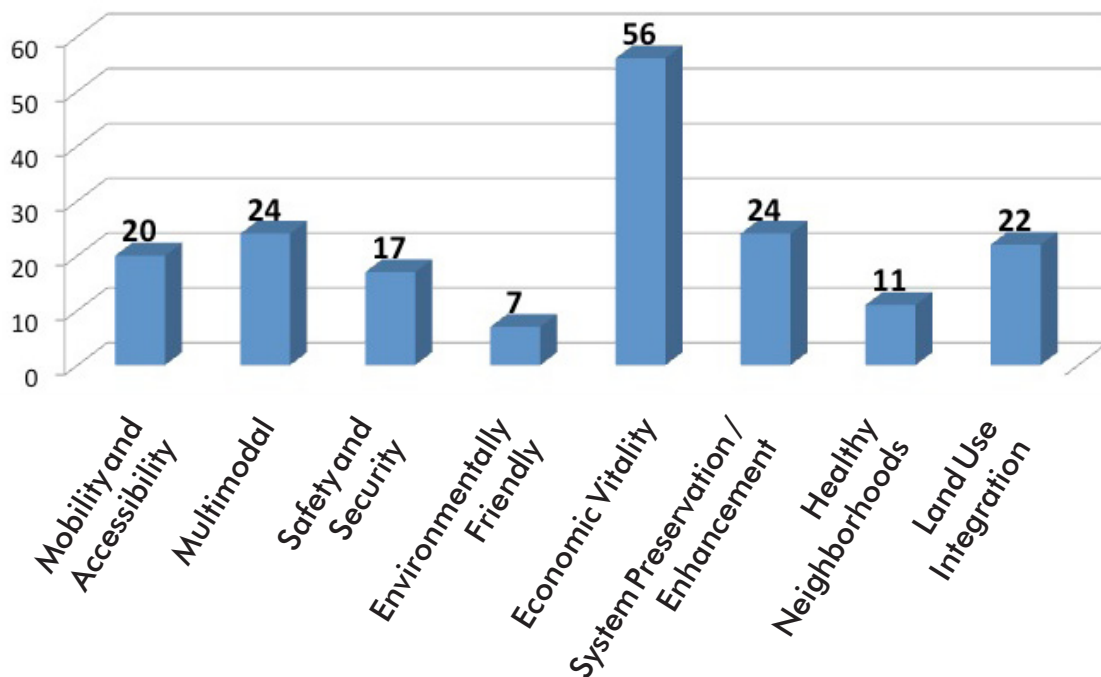




Vision Concept Results and Breakout Session Summary

From the February 25, 2014 Cook County LRTP Kick-Off Meeting

Vision Concept Results



Breakout Group Questions

- 1) What are the key transportation issues the Cook County region is currently facing? What additional future issues do you foresee?
- 2) How do we integrate an all-modal transportation system (pedestrian, bikes, roads, transit, rail and freight) focused on efficient transportation and community impacts (i.e., access to employment, stronger communities)?
- 3) How can the County best collaborate to ensure the LRTP process promotes coordination and integration with the existing plans of County municipalities, as well as other regional stakeholders?

Summary of Breakout Group Boards

The following summarizes the breakout group discussions recorded on the boards during the February 25, 2014 kick-off meeting. The information below was recorded as closely as possible to reflect the comments as presented at the meeting.

Group 1

Question 1 (Q1), Board 1 (B1)

- 1) D- rating for infrastructure
- 2) All transit units are separate entities: Governance/responsibility (own silos)
- 3) Modernization of operations of transit
- 4) Connectivity issues outside of City
- 5) Destinations further apart
- 6) Current transportation struggling now. How we accommodate growth in people and jobs

Q2, B1

- 1) Research best practices
- 2) Better focus on connecting major community hubs and opportunities for jobs/transit-oriented development
- 3) Fund expansion of transit
- 4) Better coordination of agencies

Q3, B1

- 1) Facilitate political agreement on transit priorities

Group 2

Q1, B1

- 1) Lack of Funding
 - a. Distribution from State
 - b. Federal level (need for more in Cook County)
- 2) Infrastructure
 - a. Opportunities/constraints
 - b. Capacity
 - c. Land Use
- 3) Multimodal
 - a. Access
 - b. Vision
 - c. Safety
 - d. Fuel prices

Q2, B1

- 1) Priority lags for pedestrians
- 2) Transit fare integration
- 3) Land use (Transit Oriented Development)
- 4) Cost-benefit analysis
- 5) Technical assistance/incentives
- 6) Close gaps in County (i.e., bikes in forest preserve)
- 7) Intelligent transportation systems
- 8) Truck route priority
- 9) Seamless interaction
- 10) Best practices (other cities)

Q3, B1

- 1) Build off strong selected plans
- 2) Arbitrate "Border" disputes
- 3) Technical Assistance/ Incentives (tie to economic development)
- 4) Coordinate other interests (housing)
- 5) Increase efficiency (target cluster)
- 6) Access (National profile)
- 7) Engagement

Vision Statement

LRTP 2040 vision is: Safe, sustainable, efficient transportation systems that promotes, develops and enhances economic growth and quality of life for its users.

Group 3

Q1, B1

- 1) Eminent domain (land acquisition)
- 2) Revenue enhancement/challenge
- 3) Prioritization/Valuation
- 4) Making vision practical/politically viable
- 5) Defining criteria
- 6) Accessibility
- 7) Diversity of land use and its result challenges
- 8) Managing expectations on a large scale

Q1, B2

- 1) Defining growth for manufacturing, housing, office, transit, distribution
- 2) Defining future hubs
- 3) Making balanced; hard choices that enhance (public confidence) the region – in a fiscally prudent way

Q2, B1

- 1) Transportation = yield
- 2) Making transit in the public eye NOT a waste of \$\$\$
- 3) Safer Streets – integrated traffic in all parts of quality of life
- 4) Paint picture now of the future to see the plan – heavy lifting
- 5) Stakeholders all need buy-in
 - a. Continuity
 - b. Political
 - c. Industry
 - d. Environmental
- 6) How?

Q2, B2

- 1) Dealing with silos
 - a. Integration of systems
 - b. Technology
- 2) Answer the question – can we blend the systems and if so, how?
- 3) Identify positive impact of sharing resources to board and the public
- 4) Locate prime transit tool for locations – everything can be everywhere
- 5) Holistic rebuild of roads (complete streets)
- 6) Making transit value-added (a quality of life) issue – show the public that it is worth funding.

Q3, B1

- 1) Top down?
 - a. Smash through barriers
 - b. Going after \$\$\$ together
 - c. Finding who does what and gets what
- 2) Buy-in at high level – pushes down to low level

Or...

- 3) Bottom up approach
 - a. Political instability says departments should direct to old stability project management
 - b. Is there County Czar and priority projects
- 4) This is a plan...which does not equal a project
 - a. Lots of projects to buy into)

Q3, B2

- 1) Czar to coordinate
- 2) Transit plan without funds doesn't work
- 3) Audit of regional projects and plans
- 4) Educating local official on goals, expectations, and how it fits in a county plan or priority
- 5) Empower regional groups

Group 4

Q1, B1

- 1) Low transit availability in suburban Cook County
- 2) Cultural expectation (cars), age demographics
- 3) Implementation uncertainty (funding!)
- 4) Ahead of commercial/residential development
- 5) Funding
- 6) Ongoing coordination with land use

Q2, B1

- 1) Land use coordination
- 2) Multimodal consideration in plans/implementation
- 3) Investigating infrastructure that can service multimodal
- 4) Corridor studies
- 5) State-of-the-art infrastructure (broadband)
- 6) Local municipally ordinances/inclusion of private stakeholders
- 7) Development around intermodal facilities
- 8) Transportation facilities/system should attract jobs

Q2, B2

- 1) Complete streets

Q3, B1

- 1) Master model of GOTO 2040
 - a. Bridging communities
 - b. Suburb to suburb; suburb to city
- 2) Incentive funding (performance metrics)
 - a. Tapping into existing resources
 - b. New funding opportunities

- 3) Coordinating with multiple plans
- 4) Regional / high-level emphasis
 - a. Working with 4 councils of government (sub regionally)
 - b. Sub regional transportation planning

Vision Statement

- Fiscal solvency
- Expansion
- World class “infrastructure”
- Aspirational
- Collaborative
- Innovative
- Implementation focus – do it!
- Inclusive
- Connected
- Environmentally friendly
- Safe

Group 5

Q1, B1

- 1) Aging infrastructure
- 2) Declining competitive position
- 3) Lack of capital \$
- 4) Transit connectivity and integration
- 5) Access to jobs
- 6) Lack of coordination
- 7) Demographic trends
- 8) Car sharing

Q2, B1

- 1) Integrate intermodal
- 2) Recognize demographic trends (i.e., car sharing, bike sharing)
- 3) Prioritize modes in corridors
- 4) Don't forget waterways
- 5) Planning for all modes (complete streets and highways)
- 6) Collaborative projects
 - a. Multi-jurisdiction, multi-agency
- 7) Need for capital \$\$

Q3, B1

- 1) Promote IGAs (Intergovernmental Agreements)
- 2) Cultivate connections /partnerships with suburban job centers
- 3) Integrate sub-regional plans (coordinate with COG's)
- 4) Formulate transit priorities
- 5) Actively seek inter-agency cooperative projects
- 6) Promote increasing participation in funding (council of mayors) process

Vision Statement

- System preservation/enhancement