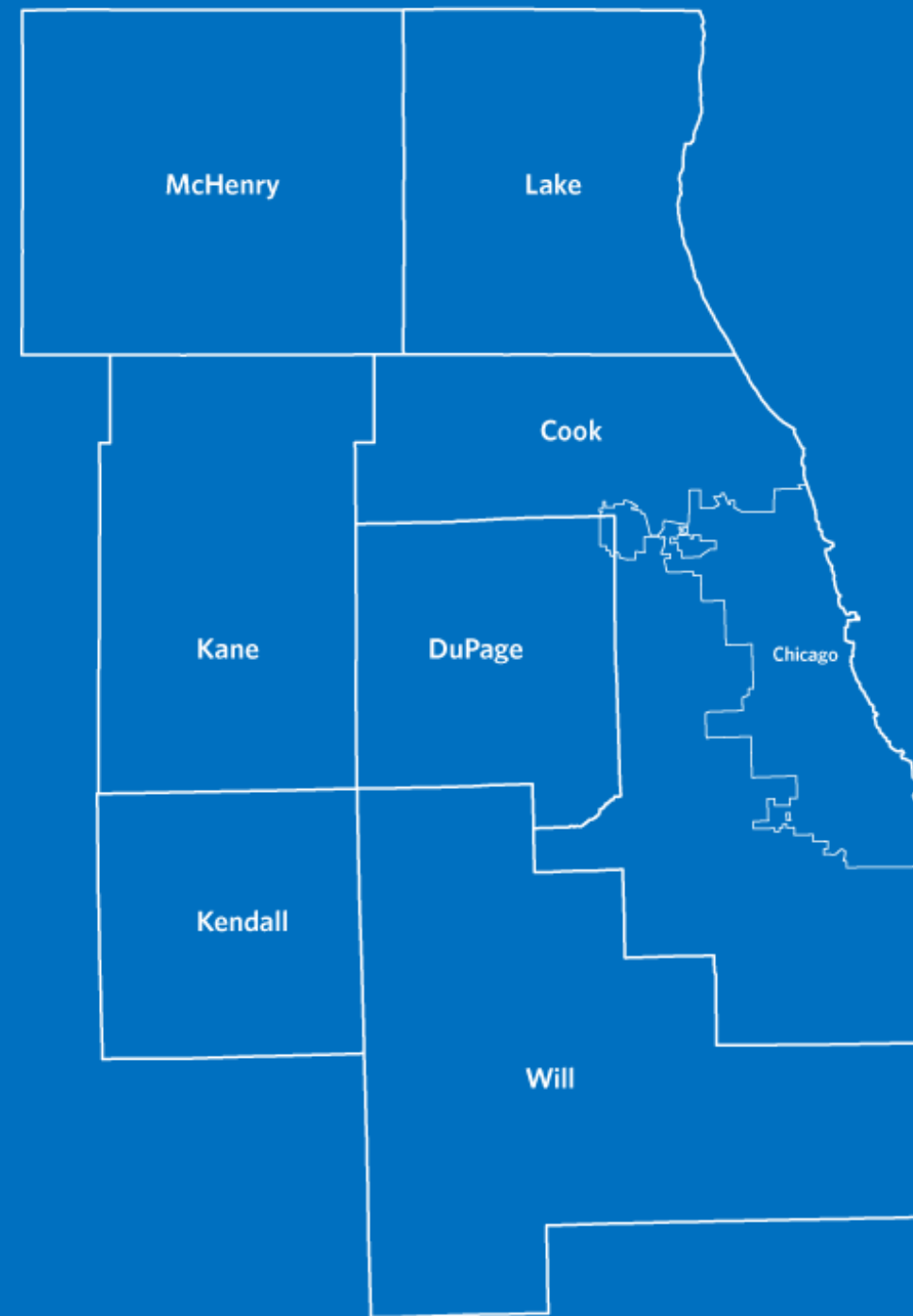


# What's are the limitations of single-family zoning?

- Reinforces racial and economic segregation
- Reduces housing options
- Encourage sprawl in a time of climate change

# What's are the limitations of single-family zoning?

- It's a BIG problem in the Chicago region
- Single-Family: ~ 80%
- Duplexes & Townhomes: ~1%
- Apartments & Condos: ~2%



# Historical Context

- Euclid v. Ambler (1926)  
Separates land use  
Separates people



# Historical Context

- Post-WW II:  
White Flight
- Redlining,  
racial covenants,  
blockbusting, steering
- Mortgage approval –  
race-based



# Zoning Reinforces Patterns

- Zoning perpetuates inequality by location
  - Owners : renters
  - Higher income : lower income
  - Strong schools : weak schools

# The role of single-family property owners



# Zoning Updates to Break Patterns

- Language
- Zoning Districts
- Parking
- **Uses: Housing Types**



# Revised Housing Types

- Accessory Dwelling Units (ADUs, “granny flats”)
- Townhomes
- Duplexes





# Revised Housing Types

- 3-Unit Dwellings
- 4-Unit Dwellings
- Design requirements
- Remove density requirements (minimum sq ft per unit)



# Things to Keep in Mind

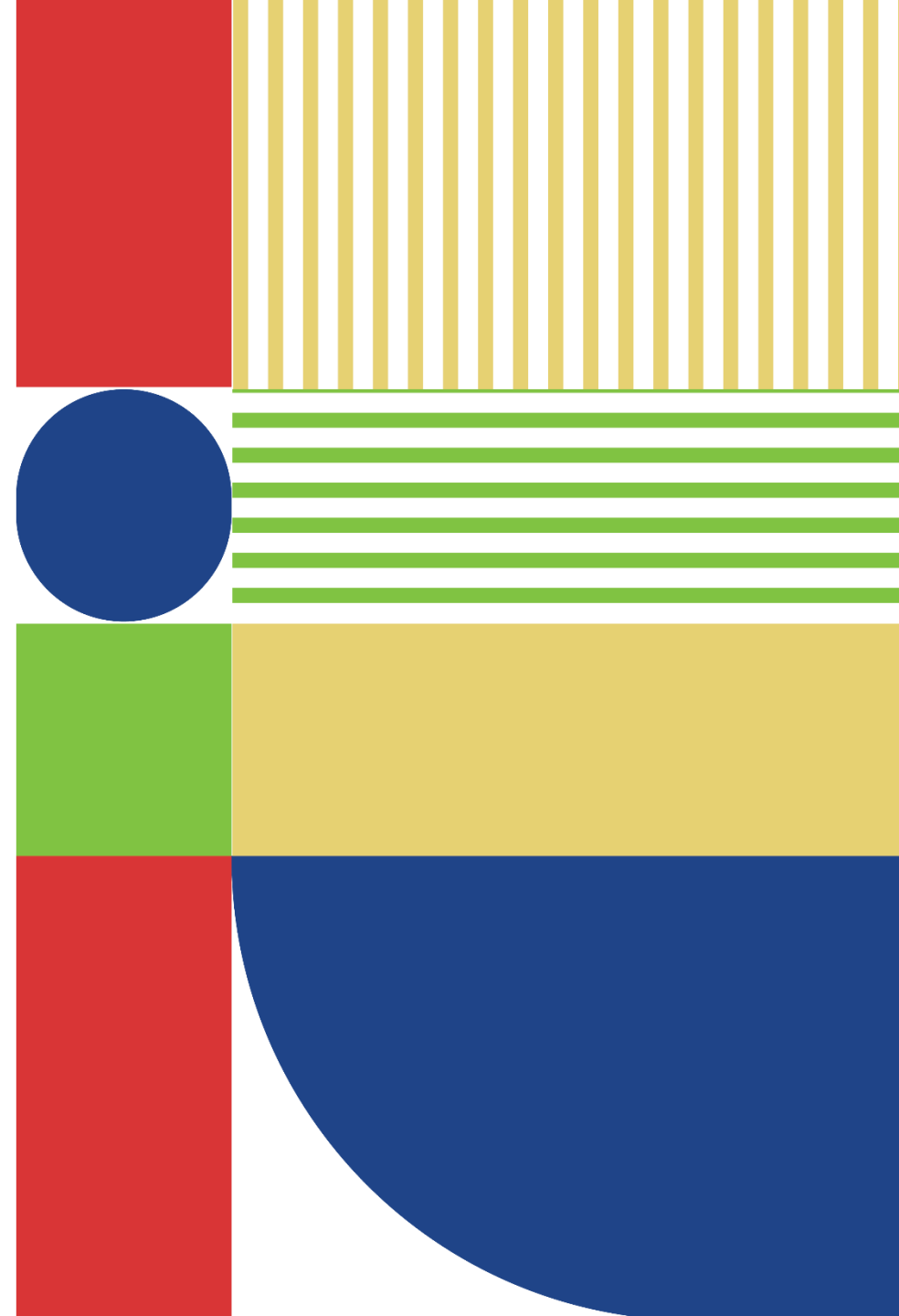
- Updated zoning isn't a silver bullet; but it can be part of the solution
- Ordinance updates complemented by affordable housing goals / policy
- Incremental: Total rewrites aren't necessary
- One Size Doesn't Fit All: Economically disconnected areas

# Things to Keep in Mind

- Outreach & Educate: Communicate the benefits to the public
- Slow: Removing single-family zoning will not remove single-family neighborhoods
- Reduce barriers to new housing types
- More housing choice means more housing supply

# What can we do next?

- Discuss ordinance changes with CMAP, local staff, and village attorneys
- “Yes” stays home  
“No” goes to the meeting
- Update your comprehensive plan
- Update your zoning ordinance



**Thank You !**

**Jake Seid, AICP**  
CMAP

[jseid@cmap.illinois.gov](mailto:jseid@cmap.illinois.gov)

# 3.06 Socioeconomic forecast

**David Clark**

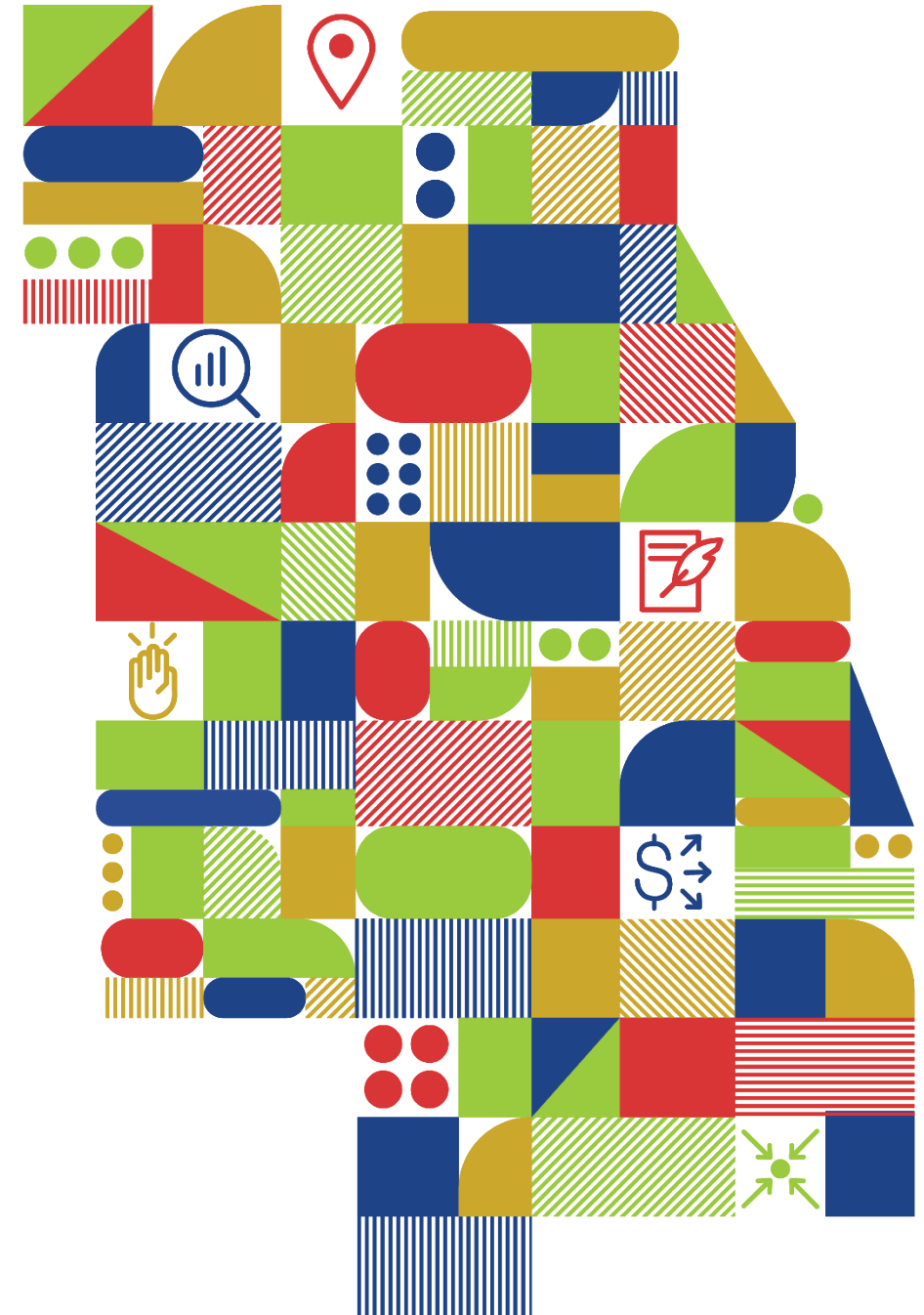
Staff will provide an overview of the updated local socioeconomic forecast created for the ON TO 2050 update.

**ACTION REQUESTED: Information**



# ON TO 2050 Plan Update: Socioeconomic Forecast

Presentation to the Council of Mayors  
Executive Committee  
January 25, 2022





# Topics

## Regional Forecast

Demographic projections

Employment projections

## Next Steps

# Demographic Forecast

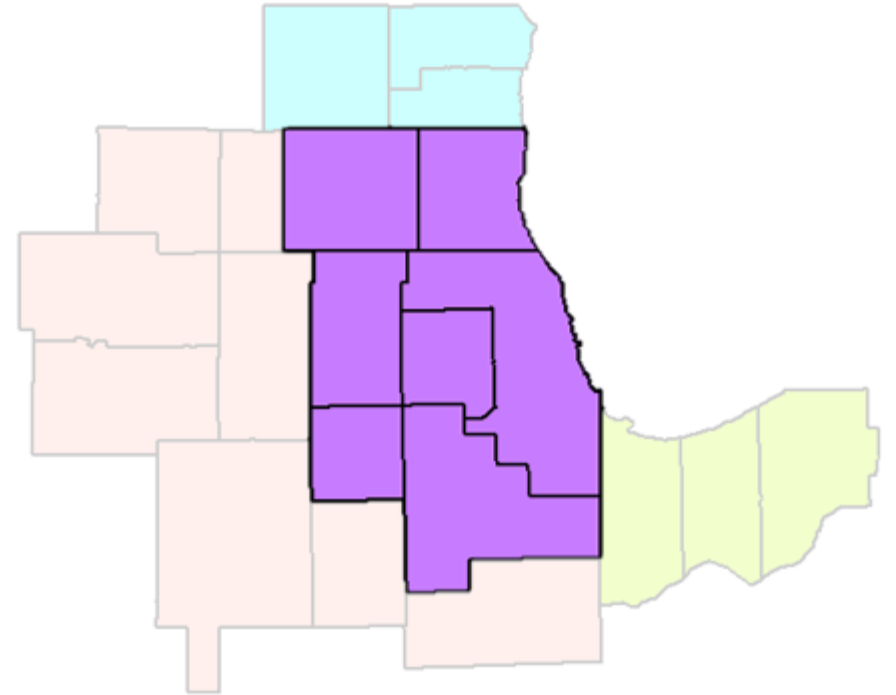
# Demographic forecast overview

Similar to ON TO 2050 methodology, but brought the process to in-house platform

Base data: 2020      Forecast: 2025-2050

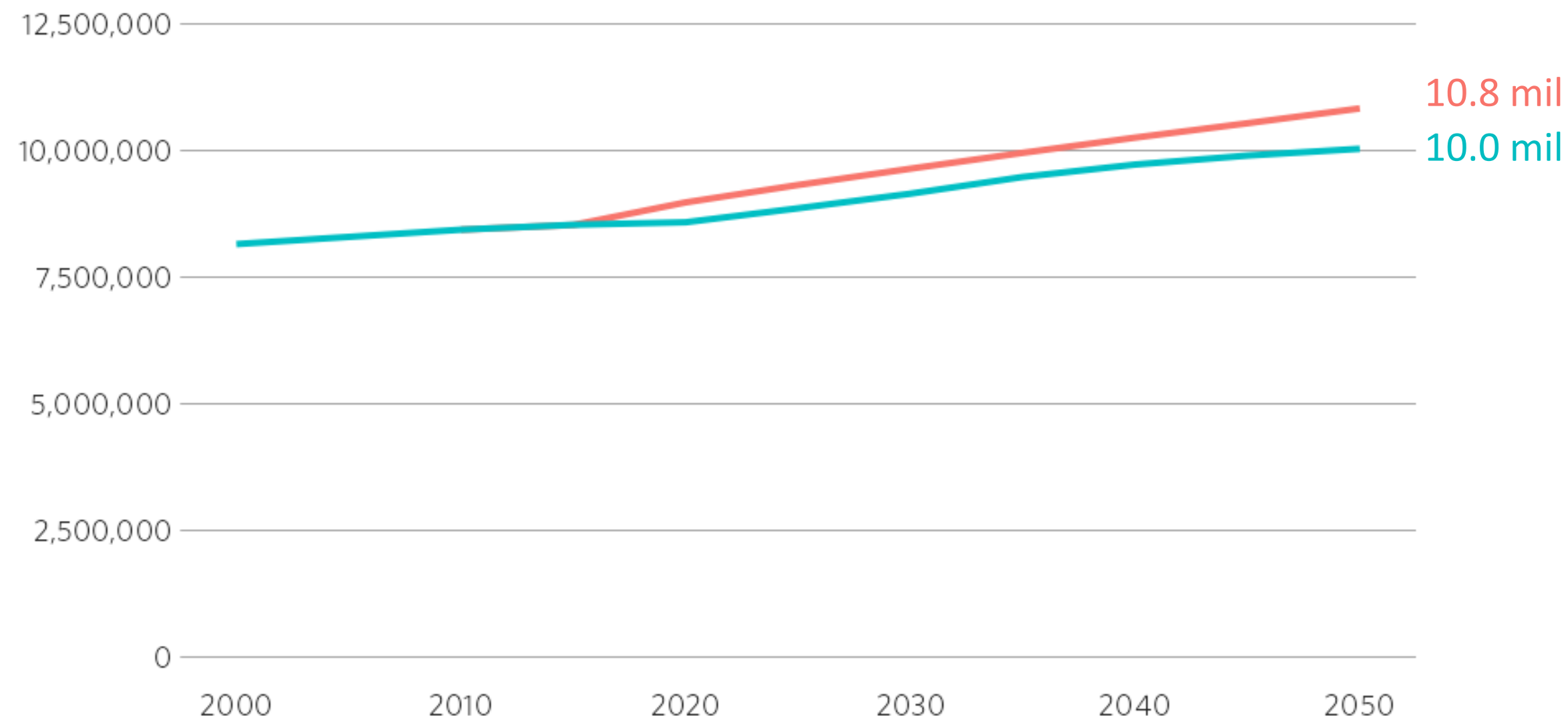
Main output: Total population  
(by sex, age group, and Region)

Additional outputs: Households, Group Quarters Population, Total Population by Race/Ethnicity, and others



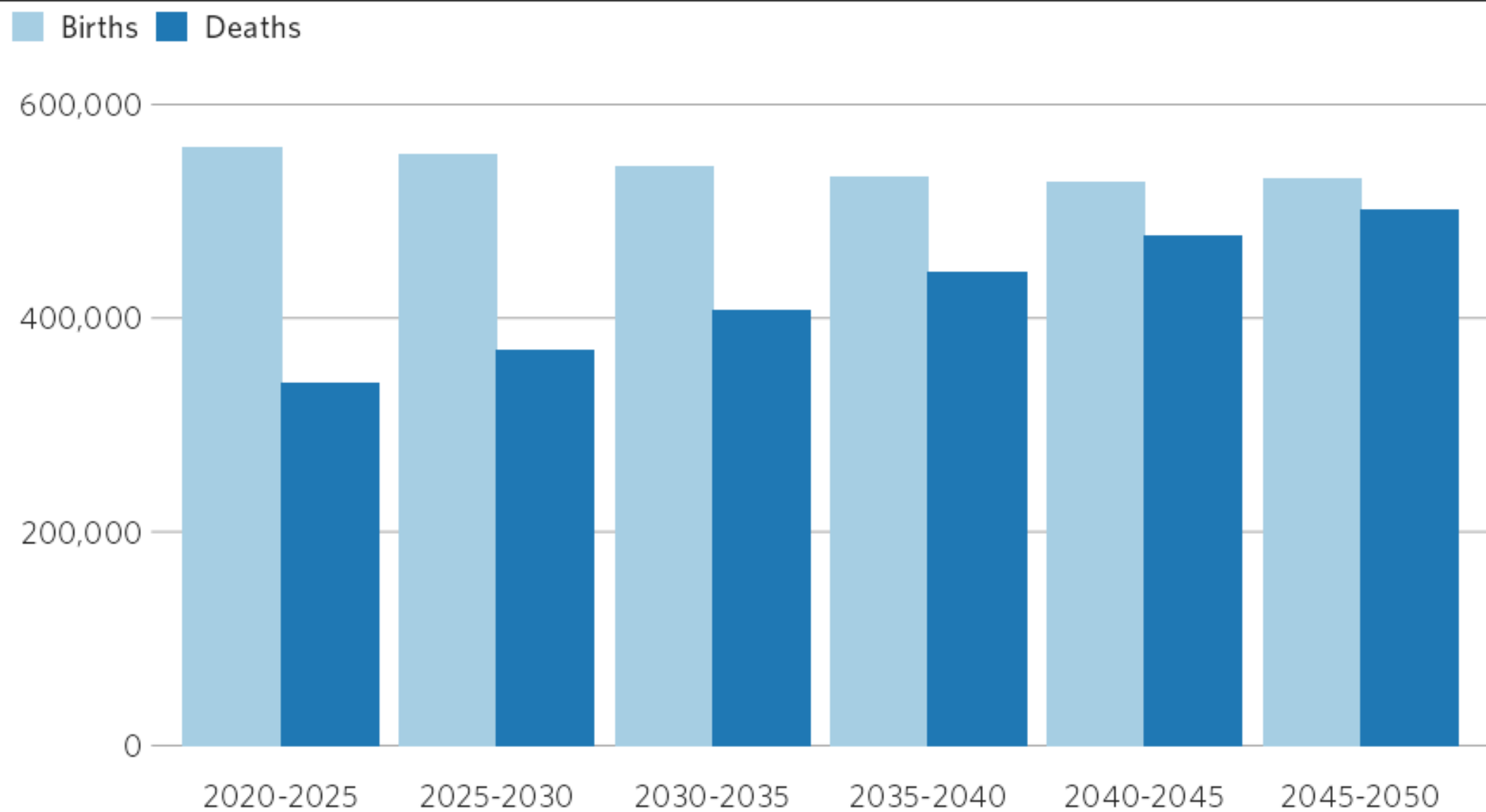
## Total Population, CMAP Region, estimated and projected

— On to 2050 — On to 2050 Update



Source: Census Bureau, Louis Berger OT2050 socioeconomic model documentation, CMAP Demographic Model

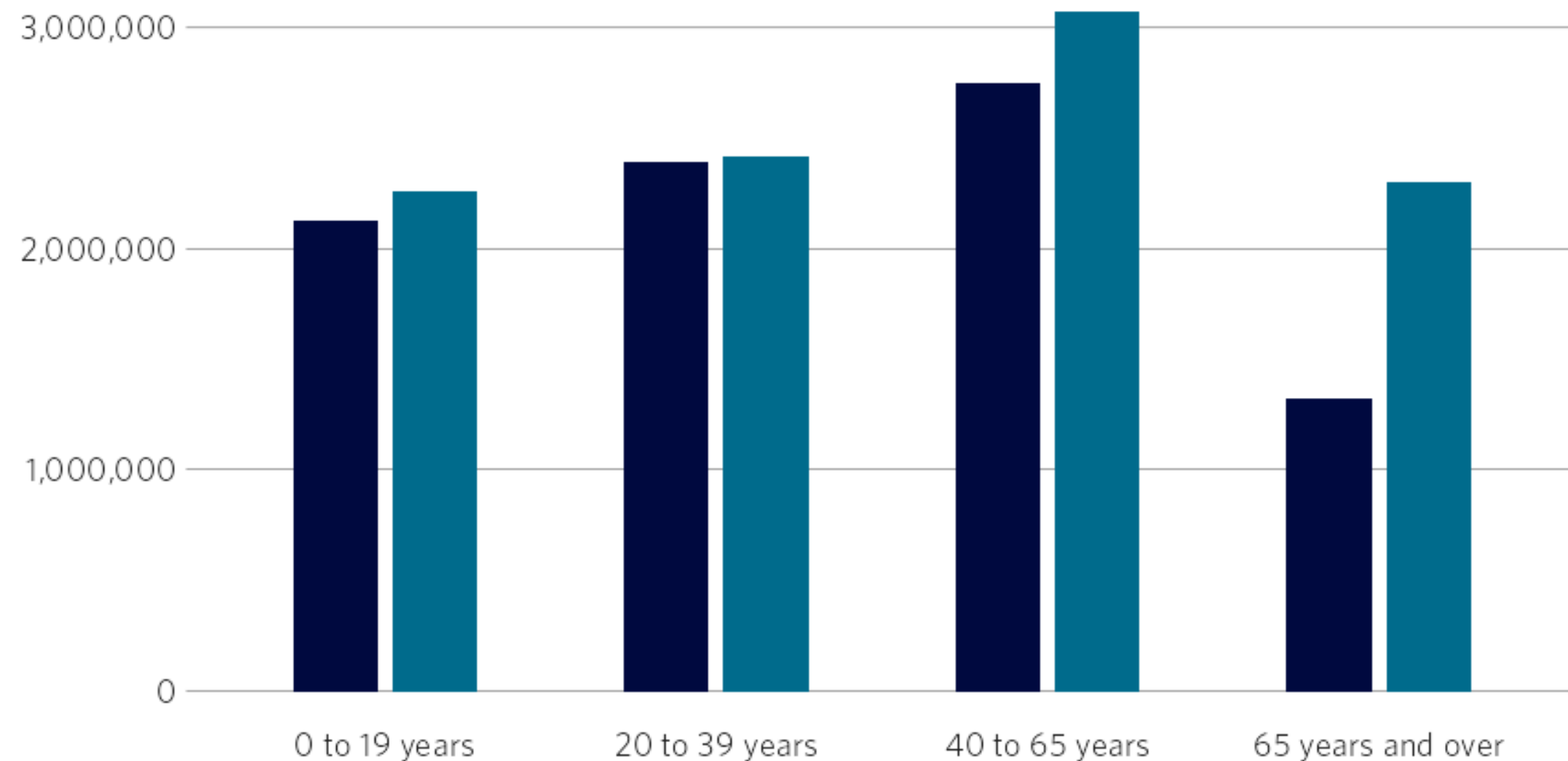
## CMAP Region, Projected Components of Change



Source: CMAP Demographic Model

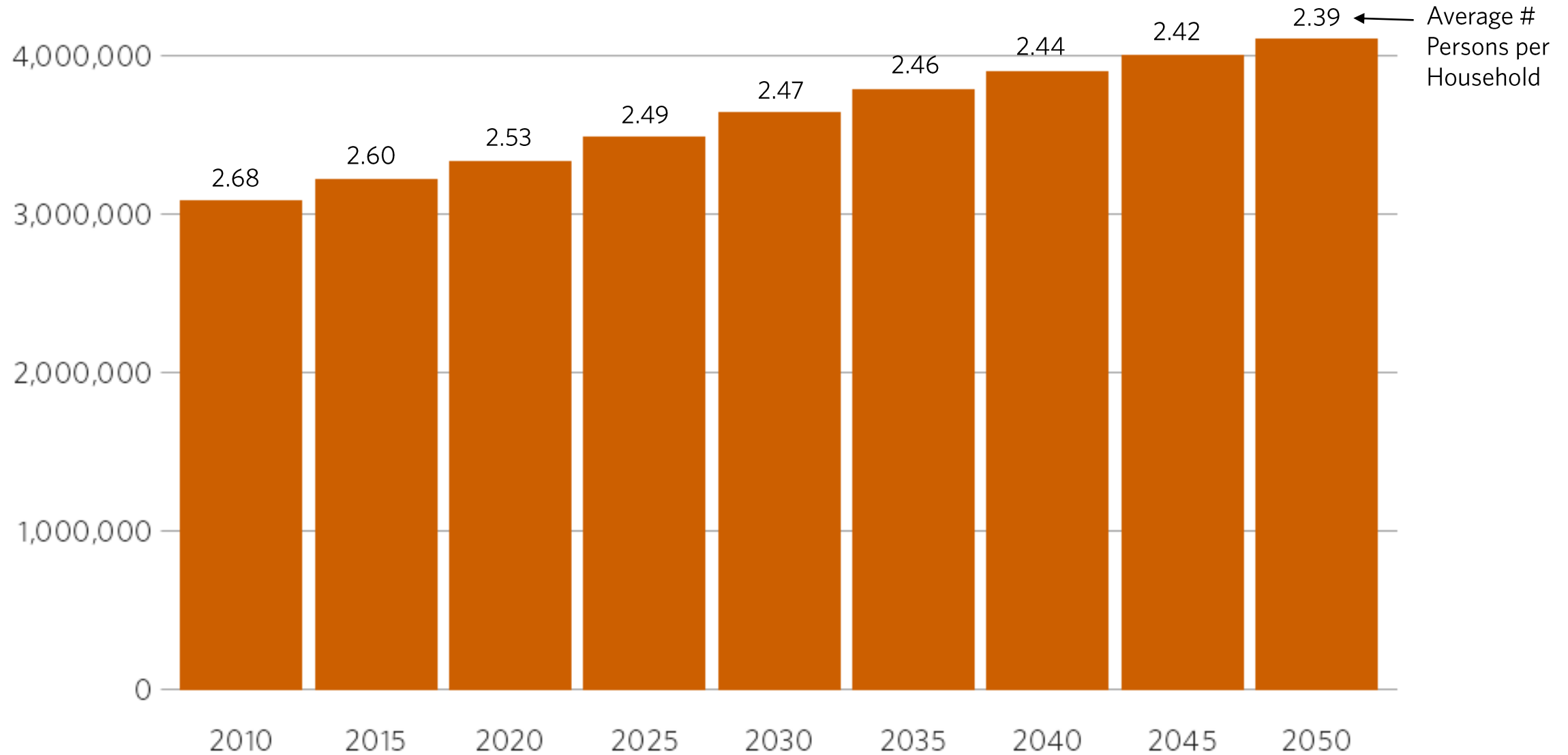
## CMAP Region, Estimated Population by Age Group

■ 2020 ■ 2050



Source: Census Bureau, CMAP Demographic Model

## CMAP Region, Estimated Number of Households

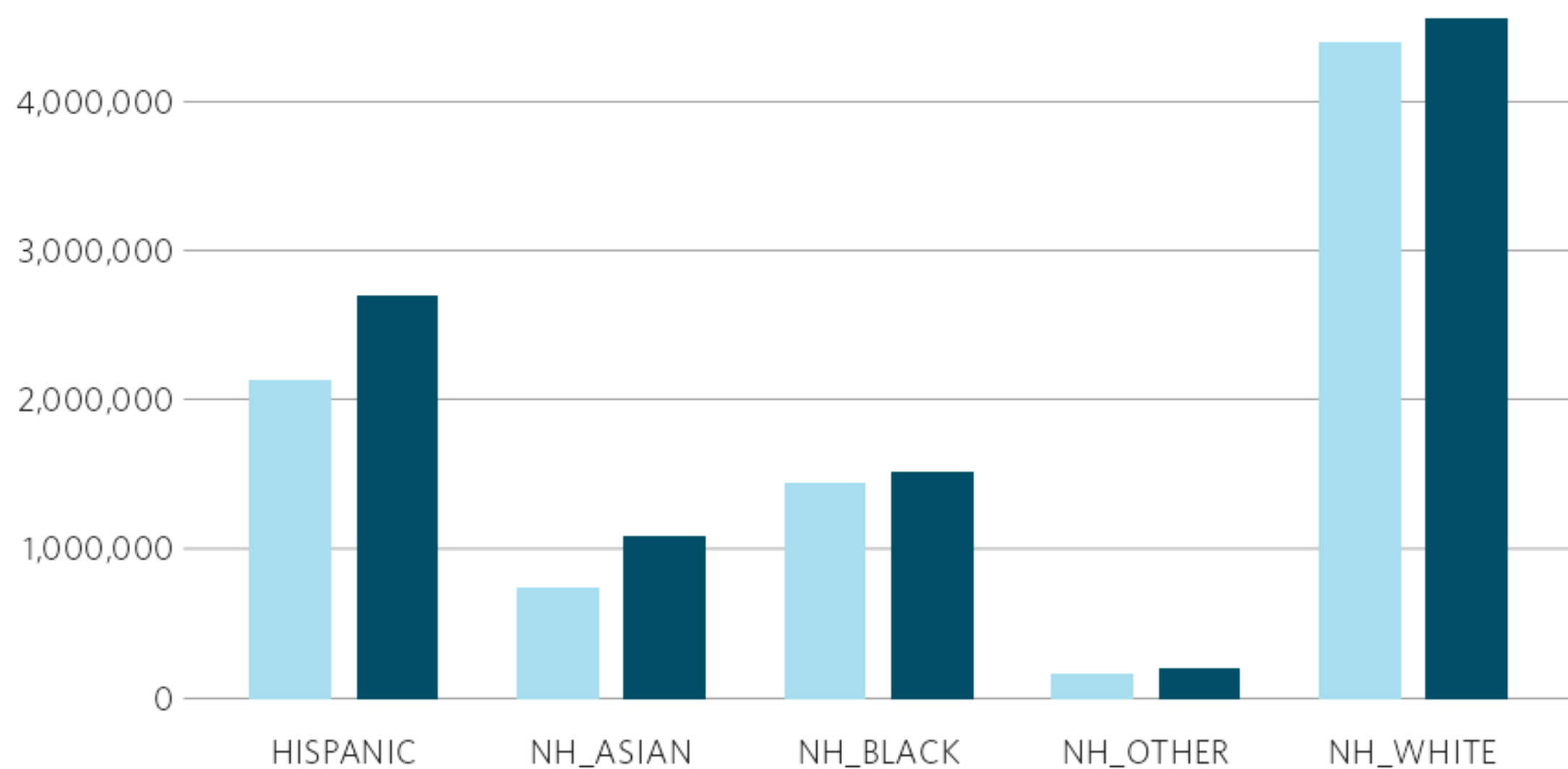


Source: Census Bureau, CMAP Demographic Model (2020-50)



## CMAP Region, Estimated Population by Race/Ethnicity

2025 2050



Source: CMAP Demographic Model

CMAP

# Employment Forecast

# Employment forecast overview

Consultant-led project; similar to ON TO 2050 methodology

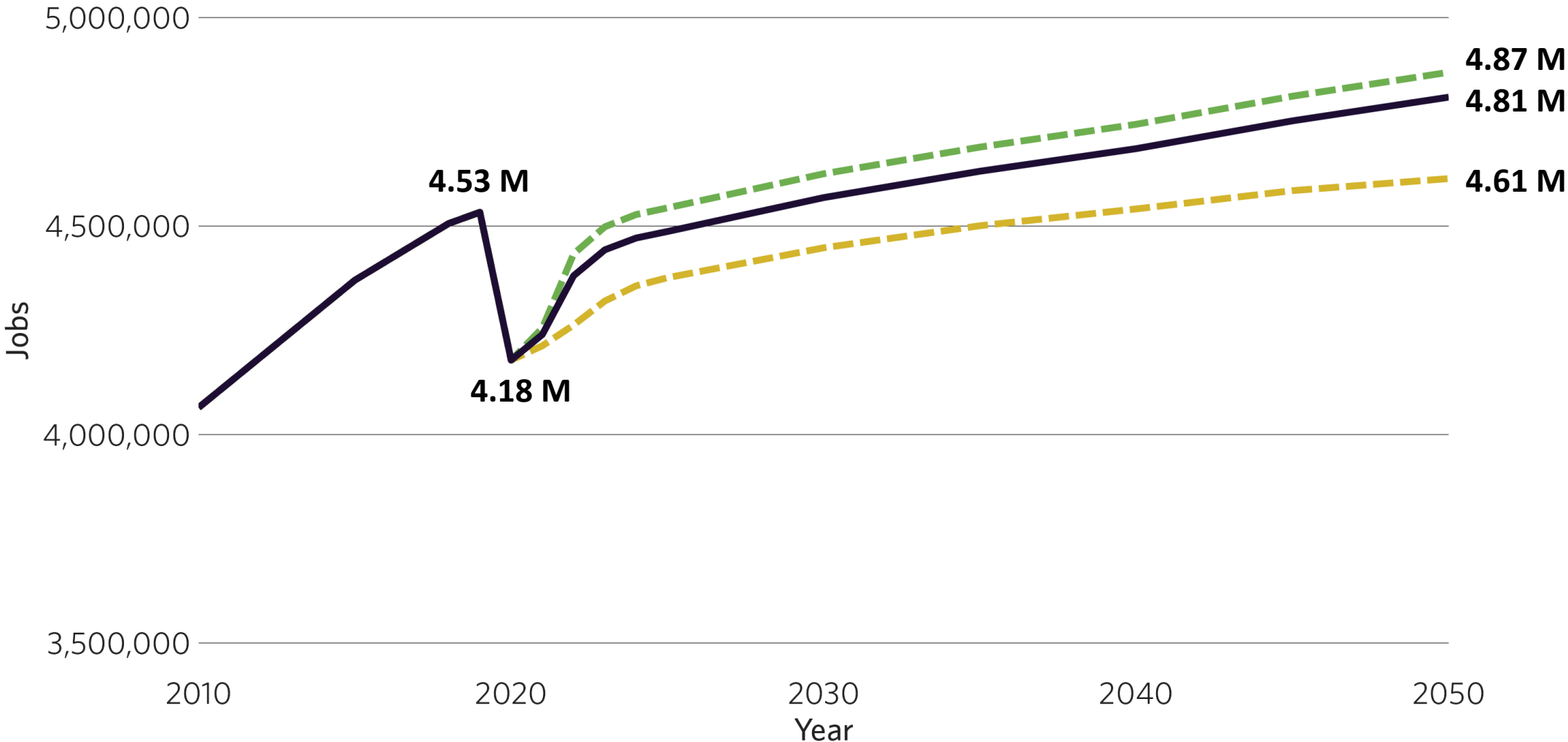
By industry (2-digit NAICS sectors)

Historical benchmark: 2010-2020; forecast: 2021-2050

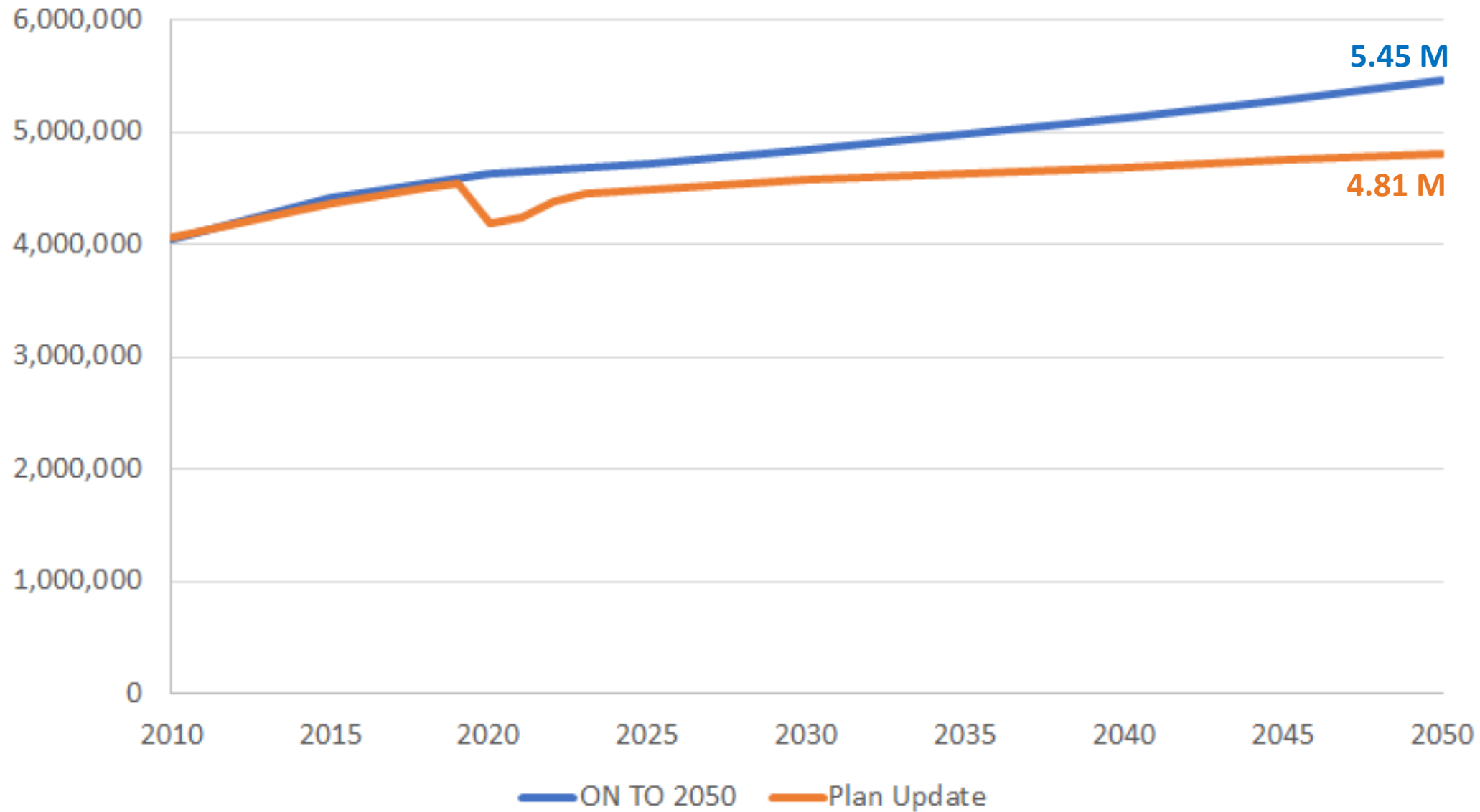
Three scenarios: baseline (official forecast), plus optimistic and pessimistic alternatives – all based on Moody's Analytics macroeconomic assumptions

# Forecasted total employment, CMAP region

Baseline Optimistic Pessimistic

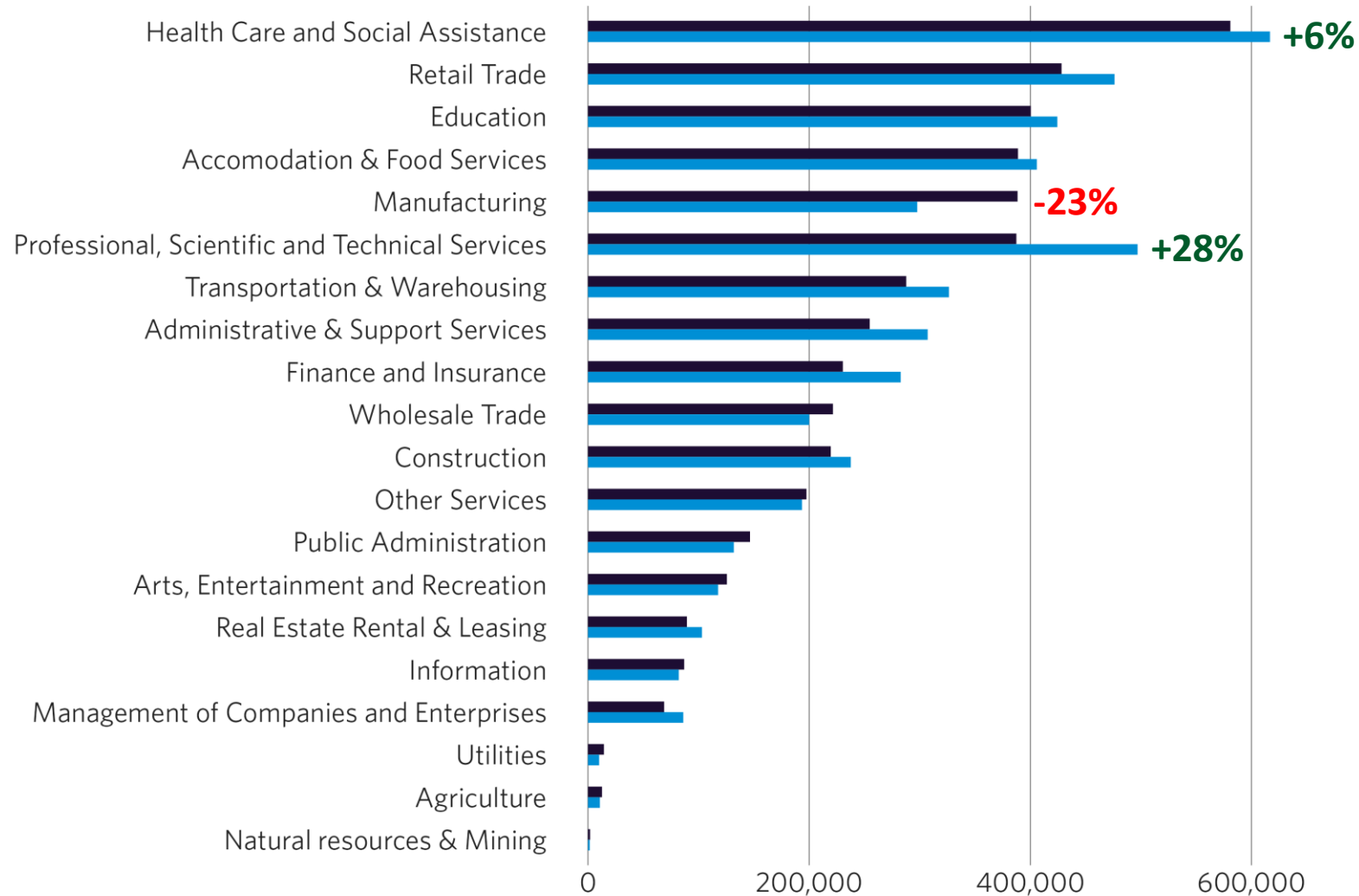


## Total Employment Forecast: ON TO 2050 vs. Plan Update



## Total employment by sector, CMAP region, 2019 vs. 2050

■ 2019 (observed) ■ 2050 (forecast)



# Next Step: Local Allocation



# Approach

Land Use Model: UrbanSim

Works with highly localized data (parcels, buildings, zoning)

Microsimulation:

developers: where to build

households/businesses: where to locate



The screenshot displays a web application interface. On the left, a map shows an aerial view of a parcel highlighted in blue. To the right of the map is a sidebar with a title and a list of attributes. The title is 'CenterPoint Intermodal Center - Joliet | 4300 Brandon Rd'. Below the title, the text 'Parcel Development Projects' is visible. The list of attributes includes 'id', 'name', 'object\_id', 'tags', 'area acres', 'notes', 'start year', 'address', 'developer', 'non residential space (sqft)', 'phased', 'status', 'rent units', 'residential units', 'buildings', 'duration', 'identification', 'average unit size (sqft)', 'amis', 'affordable units', 'average floors', 'source', and 'building type'. Each attribute has a corresponding value listed to its right.

CenterPoint Intermodal Center - Joliet   4300 Brandon Rd	
Parcel Development Projects	
id	1886
name	CenterPoint Intermodal Center - Joliet   4300 Brandon Rd
object_id	
tags	
area acres	149.56
notes	Single story building with 80 loading docks   CenterPoint has broken ground.
start year	2021
address	
developer	CenterPoint Properties
non residential space (sqft)	1035034
phased	false
status	Committed
rent units	0
residential units	0
buildings	1
duration	11
identification	15653-33603
average unit size (sqft)	0
amis	AMI 60: 0 units
affordable units	0
average floors	1
source	NDD 5/12/2021
building type	Warehousing / Distribution

# What to expect

Lower regional forecast = reduced local forecasts

Considerations:

- Refined data on local capacity

- Updated information on new developments

- ON TO 2050 priorities (e.g., infill, EDA)

# Timeline

Regional forecast results: late January

Draft county forecasts: late February

Full results w/documentation: October (plan adoption)

# Questions?



**Thank you**

**David Clark**

[dcclark@cmmap.Illinois.gov](mailto:dcclark@cmmap.Illinois.gov)

**Alexis McAdams**

[amcadams@cmmap.Illinois.gov](mailto:amcadams@cmmap.Illinois.gov)

**Noel Peterson**

[npeterson@cmmap.Illinois.gov](mailto:npeterson@cmmap.Illinois.gov)

**Mary Weber**

[mweber@cmmap.Illinois.gov](mailto:mweber@cmmap.Illinois.gov)

# 3.07 Local Government Network

## Update

### Patrick Day

Staff will update the committee on recent Local Government Network initiatives.

**ACTION REQUESTED: Information**

# 3.08 Legislative Update

**Gordon Smith**

Gordon/Anthony is available to answer any questions from the committee.

**ACTION REQUESTED: Information**

# 4.0 Other business

## Chair Schielke

Committee members joining the meeting late should verbally make themselves known or send an email to [transportation@cmmap.illinois.gov](mailto:transportation@cmmap.illinois.gov) so your attendance is recorded.



# 5.0 Public comment

Comments emailed prior to the meeting will be read by staff.

Send a request through chat to make a verbal comment.

Callers: Wait for chairman to acknowledge you and remember to state your name.

# 6.0 Next meeting

The next meeting will be  
April 19, 2022

# 7.0 Adjournment



CMAP

**Next meeting:  
April 19, 2022**

**Thank you!**

