



## Examples of Transportation Plan Goals, Objectives and Performance Measures

The next step in the Long Range Transportation Plan (LRTP) process is to develop goals, objectives, and performance measures. Goals generally define a desired result, or outcome, while objectives support a specific goal and provide additional details, or strategies, on how the goal will be achieved. Performance measures are typically tied to each objective and are used during the project evaluation, or scoring process, to assess the effectiveness of policies and multimodal projects to address future year transportation issues and deficiencies. The results of the evaluation process help prioritize projects that best support the overall LRTP vision.

The following are examples of goals, objectives and performance measures used by other planning agencies around the country. Based on your input from this meeting, the project team will draft goals, objectives and performance measures that are specific to the Cook County 2040 LRTP. A draft of the goals, objectives and performance measures will be discussed at the third Committee meeting.

### **DeKalb (GA) County Transportation Plan**

The DeKalb County Transportation Plan identifies four brief goals with four to six objectives per goal. The plan then establishes a three level evaluation process which uses performance measures to assess the effectiveness of projects in meeting the objectives, and ultimately each goal. Below are the goals and objectives, followed by the performance measures.

#### ***Goal 1: Improve mobility for all people***

##### Objectives

- Improve connectivity across multiple modes including vehicular, transit, bicycle, pedestrian, and air
- Promote equity of all people independent of age, race, ethnicity, economic status, and physical ability
- Explore using innovation and technology when appropriate
- Create and implement context-sensitive design standards

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## ***Goal 2: Enhance quality of life***

### Objectives

- Improve the safety of all users of the system for all modes of travel
- Maintain the cleanliness and good repair of transportation infrastructure
- Prioritize transportation projects that enable active, healthy communities
- Use transportation infrastructure to help create attractive communities
- Prioritize environmentally sustainable projects using a sensible, balanced approach
- New projects should respect the character and plans of cities, neighborhoods, and adjacent communities.

## ***Goal 3: Improve economic vitality***

### Objectives

- Improve access to jobs for both residents and employers in DeKalb County
- Improve access to education for all students within the County
- Provide for the efficient movement of goods by both rail and truck
- Maintain and enhance real estate values across the County
- Allow for balanced and equitable growth
- Strengthen the connection between transportation and land use

## ***Goal 4: Focus on implementation***

### Objectives

- Fund and maintain the existing transportation system adequately
- Select new projects that can be efficiently maintained
- Prioritize projects into multiple tiers by recognizing the limited funding currently available and preparing for possible additional sources
- Identify new sources of funding to grow local transportation dollars
- Support a renewed trust in elected leaders and public confidence in the process through transparency, open communication, and collaboration across agencies
- Encourage strong community engagement in the planning process and in the County's future growth and development

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## Project Evaluation (Measures)

The DeKalb County Transportation Plan evaluated projects using three rounds of evaluation criteria. Each round of evaluation was intended to narrow the list of projects down to the final recommended list. The first two rounds measured projects by mode (i.e., roadways, transit, non-motorized) and points were assigned based on how effective a project was in addressing the performance measures. Round three evaluated the remaining projects to assist in identifying priority multimodal projects. Below are examples of performance measures used during this evaluation process.

- Proximity to key locations (transit stations, activity/employment centers, schools, parks and community facilities)
- Location along important corridors (national highway system, regional thoroughfare or freight networks and bike priority network)
- Asset management impacts – maintaining the State of Good Repair of the existing network
- Safety impacts in a high crash location
- Transportation impacts for those with low incomes, limited English proficiency, no access to an automobile, or those over age 65
- Improvement to mobility, reducing vehicular delays and expanding employment labor sheds
- Inclusion of multiple modes
- Impact on economic development and freight movement
- Improvement to bike and/or pedestrian Level of Service
- Located in areas of high latent demand
- Number of school students impacted

## **Minneapolis (MN) Metropolitan Council Thrive MSP 2040 Plan**

Thrive MSP 2040 sets the vision for the Twin Cities region over the next 30 years. It is a comprehensive long-range plan that addresses policies and strategies related to Transportation, Water Resources, Regional Parks, and Housing. The following provides examples of the plan's transportation policies and strategies (NOTE: the examples are from the 2030 plan as the 2040 plan is currently being updated). In this case, the policies reflect "goals" and the strategies reflect "objectives" and are provided as an alternative option for consideration for the Cook County LRTP.

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## **Policy 11: Highway System Management and Improvements**

The Metropolitan Highway System and “A” minor arterial system will be managed and improved to provide for maximum person throughput, safety and mobility using existing facility capacity, pavement and right-of-way where feasible.

**Strategy 11a. Investments in Managing the Highway System:** After preservation, operations and maintenance, investments to manage and optimize performance of the highway system and improve safety are the region’s next highest priority.

**Strategy 11b. Embracing Technology:** The Council and Mn/DOT will use and implement cost effective technology solutions to manage and optimize the performance of the existing highway system as measured by person throughput.

**Strategy 11c. Affect Travel Patterns:** The Metropolitan Highway System should be managed with the understanding that congestion may be mitigated with greater efficiencies in the highway system performance and changes in travel patterns.

**Strategy 11d. Optimize Highway System Performance:** Mn/DOT and the Council will implement techniques to optimize performance of metropolitan highway facilities as measured by person throughput. These optimization projects will maximize use of existing facility capacity, pavement and right-of-way and may include, but are not limited to, implementation of HOV and HOT lanes, priced dynamic shoulders and other roadway pricing initiatives, freeway ramp meters with HOV bypasses, and bus-only shoulders.

**Strategy 11e. Access Management:** State, county and local governments will manage access to the Regional Highway System. The capacity, safety, and utility of principal and “A” minor arterials are dictated in large part by how access to these roadways is provided and managed. Managing the location and design and new or reconstructed street and driveway connections to these arterials is a key strategy to preserve the existing capacity and enhance the safety of these roadways. Managing access consistently throughout the system will require a cooperative effort among Mn/ DOT, counties, cities and townships. (See Appendix D and E)

**Strategy 11f. Pricing:** The Council supports roadway pricing, including HOT lanes and priced dynamic shoulder lanes, to provide an alternative to congestion and will consider implementing pricing on any expansion project.

**Strategy 11g. Highway Expansion:** Strategic capacity expansion projects can mitigate congestion in the region. Because of financial constraints, however, highway expansion

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projects should not be implemented at the expense of system preservation and management.

## Policy 12: Transit System Planning

Regional transit providers should plan, develop and operate their transit service so that it is cost-effective, reliable and attractive, providing mobility that reflects the region's diverse land use, socioeconomic conditions and travel patterns and mitigating roadway congestion with the goal of doubling regional transit ridership by 2030 and a 50% increase in ridership by 2020.

**Strategy 12a. Transit Services Tailored to Diverse Markets:** Diverse transit markets need different transit service strategies, service hours, operating frequencies, and capital improvements. To tailor transit service to these diverse market needs, regional transit providers will follow the standards and service delivery strategies as outlined in the Transit Market Areas and Service Standards.

**Strategy 12b. Transit Service Options:** Transit providers will pursue a broad range of transit service options and modes to match transit services to demand.

**Strategy 12c. Transit Centers and Stations:** Regional providers will plan and design a transit network that utilizes Transit Centers and Stations to connect various types of transit service options. Transit Centers and Stations will also link transit to local land use and enable the network to provide efficient service to a wider geographic area through timed transfers.

**Strategy 12d. Park-and-Rides:** Transit providers will work with cities to expand regional park-and-ride facilities to support service expansion as expected growth occurs within express corridor areas and along dedicated transitways.

**Strategy 12e. Underrepresented Populations:** Regional transit providers will continue to ensure their transit planning fairly considers the transit needs of all populations and is compliant with the environmental justice directives outlined in various federal legislation, including Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act.

## Policy 15: Transitway Development and Implementation

As one element of an overall transit network, the Metropolitan Council will strongly pursue, in coordination with CTIB, county regional railroad authorities and transit providers, the cost-effective implementation of a regional network of transitways to provide a travel-time advantage for transit vehicles, improve transit service reliability and increase the convenience and attractiveness of transit service.

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**Strategy 15a. Transitway Modes:** Transitway modes will include commuter rail, light rail, bus rapid transit, and express buses with transit advantages. Other transitway technologies may be considered as they become proven, reliable and cost-effective. Intercity passenger rail services could develop rail improvements that could also be used by commuter rail transitways within the region.

**Strategy 15b. Criteria for Transitway Selection:** Transitway investment decisions will be based on factors such as ridership, mobility improvements, operating efficiency and effectiveness, environmental impacts, regional balance, economic development impacts and cost-effectiveness. Readiness, priority and timing will be considered when making transitway investments, as will local commitment to transitway implementation and land use.

**Strategy 15c. Process for Transitway Selection:** Every transitway corridor will be studied in-depth before investments are made. Every potential commuter rail and light rail project will undergo an alternatives analysis and develop an environmental impact statement before seeking funding for implementation. All bus rapid transit corridors will be studied and a range of implementation alternatives developed.

**Strategy 15d. Transitway Coordination:** Transitway implementation will be coordinated with other transit, highway, bicycle and pedestrian projects, facilities, and investments.

**Strategy 15e. Enhanced Transit Service Along Transitways:** The Council will support enhanced transit service along transitways and the integration of existing routes along transitway corridors as appropriate to take full advantage of transitway improvements.

**Strategy 15f. Transitway Coordination with Other Units of Government:** The Council will coordinate transitway planning and implementation with other jurisdictions including Mn/DOT, CTIB, regional railroad authorities, local units of government and transit providers.

**Strategy 15g. Transitways and Development:** The Council will work with local units of government to ensure that transitways promote efficient development and redevelopment.

**Strategy 15h. Transitway Operations:** Transitway infrastructure investments will not occur unless operating funds have been identified.

## **Policy 17: Providing for Regional Freight Transportation**

The region will maintain an effective and efficient regional freight transportation system to support the region's economy.

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**Strategy 17a. Freight Terminal Access:** The Council will work with its partners to analyze needs for freight terminal access.

**Strategy 17b. Congestion Impacts on Freight Movement:** The Council will work to reduce the impacts of highway congestion on freight movement.

## **Policy 18: Providing Pedestrian and Bicycle Travel Systems**

The Council, state, and local units of government will support efforts to increase the share of trips made by bicycling and walking and develop and maintain efficient, safe and appealing pedestrian and bicycle transportation systems.

**Strategy 18a. Bicycle and Pedestrian Regional Investment Priorities:** The Council will prioritize federal funding for bicycle and pedestrian improvements based on their ability to accomplish regional transportation objectives for bicycling or walking in a cost-effective manner and improving access to major destinations.

**Strategy 18b. Connectivity to Transit:** Recognizing the importance of walking and bicycling to a multimodal transportation system, the Council will strongly encourage local units of government to develop a safe and attractive pedestrian environment near major transit corridors and stations with linkages for pedestrians and bicyclists from origins and destinations to buses and trains.

**Strategy 18c. Local Planning for Bicycling and Walking:** The Metropolitan Council encourages local planning for bicycle and pedestrian mobility by requiring that a local bicycle or pedestrian project must be consistent with an adopted plan to be considered eligible for federal transportation funding.

**Strategy 18d. Interjurisdictional Coordination:** The Metropolitan Council, along with local and state agencies, will coordinate planning efforts to develop efficient and continuous bikeway systems and pedestrian paths, eliminate barriers and critical gaps and ensure adequate interjurisdictional connections and signage.

**Strategy 18e. Complete Streets:** Local and state agencies should implement a multimodal roadway system and should explicitly consider providing facilities for pedestrians and bicyclists in the design and planning stage of principal or minor arterial road construction and reconstruction projects with special emphasis placed on travel barrier removal and safety for bicyclists and pedestrians in the travel corridor.

**Strategy 18f. Education and Promotion:** The Council encourages educational and promotional programs to increase awareness of and respect for the rights of pedestrians

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and bicyclists by motorists and to educate bicyclists on the proper and safe use of public roadways.

## CMAP GO TO 2040

As part of the ongoing GO TO 2040 plan update, CMAP produced an *Indicator Selection Report for the GO TO 2040 Plan Update* (October 25, 2013). This report identifies a set of existing, or recommended, performance measures under each recommendation area to support the plan's goals and objectives. The transportation related goals, objectives, and measures are briefly summarized below. For additional detail, please reference CMAP's plan update section of their website at: <http://www.cmap.illinois.gov/about/2040/update>. The Cook County LRTP will identify opportunities to support the GO TO 2040 goals, objectives, and recommendations.

### 11. Invest Strategically in Transportation

- Prioritize investments based on performance-driven criteria and modernizing existing infrastructure over expansion projects
  - Impact on the economy
  - Improved livability
- Find new, innovative revenues (because existing transportation resources are not keeping pace with inflation)
  - Increase the State of Illinois gas tax by 8 cents per gallon
  - Implement congestion pricing
  - Removal of federal restrictions on tolling the interstate system
  - Implement parking strategies including pricing
  - Discover innovative finance mechanisms

### 12. Increase Commitment to Public Transit

- Focus on Maintenance and Modernization
  - Improvement of existing system a priority
  - Limited expansion with a focus on efficient operational improvements over expensive new rail lines
- Improve Fiscal Health
  - New resources for transit (a portion of new revenues under #11 should go to transit)

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- Cost reductions (Revise federal requirements that place transit projects at a funding disadvantage relative to highway projects.)
- Support Transit Locally
  - Small-scale infrastructure improvements
  - Supportive land uses
- General Transit Performance Measures:
  - Double average weekday unlinked transit trips
  - Increase the population and jobs within walking distance of transit

### **13. Create a More Efficient Freight Network**

- Complete CREATE
  - Jobs/Year
  - Construction Productivity/Year
- Implement a National Freight Vision & Policy
  - Develop a national plan
  - Dedicated funding for a Freight Program
- Improve the Truck System
  - Dedicated/managed truckways
  - Analysis and update of truck routes and restrictions
- Establish a Regional Freight Authority
  - Self-financed
  - Addressing regional freight issues

### **14. GO TO 2040 Fiscally Constrained Capital Projects**

- Five new major capital projects
- Four expressway additions/improvements
- Three Managed Lanes and Multimodal Corridors
- Six Transit Improvement Projects

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