

DRAFT Public Engagement Summary of ON TO 2050 Alternative Futures and Plan Preview

Please note that this draft is not final because it was prepared while the engagement phase was still underway. The revised version in October 2017 will have final text, data, and analysis.

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Overview

Public engagement for the Alternative Futures phase of ON TO 2050 development began in April 2017 and continued through the end of August 2017. The focus of the engagement was to stress-test assumptions about the macro-trends that will shape the future of the region and to solicit input on strategies and priorities for addressing those trends:

- What if the impact of climate change intensifies by 2050?
- What if more people choose walkable communities by 2050?
- What if technology enables greater mobility by 2050?
- What if economic restructuring continues to 2050?
- What if public resources are further depleted by 2050?

A wide variety of stakeholders from throughout the CMAP region contributed input for the plan during those five months, using the multiple avenues offered. CMAP's public engagement tools included:

- In-person workshops
- Participation in regional events, such as fairs and farmers markets
- Interactive iPad kiosks
- Online surveys
- Web and social media

As shown in Attachment 1, the engagement reached broadly across the seven-county region. During this Alternative Futures phase, CMAP reached more than 2,500 residents who attended 127 workshops and five topical forums and over 48,000 who interacted with the kiosks.

Workshops and other events

CMAP facilitated in-person workshops with partners that included neighborhood and community organizations, nonprofits, foundations, advocacy groups, local businesses, elementary and high schools, and a host of other stakeholders throughout the region. (Attachment 2). A slide presentation and accompanying videos generated discussion and comments, which CMAP staff also recorded and compiled. (Attachment 3). Workshop participants used keypad devices to respond in real-time to an interactive survey using a standard set of three to five questions about each Alternative Future. (Attachments 4 and 5). Municipal partners participated in another series of ON TO 2050 workshops designed to elicit feedback on municipal capacity and CMAP's "layers" approach and tool for identifying regional land use features.



Kiosks

Thousands of residents participated in ON TO 2050 development using interactive kiosks strategically placed in twenty high traffic, public spaces in the region, including county buildings, community colleges, a high school, the Chicago Architecture Foundation, the Chicago Botanic Garden, and Chicago public library locations. Each kiosk housed an iPad Pro that presented the Alternative Futures scenarios and took users through a light survey that paralleled the workshop presentation. (Attachments 6, 7, and 8).

Online surveys

Residents also participated in more in-depth online surveys for each Alternative Future, using a survey on the CMAP website (Attachment 9) and separate surveys using the MetroQuest platform (Attachment 10). In addition, residents and partners had the opportunity to provide comments via a dedicated email address.

Web and Social Media

CMAP's public engagement also reached residents online via dedicated [webpages](#) and a [YouTube channel](#) for Alternative Futures, together receiving more than 1,500 views. Social media also generated input for ON TO 2050 via CMAP's Twitter handle [@ONTO2050](#) and hashtag #2050BigIdeas.

Plan Preview

In August 2017, CMAP released its draft Plan Preview for public comment, generating several detailed responses (Attachment 11). The public feedback will be considered as staff finalize the preview document for board approval in October 2017.



Summary of Feedback

The following summarizes feedback collected for each engagement method beginning in April 2017. Note that some figures will be updated after the engagement period ends on August 31.

Changed Climate

- **Workshop keypad polling results:**
 - The most worrying impacts of climate change for residents are:
 - 1) Insufficient water supply, and 2) Harm to life and property from floods and storming (tied at 24%)
 - Threats to regional agriculture, biodiversity (18%)
 - More intense impacts for vulnerable residents (17%)
 - 35% of respondents feel there is a lack of urgency due to competing priorities on climate change
 - Most important two regional systems to protect from climate issues are:
 - 1) Our sources of water, and 2) Infrastructure for water supply and stormwater (tied at 19%)
 - Energy supply and distribution network (18%)
 - 5th grade, 8th grade, and high school students:
 - Most worrying impact is harm to life and property from storms, flooding and insufficient water supply
 - Lack of urgency is biggest barrier to action on climate change.
- **Selected workshop comments and themes:**
 - Address water issues at the regional level and not just at the local, municipal level.
 - Many residents are vulnerable to flooding – sewer and basement backups – and extreme heat.
 - There’s a gap between recognizing climate change and feeling able to do something about it.
 - If you’re starving, you’re not thinking about climate change.
 - People are too stressed by the day-to-day and don't have the luxury of being concerned about tomorrow.
 - Climate change is too obscure. When people see flooding or threats to clean water, they don't attribute its effects to climate change.
 - Political culture is not set-up for long range planning; focuses on immediate needs.
 - Assumption that because of Lake Michigan, the region is safe with access to drinking water.
 - Community development staff is the first line of defense against requests for lot coverage variances which remove permeable surface.
- **Feedback from kiosks:**



- 63% of respondents agreed that natural resources are the most important asset for our region's future.
 - More than half of respondents identified polluted rivers and flooded streets as the most important impacts from flooding that should be addressed.
 - Over 60% of respondents chose contaminated drinking water and water shortages as issues that concern them most.
 - Respondents were concerned mostly about the impacts of climate change on lower income residents, people with medical conditions, and elderly people.
- **Feedback from MetroQuest survey:**
 - On average, respondents were mostly concerned with water shortages as an impact of climate change and health impacts appeared most consistently in the top three.
 - Water supply, followed by stormwater and water infrastructure, were the top key assets to protect from climate impacts.
 - The majority of respondents thought that the cost of property damage from flooding and heavy storms will mostly affect at-risk communities.
 - Respondents thought that the most important strategies to protect against flooding were:
 - Invest in a mix of gray and green infrastructure
 - Require new development to reduce stormwater runoff
 - Reduce existing impervious surfaces
 - 59% of respondents said that we should invest now to mitigate or prevent damages to address groundwater depletion.
 - Over a third of respondents thought new development should be restricted in some areas at risk of groundwater depletion.
 - The most popular pricing strategy was mileage-based user fees and congestion pricing, followed by carbon pricing.
 - **Online survey:**
 - 34% of respondents said that lack of urgency and competing priorities is the biggest barrier to widespread action on climate change
 - Over 25% of respondents said that natural resources and open space is the most important asset to protect from climate change

Walkable Communities

- **Workshop keypad results:**
 - Three biggest benefits of a more walkable community
 - Healthier residents (25%)
 - Lower emissions means less pollution (20%)
 - More economic development (16%)



- 30% of residents think we need housing for all income levels
- Increased cost to residents was top concern about walkable communities
- 33% of respondents said that the cost of healthy food gets in our way of living healthier lives
- Access to health care and healthy food were cited as the top two actions that could enable people to live healthier lives
- 5th grade, 8th grade, and high school students:
 - Less pollution, healthier residents and lower transportation costs were the 3 biggest benefits of a more walkable community
 - 37% thought their community needs housing for all income levels
 - Increased cost to residents is top concern about more walkable communities
- **Selected workshop comments and themes:**
 - Frees up land because fewer roads, fewer parking lots, more useable land (for parks).
 - Investments necessary for walkable communities.
 - We want walkable communities now, but will that change with self-driving cars?
 - Desire more homes close to transit.
 - Housing should be more closely tied to local jobs, economy, so people can live closer to work.
 - Increasing housing costs can lead to further displacement of residents who cannot afford to live there.
 - There are public safety implications for these walkable communities -- more crime because more people or less crime because more people on the sidewalks?
 - Much more important to create more integration.
 - Length of commute gets in the way; too much time in the car.
 - Need local hiring programs to reduce commute times.
 - Imagine your future: As long as I am near friends and family, regardless of where, I will be happy.
 - Imagine your future: Would like to live in a city to be near people but suburbs have more open spaces.
- **Feedback from kiosks:**
 - The top three things features that make neighborhoods more convenient are:
 - Places to shop, eat, and play
 - Sidewalks and bike lanes, and
 - Access to public transit
 - If their community becomes less affordable, 46% of respondents said that their community will be less diverse and 45% thought that they might have to move.
 - To prepare for the future, 57% of respondents said that we should make streets friendly for people and bikes, followed by investing in transit (47%), and encouraging mixed income communities (46%).



- 53% of respondents would like their jobs to be located near their home or public transportation (44%).
- **Feedback from MetroQuest survey:**
 - 70% of respondents said that they would prefer to live in an urban neighborhood.
 - Over a third of respondents said that the top benefit of walkable communities was the convenience of walking and biking.
 - Respondents said the highest priorities for transit investment should be new bus routes and extended rail lines, followed by more frequent, reliable service.
 - The top three housing types respondents thought most important to preserve were:
 - Housing for residents at every income level
 - Housing for the elderly
 - Housing for specific population groups (e.g. families, veterans, people with disabilities, etc.)
 - Respondents said updating comprehensive plans, zoning codes and other regulatory documents were most needed to assist communities with limited resources in becoming more walkable.
 - 91% of respondents thought it was important to preserve key agricultural and natural areas.
 - The top three additional revenue sources for transportation infrastructure that respondents would support were:
 - Congestion pricing
 - Charging for parking
 - Taxes or fees on shared mobility companies
- **Feedback from online survey:**
 - 58% of respondents said that their community needs housing for people of all income levels
 - 54% of respondents said that new bus routes and extended rail lines should be our highest priority investment in our transportation system

Innovative Transportation

- **Workshop keypad results:**
 - 45% of the people we asked are somewhat comfortable with autonomous vehicles but think they need more testing.
 - 30% of respondents said new bus/rail routes and extended rail lines should be the top investment priority followed by faster travel (such as bus express lanes) which came in at 20%.
 - 40% of respondents said that an urban neighborhood was their preference if they had a convenient commute.



- 5th grade, 8th grade, and high school students: two top priorities for transit investment.
 - 33% are somewhat comfortable with autonomous vehicles while 29% will prefer to use their own car.
 - New bus/rail routes and extended rail lines and faster travel (such as bus express lanes) were the top two transit investment priorities.
 - 31% will choose to live in a walkable suburban community in the future.

- **Selected workshop comments and themes:**
 - Autonomous vehicles could become a class thing that not everyone can afford.
 - We don't have the road space for everyone to take their own autonomous vehicles; we'll still need trains.
 - Concerned about less attention towards existing transportation infrastructure. Will shared autonomous vehicles become part of public transit? Need to find the right balance between public transportation and autonomous vehicles. Concerns over funds necessary to retrofit infrastructure that benefits autonomous vehicles.
 - With hybrid self-driving cars, air quality will improve.
 - If they can communicate with each other, there will be fewer crashes, more efficient travel.
 - I trust a computer more than a driver who is texting.
 - Potential displacement of employment; 17 million jobs will be directly affected.
 - We want to drive our own cars.
 - Will they really alleviate congestion?
 - Eliminate the transportation fiefdoms, more agency coordination.
 - Need trains that connect the regional spokes; easy to get to the city from any of the seven counties, but there is a lack of connectivity between outlying counties.
 - We can get to Chicago on transit but can't get from Antioch to Lake Forest.
 - There is a North-South preference for Chicago's L system but not East-West.
 - I worry about inequity in how infrastructure will develop.
 - I'd prefer to live in the middle of nowhere, with 40 acres around me.
 - Millennials want to live in livelier communities, as do Boomers; where something is happening.
 - Mayors in communities that are not walkable and prefer to drive still want a walkable downtown.
 - The region needs a network of mobility managers.
 - We need to share responsibility for transportation infrastructure investment.
 - It's difficult to plan around the use of shared transportation because use varies by age.

- **Feedback from kiosks:**
 - If automated vehicles became more affordable, respondents said they would use them to ride everywhere and to connect to transit using on demand shuttles.



- To help them get around, residents said they would use cars programmed to avoid accidents and traffic most frequently.
 - 56% of respondents said that pedestrian and cyclist safety should be our highest priority, followed by on-time public transit (47%).
 - Over 60% of residents said that to maximize the benefits of new transportation technology, we should make sure it is accessible to everyone.
- **Feedback from MetroQuest survey:**
 - Over a third of respondents said that the top benefit to innovative transportation technology was safer streets for everyone.
 - If more convenient travel leads to more development at the edge of the region, 38% respondents were most concerned about disinvestment in existing communities.
 - The top 3 strategies to pay for new transportation technologies were:
 - Implement congestion pricing
 - Increase gas taxes
 - Transition to vehicles miles traveled (VMT) fees
 - Over a quarter of respondents chose automated transit vehicles as the technology with the greatest potential to save money.
 - 68% of respondents said that maintaining public transportation options is the most important strategy to ensure that everyone has access to affordable, convenient mobility.
 - 36% of respondents said that we should let the market play out and wait to regulate automated vehicle technology.
 - **Feedback from online survey:**
 - 45% of respondents said that improved transit service might persuade them to use transit.
 - 35% percent of respondents said if they were more affordable, they would use fast/reliable trains and buses.
 - More than 47% of respondents said that they would live in an urban neighborhood if transportation technology could offer a more convenient commute.
 - 35% said they would support increasing tolls to reduce traffic congestion without building new roads.

Constrained Resources

- **Workshop keypad polling results:**
 - 32% of respondents think their community will respond to less federal and state funding by charging higher local taxes and fees
 - The top two priorities for public funding were:
 - Transportation (30%)
 - Social service programs and sewer and water systems (tied at 21%)



- Top two ways we should fund necessary improvements are:
 - Charge drivers i.e. higher gas tax, tolls, fees (29%)
 - Charge more to bypass congestion (23%)
- **Selected workshop comments and themes:**
 - Change the tax structure.
 - Should focus on reallocation of existing resources rather than finding additional funding from other sources.
 - Everything flows from housing, especially for families.
 - Funding options will disproportionately affect vulnerable populations.
 - Culture of driving, entitlement of free parking is unsustainable; paradigm shift needed.
 - Tax drivers by the mile.
 - I don't know what the other options are, but we need to be more creative.
- **Feedback from kiosks:**
 - 60% of respondents thought that local government should be responsible for funding services, followed by state government (58%).
 - Most people thought that their community would respond to reduced federal and state funding by raising revenue to support public services.
 - Residents' top concerns if public funding gets cut are:
 - Schools
 - Water and air quality, and
 - Health and social services
 - More than half of respondents said that communities should work together by sharing services, equipment, and data.
- **Feedback from online survey:**
 - 33% of respondents thought that their community will respond to a future with less federal and state funding by charging higher local taxes and fees.
 - Over 58% of respondents said that our highest priority should be sewer and water systems if public funding is cut.
 - 75% of respondents said that we should charge drivers via tolling, higher gas tax, fees for miles traveled, registration fees, etc. to pay for the rebuilding of the transportation system over the next 30 years.
 - 42% of respondents said that they would support paying a higher toll to reach their destination faster.

Transformed Economy

- **Workshop keypad polling results:**
 - 43% of people we asked said that technology would require residents to have new skills



- 59% of respondents said we must respond to the changing economy by connecting job training to emerging industries
- 54% of respondents said that a high quality, affordable education is needed most to enable everyone to succeed in the future economy
- **Feedback from kiosks:**
 - 44% of respondents thought that advances in technology will require ongoing training, and 34% said technology will increase productivity.
 - 56% of respondents said that they will need to master new technology to succeed in the future economy.
 - 55% of residents said that to succeed in the future economy, the region needs job opportunities for varied skill levels, but also more forms of job training (45%) and more options for where you can live and work (45%)
 - 55% responded that the region could strengthen its economy by investing in innovation and modernizing infrastructure.
- **Feedback from online survey:**
 - Nearly 40% of respondents said that technology will change their job in the future.
 - Over 65% of residents said that job training and continuing education for people of all skills levels will enable residents to succeed in the future.
 - Nearly 78% of respondents said that creating pipeline programs that connect workers, training institutions, and employers can help fill the skills gap.
 - 50% of respondents said that they are worried about increased unemployment in a future where technological change and globalization have accelerated.
- **Selected workshop comments and themes:**
 - ComEd removed all of their meter reader positions due to technology that can do it electronically. We offered workers other jobs within company so they were not laid off.
 - Connect job training to existing industry.
 - Also applicable to those midway through their careers - obsolescence is happening faster and faster, so people must adapt quickly and businesses must train current employees in new skills.
 - What's needed most is a better sense of community – empathy, connectedness; there's no sense of the greater good.
 - You don't want to be dependent on infrastructure and geography to get a good education.
 - My father works for UPS and hates technology because he already sees it coming to take his job.
 - Representation of minorities and disconnected communities is critical.
 - It's not enough to drop a store in a stand-alone neighborhood without building context for it.



- To engage residents, you have to go where they are; the ways we talk to people don't include them.
- Create conditions for people to make their own jobs.

Additional Selected Grammar/Middle/High School Student Feedback

Select workshop comments and themes:

- Most students would prefer to get to school in a flying car.
- Top desires when in 40s / by 2050: A happy family followed by a safe neighborhood.
- 8th graders: (Future careers?) interior designer, disability service, finance/investment banking, psychologist, musician or photo journalist, occupational therapist, marine biologist, creative director of a fashion house, teach fashion design, surgeon, tap dancer, engineer to have us travel to the moon, teacher, musician, business owner, doctor, something that pays me well, being President would be awesome.
- Shuttle parking lots, parking lots in the air, twelve car garages, amphibious cars.
- We will have flying cars, no more fuels will contaminate the earth, money will be long gone, chips will be implanted in our hands, all our houses will be above land, which will be in the air. Robots will eventually rule the world – this is what I want to see in 2050.
- Would prefer driverless cars if there were snacks inside, better seats, more comfortable; can microwave food while “driving.”
- I don't see myself living here in 2050. Too much drama (crime) in my neighborhood. I want to be someplace quiet.
- I want to see flying cars, self-driving vehicles, and robots that can do everything. I would like to be an art teacher too.
- Affordable housing connected to public transportation - this is what I want to see in 2050.



Attachments

The following materials are complete archives of unfiltered comments and data from the Alternative Futures engagement period.

- [Attachment 1](#): Map of all engagement locations [as of August 7,2017]
- [Attachment 2](#): Workshops and events [as of August 28, 2017]
- [Attachment 3](#): Workshop comments [as of July 31, 2017]
- [Attachment 4](#): Keypad polling results
- [Attachment 5](#): Keypad polling results from students [as of July 31, 2017]
- [Attachment 6](#): Kiosk locations
- [Attachment 7](#): Kiosk feedback report [as of July 31, 2017]
- [Attachment 8](#): Kiosk analytics report [as of July 31, 2017]
- [Attachment 9](#): Online Survey feedback [as of July 31, 2017]
- Attachment 10: MetroQuest survey report: [Changed Climate](#), [Walkable Communities](#), [Innovative Transportation](#) as of July 31, 2017]
- [Attachment 11](#): Public comment on draft Plan Preview

