

CITY OF CHICAGO MOBILITY TASKFORCE REPORT

**Presentation to Chicago Transit Board
April 10, 2019**



Overview

GOAL

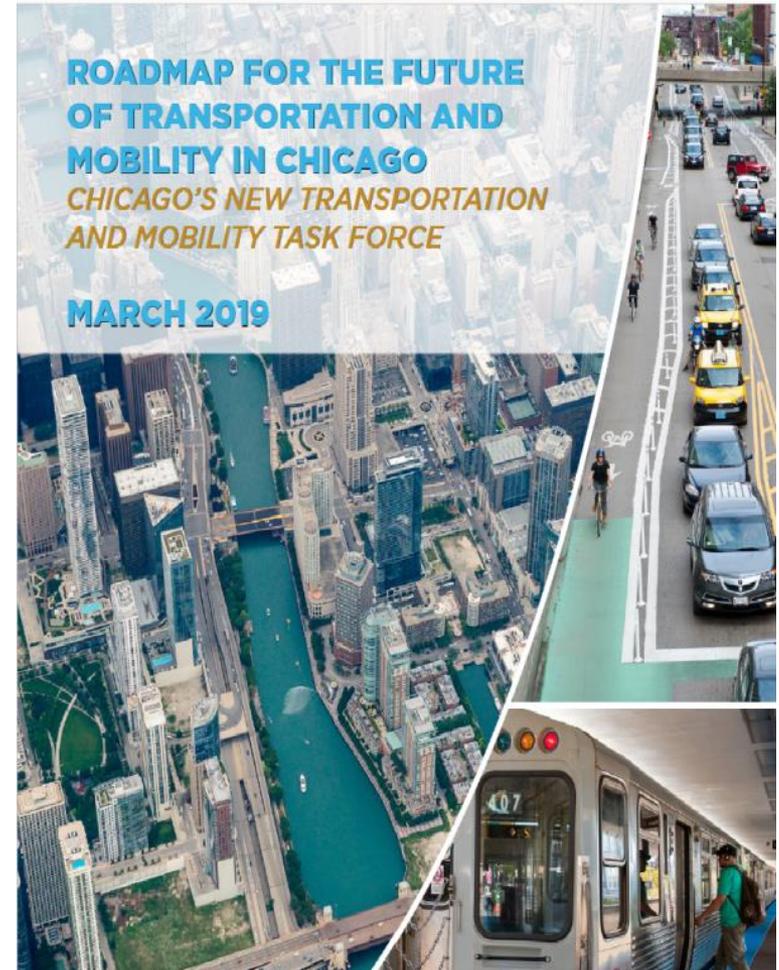
- To create a *forward-looking and innovative roadmap for the future of mobility and transportation in Chicago*

TIMEFRAME

- Taskforce formed in September 2018 and met for 6 months.
- Comprised of 20 experts and thought-leaders from government, business, neighborhood and civic organizations, research institutions, and not-for-profits in the transportation, mobility and technology sectors
- Report published on March 14, 2019.

FOCUS AREAS:

- Congestion, sustainability and transit
- Data collection, data sharing and privacy
- Technology and new modes
- Accessibility and equity
- Freight delivery



Task Force Members

Raymond LaHood, Chairman, former Secretary, US Department of Transportation

Brenna Berman; Executive Director, City Tech Collaborative

Marca Bristo; President & CEO, Access Living (Represented by Adam Ballard)

Ron Burke; Executive Director, Active Transportation Alliance

Dorval Carter; President, Chicago Transit Authority

Brian Collie; Senior Partner and Managing Director, The Boston Consulting Group (BCG) / Global Leader, Automotive & Mobility Sector

Rosa Escareno; Commissioner, Department of Business Affairs and Consumer Protection

Sharon Feigon; Executive Director, Shared-Use Mobility Center

Jacky Grimshaw; Vice President, Center for Neighborhood Technology

Stefan Gspurning; Head of Urban Mobility, Bosch USA

Ronnie Harris; Visionary Lead, Go Bronzeville

Sandy Hogan; Senior Vice President and General Manager of Americas HERE Technologies

Tom Kotarac; Vice President of Transportation and Infrastructure, Civic Committee of the Commercial Club of Chicago

Angel Mendez; Chief Operating Officer, HERE Technologies

Robert Rivkin; Deputy Mayor, City of Chicago

Rebekah Scheinfeld; Commissioner, Chicago Department of Transportation

Ann M. Schlenker; Director, Center for Transportation Research at Argonne National Lab

Dr. Joe Schwieterman; Director, DePaul University's Chaddick Institute for Metropolitan Development

Joseph Szabo; Executive Director, Chicago Metropolitan Agency for Planning

Karen Tamley; Commissioner, Mayor's Office for People with Disabilities

Mike Tomas; Executive Director, Garfield Park Community Council

Audrey Wennink; Director of Transportation, Metropolitan Planning Council

Principles

The Taskforce agreed to the following principles should guide all recommendations:

- A transportation system that is **safe** for all users;
- Mobility choices that are **accessible, equitable**, affordable and non-discriminatory;
- **Economic development** that is inclusive and innovative;
- A city that is **efficient**, smart and reliable;
- Communities that are **sustainable**, healthy, and built using universal design principles;
- **Data and information** that is actionable, transparent, shared, and secure, and
- Regulation of private providers that is **guided by public benefits**.

From the Principles: *The City must focus on high-capacity multi-modal forms of transportation, while also ensuring that user experiences are equitable, regardless of race, economic status, disability status and other factors.*



Recommendations Overview

Recommendations were organized under the following objectives:

1. Streamline **governance and management** of transportation systems and policies within and across City departments and agencies;
2. Develop uniform, comprehensive, and secure **data sharing requirements** between public and private entities;
3. Support **investments in transportation infrastructure** to meet the City's mobility goals;
4. Encourage **reduced dependency on single-occupancy vehicle trips** and increased use of higher-efficiency options;
5. Build an **accessible, affordable**, and convenient **multi-modal** transportation system;
6. Advance a transportation and mobility system that promotes the **environmental health and sustainability** and improves overall livability of the city; and
7. Prepare Chicago for Connected and **Automated Vehicles**.



Recommendation 4.2: Prioritize bus improvements and investments to increase reliability and ridership

- ***ACTION* Recommendation 4.2.1: The City should invest in street infrastructure to increase speed and reliability of CTA's highest-ridership bus routes.**
 - ...such as dedicated bus lanes, transit signal priority, queue jumps, and raised boarding platforms to improve service.
- ***STUDY* Recommendation 4.2.2: The City should support ongoing efforts to develop policies and technology to expand faster bus loading and fare collection (e.g. all-door and prepaid loading), complemented by strategies to protect CTA from revenue loss from fare evasion.**
 - Additional study is required to understand options for scalability of prepaid and all-door boarding options.
- ***ACTION* Recommendation 4.2.3: As part of the efforts to improve traffic efficiency, the City should pursue state enabling legislation to permit CTA and the City to enforce bus lane traffic and parking infractions using cameras.**
 - ...ensure that penalties are fair and reasonably applied and that revenues are dedicated to supporting mobility and transportation infrastructure, particularly the enhancement of public transit.



Recommendation 5.1: Continue investments in accessible and affordable public transportation services and identify areas for expanded or improved service options

- **ACTION Recommendation 5.1.1: Preserving the affordability of CTA is critical to providing convenient, affordable and accessible transportation services throughout Chicago.**
 - Currently, CTA buses are 100% accessible. As the City's accessible public transit option, promoting the affordability and use of CTA is paramount in making sure this accessible transportation mode continues to be fast, frequent and reliable with citywide geographic coverage.
- **ACTION Recommendation 5.1.2: The Task Force supports fully funding ASAP**
 - Includes support for future phases of the Red Purple Modernization program and the Blue Line Forest Park Branch reconstruction program.
 - Together these projects will make the remaining 42 of CTA's 145 rail stations newly accessible to people with disabilities.



Additional Highlighted Recommendations

- ***ACTION* Recommendation 1.1: Establish a Chief Mobility Officer**
 - Within the Mayor’s Office to align policy decisions in the transportation realm
- ***ACTION and STUDY* Recommendation 3.1: Identify and implement dedicated, sustainable revenue sources...**
 - ...to support **public transit operations** as well as **transportation infrastructure** at the state, regional, and/ or City-level that are dedicated to modes that provide alternatives to low-occupancy vehicles (e.g., **public transit**, bike, pedestrian) as well as “state of good repair” upgrades to roadways and bridges.
 - Includes recommendation to **raise the gas tax**: Illinois has not increased its gas tax in nearly 30 years and the federal government has not increased its tax in 26 years; 24 states have raised or reformed their gas taxes since 2013.
 - Study alternatives to the gas tax, as the City moves away from gasoline as a fuel source.
- ***ACTION* Recommendation 3.2: It is critical that Chicago, Illinois, and the federal government support and increase investments in public transportation infrastructure...**
 - ...that preserves the existing system, improves its efficiency and capacity, and expands the system’s reach.
 - State and federal funding should go towards high priority transit projects that will support mode shift to high capacity service..
- ***STUDY* Recommendation 4.1: Align Pricing, Fees, Incentives, and Taxes to Achieve Expanded Policy Outcomes...**
 - **Incentivize transit trips** and multi-passenger rides, while discouraging single occupancy and empty vehicle trips, and trips that duplicate high-frequency public transit service;
 - Implement demand-based pricing within the GTT to **discourage low-efficiency vehicle trips in the downtown**, during **peak periods**, or during special events...
 - Incentivize services to **people with disabilities**, underserved markets, and **areas of economic hardship**...

Next Steps

The Report calls for several immediate next steps, of which the following will involve CTA:

- *CTA LEAD* Develop a program to encourage mode shift to high capacity public transit, by expanding and promoting participation in **CTA transit benefits programs for large corporations and institutions**
- *CTA LEAD* Undertake an analysis to **evaluate full transition to electric bus**, including identifying infrastructure requirements, technology evolution, bus routing considerations, equity, costs, and funding sources
- Advocate for **statewide gas tax increase** and regional funding from the increase
- Develop framework for uniform **data-sharing agreements**, including coordination with private mobility providers
- Study potential frameworks for **innovation zones** based or sandbox zones for transportation-related pilots/testing
- Utilize pilot guidelines detailed in the report to develop, launch and validate pilots resulting from the Task Force report (i.e. **scooter pilot** and curb management)
- Create a framework for an **AV working group**
- Develop a response to the US DOT Automated Driving System (ADS) Demonstration Grant for an **AV pilot project**