

Connecting Cook County 2040 Long Range Transportation Plan Goals, Objectives and Proposed Evaluation Criteria

The following goals and objectives incorporate suggested revisions from the Advisory and Program Committee members from the September 16, 2014 LRTP meeting as well as input obtained through the homework assignment. Proposed evaluation criteria, that will be used to measure the effectiveness of the goals/objectives, are provided for discussion at the January 29, 2015 Advisory Committee meeting. Criteria marked with a “*” indicate that these are consistent with CMAP measures.

GOAL	OBJECTIVES	CRITERIA
<p>Economic Opportunity – Invest in transportation improvements that support the economic vitality of the County by fostering local and regional competitiveness, sustained productivity, and increased access to economic productivity for all of the County’s residents.</p>	<ul style="list-style-type: none"> a) Working with local, regional, and state agencies, align public infrastructure investments with identified industry needs to incentivize private sector growth and maximize economic and employment opportunities. b) Support transportation investments and policies that link people with existing and emerging employment centers within Cook County and the region. c) Support improvements and policies across all transportation sectors (air, water, rail and roadway) to enhance the efficient movement of freight and provide connections to cargo-oriented developments. d) Prioritize the reuse and renewal of transportation infrastructure to and between existing industrial areas and job centers over increasing the transportation capacity to greenfield sites. e) Support investments that are aligned with the development of more economically productive residents and communities. f) Improve transportation options and services in 	<p>Job creation</p> <p>Work trip travel time*</p> <p>Jobs-housing access*</p> <p>Mode share*</p> <p>Coordinated land use and transportation planning</p> <p>Environmental justice* – Expansion of access to regional transportation</p>

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GOAL	OBJECTIVES	CRITERIA
	Cook County's least advantaged communities.	network/systems for underserved populations (Geographic equity) Transportation Affordability
<p>Accessibility and Reliability – Increase the integration, connectivity and reliability of the transportation system by developing a comprehensive multimodal system that expands mobility options for all transportation users.</p>	<ul style="list-style-type: none"> a) Support investments and policies that increase options to sustainable alternative transportation modes, including public transportation, bicycling, and walking. b) Improve access to regional employment and activity centers by providing affordable, convenient, and reliable transportation options. c) Support policies and investments that reduce overall travel times, number of trips, and trip lengths for all trip purposes. d) Strengthen first- and last-mile access to regional transit hubs by establishing policies and implementing infrastructure improvements that enhance non-motorized connectivity. e) Increase the efficient and reliable movement of people and goods through investments in customer information, system interconnection and other technologies that reduce travel delays, minimize modal conflicts and improve last-mile connections. 	<p>Ridership increases (Peak/Off-peak)</p> <p>Mode share*</p> <p>Work trip travel time*</p> <p>Transit Accessibility</p> <p>Transit Productivity (passenger miles)</p> <p>VMT</p>

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<p>Safety – Provide a safer transportation system that balances the travel needs of all users, including the general public and area businesses and industries.</p>	<ul style="list-style-type: none"> a) Improve travel safety within Cook County, with an emphasis on eliminating fatalities and serious injuries. b) Reduce inter- and intra-modal conflicts to enhance safety in the movement of people and goods. c) Utilize innovative design strategies to reduce crash exposure and improve traffic flow along major roadway segments and at intersections. d) Where appropriate incorporate Complete Streets concepts into project designs to accommodate all users of all abilities. 	<p>Reductions in collisions</p> <p>Reduction in intermodal conflicts</p>
<p>Land Use – Create a built environment that promotes healthy, sustainable communities through coordinated land use and transportation policies.</p>	<ul style="list-style-type: none"> a) Where market conditions support growth, promote transit-oriented development—more compact, mixed-use development within walking distance of transit nodes—with supportive transportation enhancements. b) Support the aggregation and growth of transportation, distribution, logistics and manufacturing businesses around existing intermodal facilities (i.e., cargo-oriented development) by ensuring that infrastructure meets their operational requirements. c) Ensure supportive local land use plans and policies are in place to maximize the benefits of transportation investments. d) Encourage implementation of local land use and economic development plans and policies that make efficient use of all modes of transportation and civil/storm-water infrastructure. e) Establish performance standard-based incentives that encourage most new local development in infill, rather than greenfield, areas as a condition of all transportation investments. f) Encourage policies and programs that reduce 	<p>Infill development at transportation nodes and along corridors</p> <ul style="list-style-type: none"> ○ No. of TODs ○ No. of CODs ○ Amount of vacant land

DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

69 W. Washington Suite 2300 Chicago IL 60602

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	<p>carbon emissions and single occupancy vehicle use in the region and increase the efficiency of the transportation system.</p> <p>g) Promote the preservation and renewal of pedestrian shopping districts through land use policies that restrict curb cuts and require new development to be built at the sidewalk (in designated areas).</p>	
<p>Environmental Stewardship – Promote a sustainable future through a transportation system that protects, enhances and provides connections to natural, cultural, and historic resources in addition to more traditional destinations.</p>	<p>a) Incorporate sustainable infrastructure innovations to support the environment and mitigate impacts throughout an asset’s lifecycle.</p> <p>b) Utilize new tools, techniques, and resources to reduce the negative impacts of the transportation system on the environment.</p> <p>c) Encourage policies and programs that reduce carbon emissions and single occupancy vehicle use in the region and increase the efficiency of the transportation system.</p> <p>d) Enhance and protect connections to regional assets (e.g., forest preserves, regional trails) by eliminating barriers or modal conflicts.</p>	<p>Air quality</p> <p>Achievement of environmental/clean energy goals</p> <p>Land Consumption</p> <p>Water Consumption</p>
<p>Implementation – Advance a plan that preserves, maintains, and strategically operates existing transportation assets while investing in the expansion and diversification of critical transportation services and infrastructure.</p>	<p>a) Deliver a fiscally responsible and coordinated program of projects consistent with the state and region’s visions to meet transportation demand.</p> <p>b) Assist and/or participate in the execution of collaborative agreements between state, regional, and local governments and the private sector to encourage increased integration of the multimodal transportation system, integrate transportation and land use outcomes and reduce inconvenience for users.</p> <p>c) Support local and regional policies that encourage a mode shift to alternative transportation modes.</p>	<p>Capital cost</p> <p>Operating cost</p> <p>Access to regional transportation system</p>

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	<ul style="list-style-type: none">d) Leverage existing assets that are still useful to support transportation needs for current and anticipated population, land use and economic development needs.e) Leverage existing and secure new funding and financing sources to increase the number of projects that can be implemented.f) Support investments that maximize the use of our transportation system in a manner with highest benefits-to-cost ratio.	