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COOK COUNTY

Connecting Cook County 2040 Long Range Transportation Plan Evaluation Criteria Matrices – 3/12/2015

The revised goals, objectives, and evaluation criteria incorporate comments from the Advisory and Program Committee members from the January 29, 2015 LRTP meeting. We will be finalizing the goals and objectives at the March 16, 2015 Advisory and Program Committee meeting which will begin at 9:00 a.m. Beginning at 10:30 a.m., we will continue our meeting with the Program Committee (Advisory Committee members are welcome to stay) to discuss the evaluation criteria contained in this memo.

Evaluation criterion measurements marked with a “*” indicate that these are CMAP measures; evaluation criterion measurements marked with a “+” indicate that these measures are derived from the Partnership for Sustainable Communities, a federal initiative for sustainable development between the U.S. Department of Transportation, the Environmental Protection Agency, and the Department of Housing and Urban Development; evaluation criterion measurements marked with a “~” indicate that these measures were developed by the project team.

The following legend is used to assign a high-level value to each criterion relative to the objective’s relationship with that criterion. A primary impact indicates that a project or policy that is designed to achieve the given objective will immediately or initially produce outcomes related to the criterion. A secondary impact indicates that the project or policy will produce outcomes that trigger changes in transportation/land use policy or consumer demand in manners related to the criterion.

LEGEND	
●	Primary Impact of Objective
○	Secondary Impact of Objective
--	Marginal/Not Applicable

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Economic Opportunity Criteria

Goal	Objectives	Work trip travel time*	Mode share*	Jobs-housing access*	Freight travel time~	Environ. Justice* (Social Equity)	Long-term economic development/ Job Creation*	Ridership†	Congestion**
Economic Opportunity	Work 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	--	--	○	○	○	●	--	--
	Support transportation investments and policies that link people with existing and emerging employment centers within Cook County and the region	○	--	●	--	●	●	○	--
	Support improvements and policies across all transportation sector (air, water, rail, and roadway) to enhance the efficient movement of freight and provide connections to cargo-oriented developments	○	--	--	●	--	○	--	●
	Support and align supportive infrastructure projects with the priorities of the CREATE project	○	--	--	●	--	●	--	●
	Prioritize the reuse and renewal of transportation infrastructure to and between existing industrial areas and job centers	●	--	○	●	--	●	○	--
	Support investments that are aligned with the development of more economically productive and sustainable residents and communities	●	○	○	--	●	●	--	--
	Improve transportation options and services in Cook County's least advantaged communities	●	○	●	--	●	--	○	--

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Accessibility and Reliability Criteria

Goal	Objectives	Work trip travel time*	Mode share*	Jobs housing access*	Freight travel time**	Environ. Justice* (Social equity)	Ridership†	Congestion*	VMT Reduction†
Accessibility and Reliability	Support investments and policies that increase options to sustainable alternative transportation modes, including public transportation, bicycling, and walking, for people of all abilities	○	●	○	--	--	●	○	○
	Improve access to regional employment and activity centers, and strengthen first- and last-mile access to regional transit hubs by establishing policies and implementing infrastructure improvements that provide affordable, convenient, and reliable multi-modal transportation options	○	●	●	--	○	●	○	○
	Support policies and investments that improve affordability and reduce overall travel times, number of trips, and trip lengths for all trip purposes	●	○	○	●	○	○	○	●
	Increase transit ridership and the efficient and reliable movement of people and goods through investments in customer information, system interconnection and other technologies that minimize modal conflicts and improve last-mile connections	○	●	○	○	--	●	○	○

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Safety Criteria

Goal	Objectives	Mode share*	Freight travel time~	Congestion*	Reductions in inter-modal conflict~	Reductions in collisions~	Reductions in fatalities~
Safety	Improve travel safety and increase safety education and messaging within Cook County to reduce or eliminate fatalities and serious injuries	○	--	--	●	●	●
	Reduce inter- and intra-modal conflicts to enhance safety in the movement of people and goods	○	○	○	●	●	●
	Utilize innovative design strategies and technologies to reduce crash exposure and improve traffic flow along major roadway segments and at intersections	○	○	●	●	●	●
	Incorporate Complete Streets planning and evaluation concepts into project designs to accommodate all users of all abilities	○	○	--	●	●	●

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Land Use Criteria

Goal	Objectives	Work trip travel time*		Mode share*		Jobs/housing access*		Freight travel time*		Long-term economic development/ job creation*		Ridesharing*		Congestion*		VMT Reductions*		Reductions in inter-modal conflict**		Reductions in collisions**		Reductions in fatalities**		Infill and reinvestment*		Land consumption and landscape development*		Increase in Land Value**		Number of TOD projects**		Number of CDD projects**	
Land Use	Promote transit-oriented development—more compact, mixed-use development within walking distance of transit nodes—with supportive transportation enhancements	○	○	○	--	--	--	○	○	--	--	--	●	○	--	●	○	--	●	--	●	--	○	--	●	--	●	--	○	--	○	--	
	Support the aggregation and growth of transportation, distribution, logistics and manufacturing businesses around existing intermodal facilities (i.e., cargo-oriented development) and distribution clusters by ensuring that infrastructure meets their operational requirements	○	--	--	●	○	--	●	○	--	--	--	--	●	●	●	--	●	--	●	--	○	--	○	--	○	--	○	--	○	--	○	--
	Encourage implementation of local land use and economic development plans and policies that coordinate and make efficient use of all modes of transportation and civil/storm-water infrastructure and raise awareness of the transportation costs associated with undeveloped low-cost land	○	●	○	--	--	○	--	--	○	--	--	--	●	●	--	●	●	--	●	--	○	--	○	--	○	--	○	--	○	--	○	--
	Establish performance standard-based incentives that encourage most new local development in infill, rather than greenfield, areas as a condition of all transportation investments	--	--	○	--	--	--	○	○	--	--	--	●	○	○	--	○	○	--	○	--	○	--	○	--	○	--	○	--	○	--	○	--
	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)	--	--	--	--	○	--	--	--	--	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

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Environmental Stewardship Criteria

Goal	Objectives	Work-trip travel time*	Mode share*	Jobs-housing access*	Freight travel time**	Ridership†	Congestion*	VMT Reduction†	Reductions in inter-modal conflict†	Reductions in collisions*	Reductions in fatalities*	Mill and reinvestment*	Land consumption and landscape development*	Air quality*	Achievement of environmental/ clean energy goals**	Travel time to historical/cultural/ natural resources**	Access to safe parks & recreation areas †
Environmental Stewardship	Incorporate sustainable infrastructure and utilize new tools, techniques, and resources to support the environment and mitigate negative impacts throughout an asset's lifecycle	○	○	○	○	--	○	○	--	--	--	•	•	•	○	--	--
	Encourage policies and programs that reduce carbon emissions and single occupancy vehicle use in the region and increase the efficiency of the transportation system	○	•	--	--	○	•	•	--	--	--	--	○	○	--	--	--
	Enhance and protect connections to regional assets (e.g., forest preserves, regional trails) by eliminating barriers or modal conflicts	--	○	--	--	--	--	--	○	○	○	--	--	--	--	•	•

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Implementation Criteria

Goal	Objectives	Cordinated land use and transportation planning ^{**}	Capital costs ^{**}	Operating costs ^{**}	Available system capacity ^{**}	Access to regional transportation network	Legislative and statutory permissibility for adoption and implementation	Duration of funding/ finance stream ^{**}	Minimal contribution to financial risk exposure ^{**}	Funding/ finance yield ^{**}	Acceptable cost-benefit analysis ratio ^{**}
Implementation	Deliver a fiscally responsible and coordinated program of projects consistent with the state and region's visions to meet transportation demand	•	○	○	--	--	•	--	--	--	•
	Coordinate with public and private sector entities to support and implement projects that integrate multi-modal transportation options and land use to reduce cost and improve accessibility	•	--	--	○	•	•	--	--	--	•
	Maximize use of existing infrastructure assets to support current and future transportation needs for people and businesses.	--	○	○	•	•	--	--	--	--	•
	Leverage existing and secure new funding and financing sources to increase the number of projects that can be implemented	--	--	--	--	--	•	•	○	•	•
	Support investments that maximize the use of our transportation system in a manner with highest benefits-to-cost ratio	--	○	○	○	○	--	--	--	--	•

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