

## **PILLAR 3** Enable Personal Mobility and Improve Air Quality

All Chicagoans need equitable access to safe, reliable, and affordable clean transportation choices. This is especially true in Black and Brown communities that experience longer commute times, have less access to transit, and pay more for transportation. There is an opportunity to align and build upon CAP goals with [CDOT's strategic plan](#) that aims to connect people of every age and physical ability in every neighborhood while also systematically reducing transportation costs, breaking the cycle of intergenerational poverty, and making geographic, social, and economic mobility possible.

The commitment to equity and the health of Chicagoans that guides the CAP requires looking at how transportation contributes to pollution and the negative health impacts that trucks, cars, buses, and their emissions have on residents. It also requires investment in infrastructure improvements that prioritize walking, biking, and transit use to reduce emissions and reduce fatalities from car trips, planting trees to increase shade in neighborhoods to reduce the urban heat island effect and designing and building streets that reduce stormwater runoff and mitigate flooding. Steps must be taken to address structural inequities that prevent investments from reaching Black and Brown neighborhoods and look at how our investments can bring out the best in our city.

On-road transportation accounts for 15% of total citywide GHG emissions. Reducing these emissions requires that Chicagoans travel fewer miles in fossil fuel-burning vehicles and shift to lower emission transportation options like walking, biking, or transit. More efficient travel is key as well, as to avoid emissions that result from traffic on congested roads. To achieve this goal, neighborhoods will be connected with sidewalks, bike paths, and public transit that are navigable by residents of every age and ability. City processes must also evolve to place higher priority on road repair, street lighting, and sidewalk construction that targets the most disconnected neighborhoods. Policies must enable clean transportation options and enable zero emission transit, freight, and personal vehicles. Better data and reporting must be publicly available to measure progress toward delivering equitable access to safe, reliable, and affordable clean transportation.

### **STRATEGY 1: INCREASE CTA RELIABILITY, FREQUENCY, AND SPEED AND UPDATE LAND USE POLICIES TO ENCOURAGE MORE HOUSING AND BUSINESSES NEAR TRANSIT**

Whether traveling within your neighborhood or crisscrossing the city for a longer adventure, reliable transit plays a vital role in keeping our city connected. Despite the dramatic decrease in ridership, the COVID-19 pandemic proved that public transit is a critical part of an equitable economy and must be preserved and expanded. By increasing access to reliable transit, Chicagoans can reduce the number or distance of vehicle trips and related emissions. It can also help Chicagoans pursue work opportunities in more locations. Walkable neighborhoods, accessible

#### **NATURE BASED SOLUTIONS**

- Some parking areas, sidewalks, roads, and bike lanes can be paved with permeable surfaces to avoid runoff and support balanced water cycles.
- Tree and forest buffers along highways and transportation corridors reduce heat islands, air pollution, and noise.
- Streetscapes and parking lots can be explored for vegetated planters, bioswales, and rain gardens

sidewalks, and transit-supportive improvements on key bus and rail corridors will increase transit ridership, reduce congestion and travel times, and improve air quality.

#### **Known Hurdles**

- The ongoing COVID-19 pandemic and shifts to remote working have reduced transit ridership
- Reliable charging infrastructure and updated maintenance protocols are needed

#### **First Next Steps**

- Establish transportation mode measurement and reporting
- Complete CDOT's Congestion Pricing and Mobility Study
- Expand electric buses to additional routes

#### **Performance Metrics**

- CTA ridership
- Transportation mode distribution
- Total number of EV buses
- Total miles and percentage of transit miles traveled by EV buses

### **ACTION 1: INCREASE CTA RIDERSHIP BY 20% BY 2030 TO REDUCE FOSSIL FUEL-BASED TRAFFIC**

If Chicagoans use more sustainable transportation modes, citywide vehicle miles traveled will decrease, reducing GHG emissions. The ongoing COVID-19 pandemic, however, has created many challenges, including for transit. Health and safety protocols have kept many Chicagoans at home and off of transit. 2019 CTA bus and rail ridership totaled 455.7 million, including 237.3 million bus rides and 218.4 million rail rides. Ridership fell 57.6% in 2020, CTA bus and rail ridership totaled 197.5 million in 2020, including 121.5 million bus rides and 76.0 million rail rides. CTA ridership must first rebound to pre-pandemic ridership levels before increasing. The City is committed to prioritizing citywide clean transit and incentivizing its use.

Increasing CTA ridership will require prioritizing transit service and investments to make it more competitive to driving, integral in planning and development decisions, and safely connect residents to its network. A suite of policies will be explored to improve transit comfort and convenience including transit lanes, transit priority stops and signals, congestion pricing, and reducing single-occupancy vehicle trips. Chicago will require or enable new larger developments to proactively encourage sustainable transportation use through Travel Demand Management (TDM) plans. Studies show TDM plans can reduce vehicle miles traveled by 10-20% by residents in covered developments. This action aligns with the City's ETOD Policy Plan. The City will also explore transit subsidies to enable overburdened residents to access transit options. Moreover, the City will implement new ways to measure how people move through Chicago to reliably track progress toward ridership goals. Reducing fossil fuel-based traffic will reduce citywide emissions and improve air quality across the City.

**GHG IMPACTS**



**CO-BENEFITS**

- Reduced pollution burden
- Equitable access to critical infrastructure
- Community health and resiliency

**CITY PARTNERS**

CTA, CDOT, DPD

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**EQUITY, RESILIENCY, AND EJ CONSIDERATIONS:**

- Conduct community mobility needs assessments
- Prioritize EJ areas
- Measure and report access to safe, reliable, and affordable clean transportation choices by zip code
- Subsidize access for overburdened populations

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**ACTION II: UPDATE LAND USE POLICIES TO ENCOURAGE SUSTAINABLE DEVELOPMENT THAT BRINGS MORE HOUSEHOLDS AND BUSINESSES NEAR TRANSIT BY 2022**

Chicago has the country's second largest public transportation system with 8 train lines and 129 bus routes. Encouraging equitable development near transit nodes to make more households and businesses transit-accessible will make it easier for residents, workers, and visitors to use transit for all trips. Equitable transit-oriented development (ETOD) enables residents to live and work near transit and can reduce vehicle miles traveled and greenhouse gas emissions. Existing zoning rules mandate excessive and costly parking and restrict building density. Updated land use policies that encourage ETOD are needed to meet the City's climate goals. This action aligns with the [City's ETOD Policy Plan](#).

**GHG IMPACTS**



**CO-BENEFITS**

- Reduced pollution burden
- Community health and resiliency
- Economic inclusion and savings

**CITY PARTNERS**

DPD, DOH, CDOT, CTA

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**EQUITY, RESILIENCY, AND EJ CONSIDERATIONS:**

- Ensure housing affordability near transit
- Provide more housing options in exclusionary communities
- Proactively plan against displacement

### **ACTION III: ENABLE COMMUTER BENEFITS FOR CHICAGO WORKERS BY 2024**

Providing incentives for workers to take transit can increase transit ridership. Several cities require or enable employers of a certain size to provide pre-tax commuter benefits to their employees. This action aligns with the CDOT Strategic Plan to introduce a regional TDM program.

#### **GHG IMPACTS**



#### **CO-BENEFITS**

- Reduced pollution burden
- Economic inclusion and savings

#### **CITY PARTNERS**

CDOT, BACP

#### **EQUITY, RESILIENCY, AND EJ CONSIDERATIONS:**

- Subsidize commuter benefits in overburdened communities

### **STRATEGY 2: ELECTRIFY TRANSIT OPTIONS**

In 1883, Chicago's elevated train became the world's first electrified elevated train and is still powered by electricity. This legacy continued with the launch of CTA's first electric buses in 2014. Electrifying transit options is a necessary step to achieving a zero-carbon transit system and improving local air quality. It is equally important to determine how to maximize the use of clean renewable energy power for the newly electrified trains and buses to eliminate the broader inventory of carbon emissions from this sector. Other transit options, including PACE buses and Metra should transition from nonrenewable diesel fuel to electric power sources.

#### **Known Hurdles**

- Incremental cost of electric vehicles
- Availability of commercialized electric vehicle products for each vehicle use case
- The City's legal authority to require fleet electrification must be determined
- Financial burden of ride hail vehicle owners to replace and maintain electric vehicles

#### **First Next Steps**

- Develop fleet electrification plan
- Engage with PACE and Metra

#### **Performance Metrics**

- Percentage of fleet electrification
- Total miles and Percentage of miles traveled by electrified transit