

Connecting Cook County

2040 Long Range Transportation Plan

Cook County Commissioner Briefings
May 2015



Honorable Toni Preckwinkle, President
Cook County Board of Commissioners



Connecting Cook County... **Bold Vision, New Direction!**

Vision

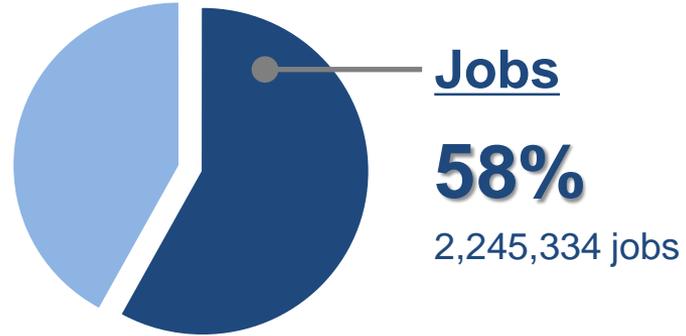
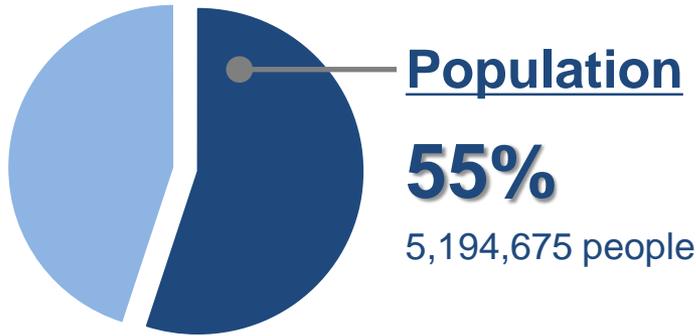
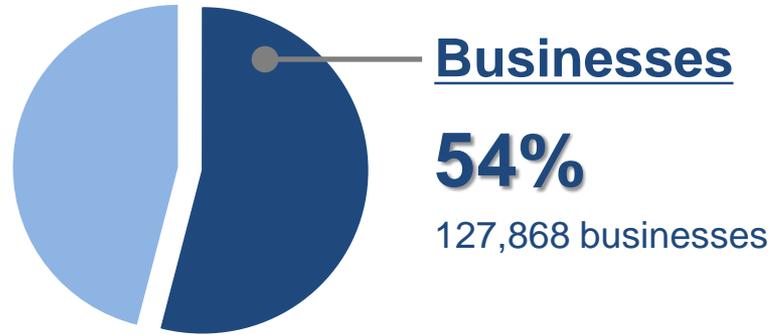
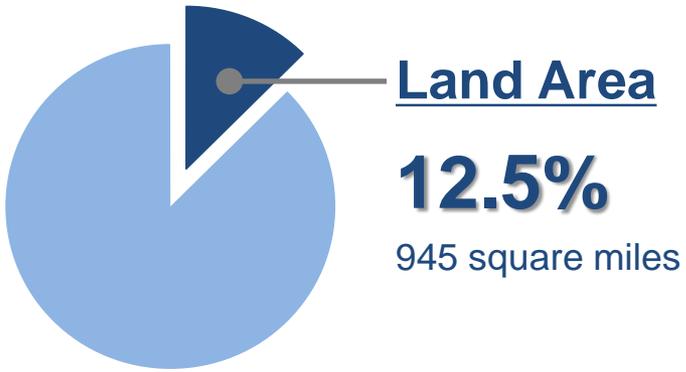
Cook County will add freight and public transportation policies and investments to a portfolio that already includes roads, bridges, sidewalks and bike paths.

Direction

Cook County Government will strategically deploy the full breadth of its staff and financial resources, policies, and partnerships to enhance its position as a desirable place to live and conduct business.

Why should Cook play a broad leadership role?

Cook County's share of the 7-county region's...



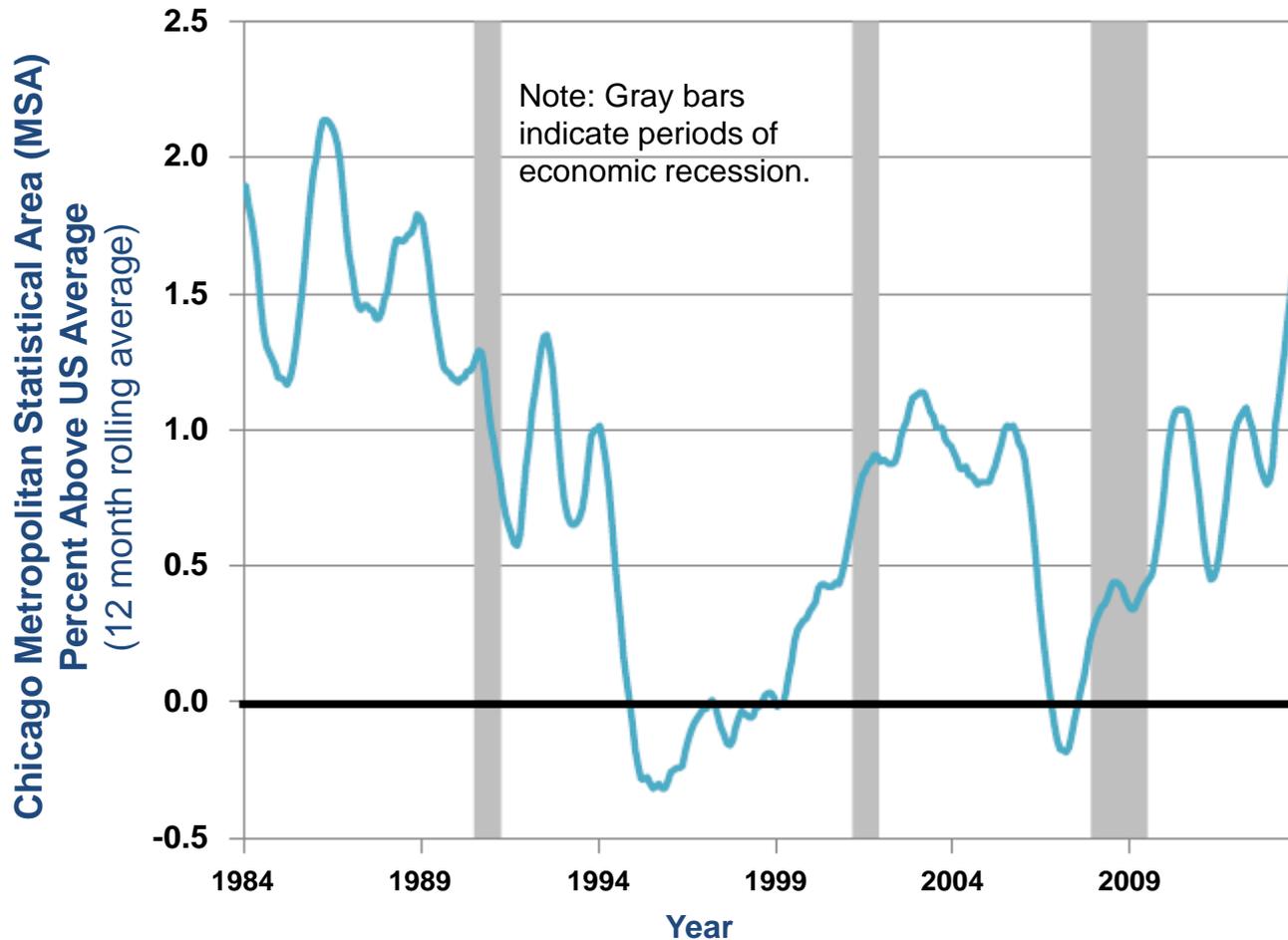
L RTP Presentation Outline

- Connecting the Plan to Economic Development
- Cook County's Most Pressing Transportation Issues
- A Strategic Direction for Cook County
 - Vision Statement
 - Goals and Objectives
 - Alternative Scenarios
 - Public Engagement
- Next Steps
- Q and A

CONNECTING THE PLAN TO ECONOMIC DEVELOPMENT



Our unemployment rate has been higher than the US average since the 1980s



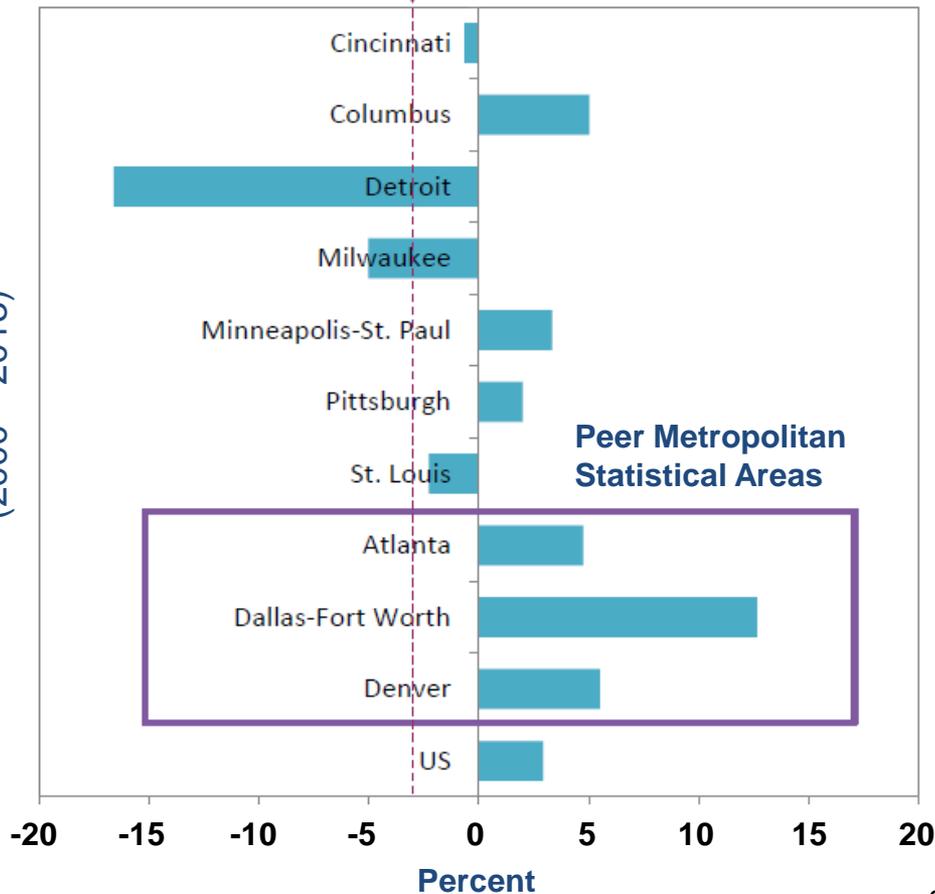
...and is trending in the wrong direction.

Source: Bill Testa, Federal Reserve Bank of Chicago; *Growing our Regional Economy*, December 12, 2013.

Our job growth lags most other Midwest and peer regions

Chicago Metropolitan Statistical Area: -3.3%

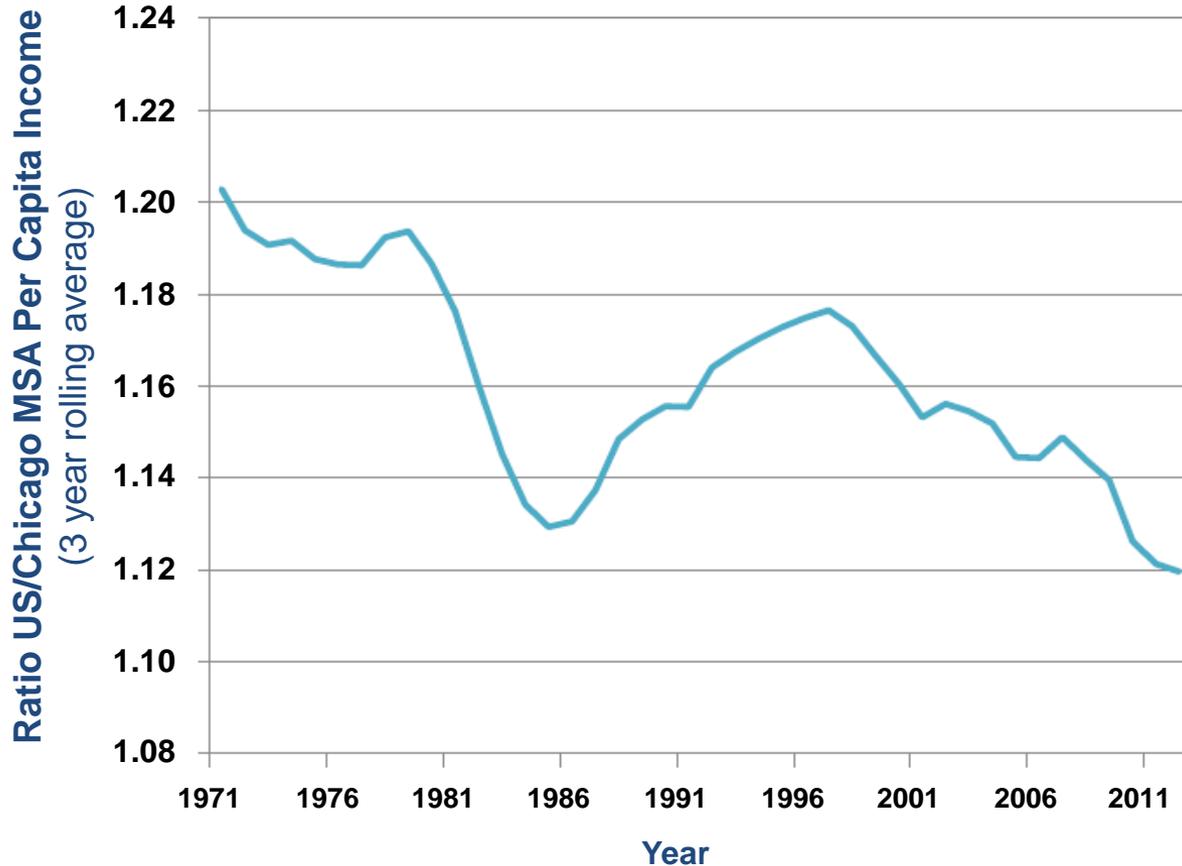
Chicago Metropolitan Statistical Area
Job Growth
(2000 – 2013)



Peer Metropolitan Statistical Areas have seen job growth exceed 5.0%, while the Chicago region has experienced a 3.3% decline.

Source: Bill Testa, Federal Reserve Bank of Chicago; *Growing our Regional Economy*, December 12, 2013.

Per capita income has been sliding versus the nation



Downward trending per capita income decreases job and business growth, weakens communities and diminishes quality of life.

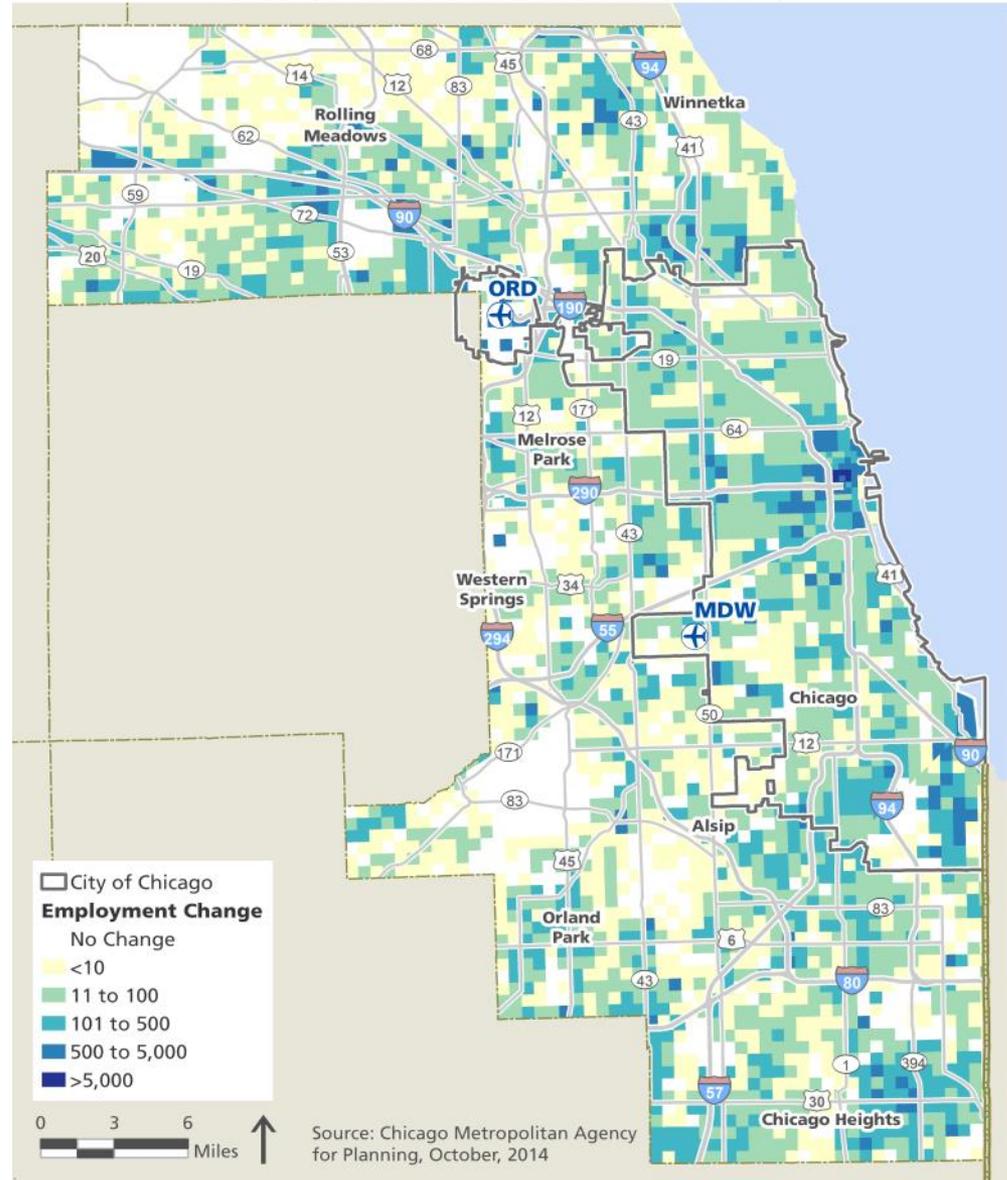
Source: Bill Testa, Federal Reserve Bank of Chicago; *Growing our Regional Economy*, December 12, 2013.

COOK COUNTY'S MOST PRESSING TRANSPORTATION ISSUES



1 Transportation investments are not aligned with regional priorities and economic plans

2010 to 2040 Employment Change



2 Chicago, North America's freight hub, has aging facilities

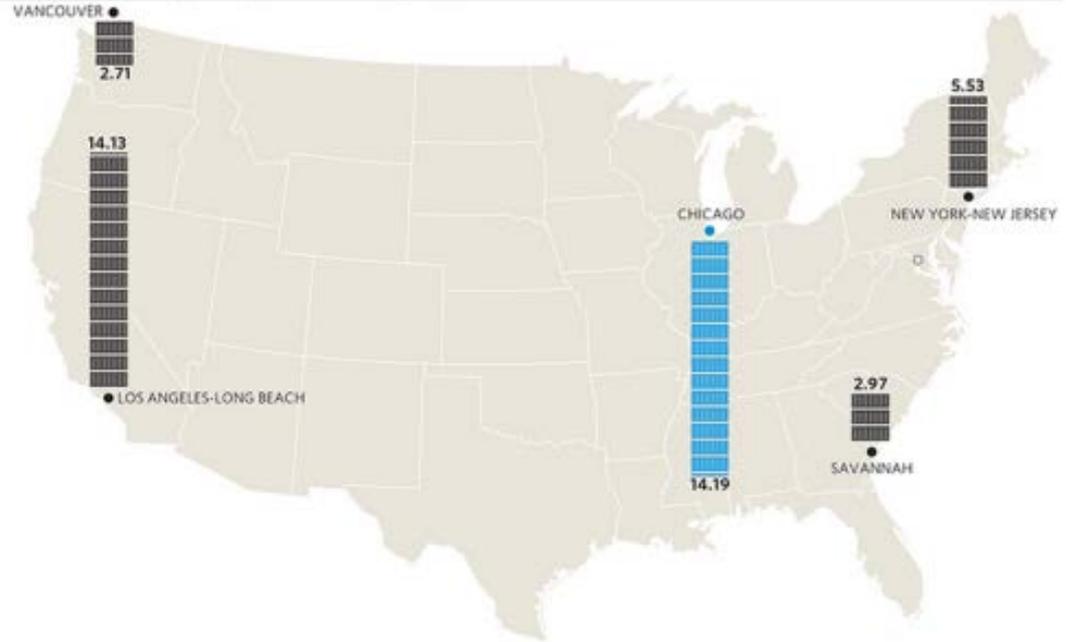


Center Street, Harvey



Cullerton Street , Franklin Park

Busiest North American ports by TEU's moved (in millions)
 TEU = Twenty-foot Equivalent Unit (The equivalent number of 20-foot shipping containers.)



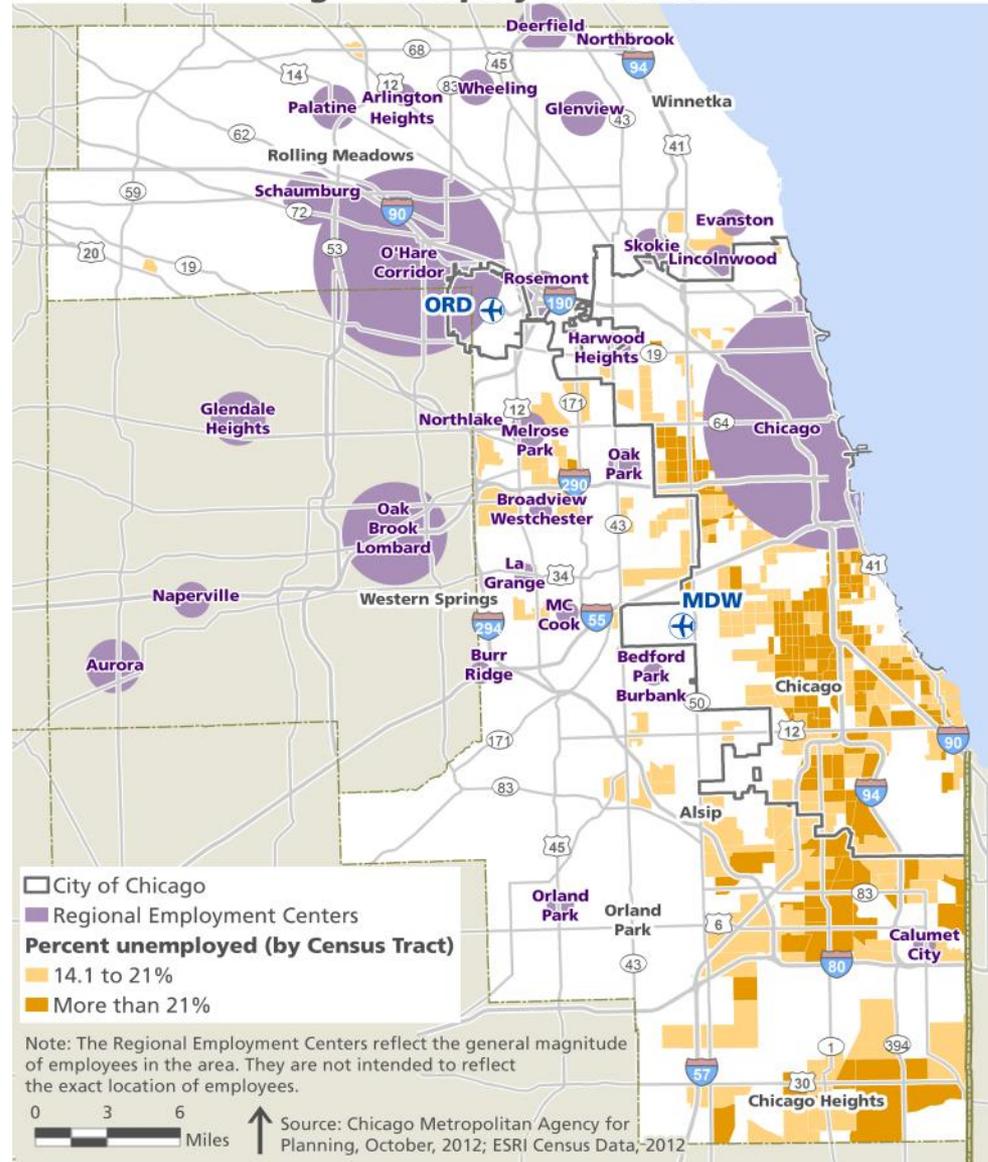
Source: Chicago Metropolitan Agency on Planning, Metropolitan Chicago's Freight Cluster: A Drill-Down Report on Infrastructure, Innovation, and Workforce, June 2012.



CSX Rail Overpass at I-57, Chicago

3 A jobs-housing mismatch that is most severe in south Cook County

Regional Employment Centers with High Unemployment Areas

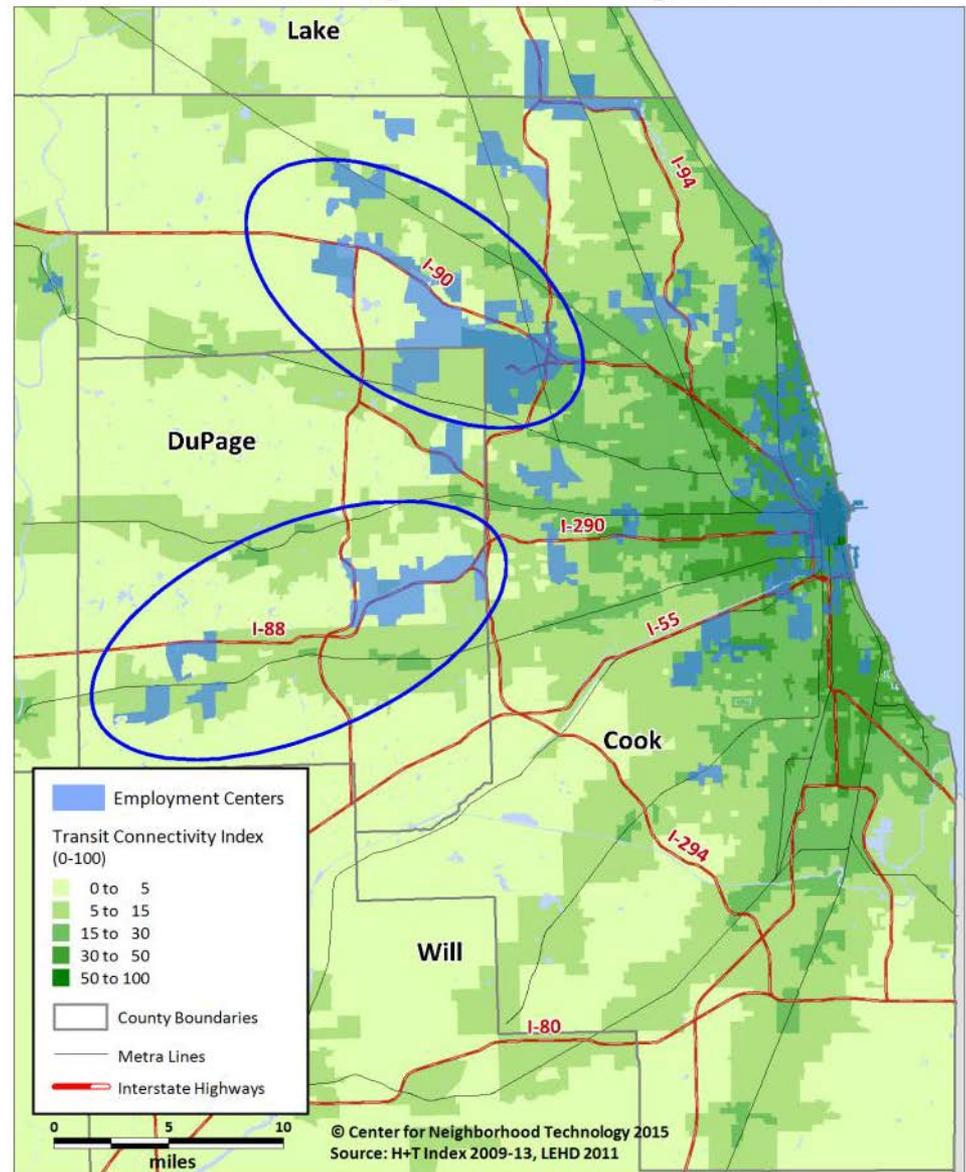


4 Poor land use and transportation coordination has led to major suburban job centers with low transit service

Transit Connectivity Index

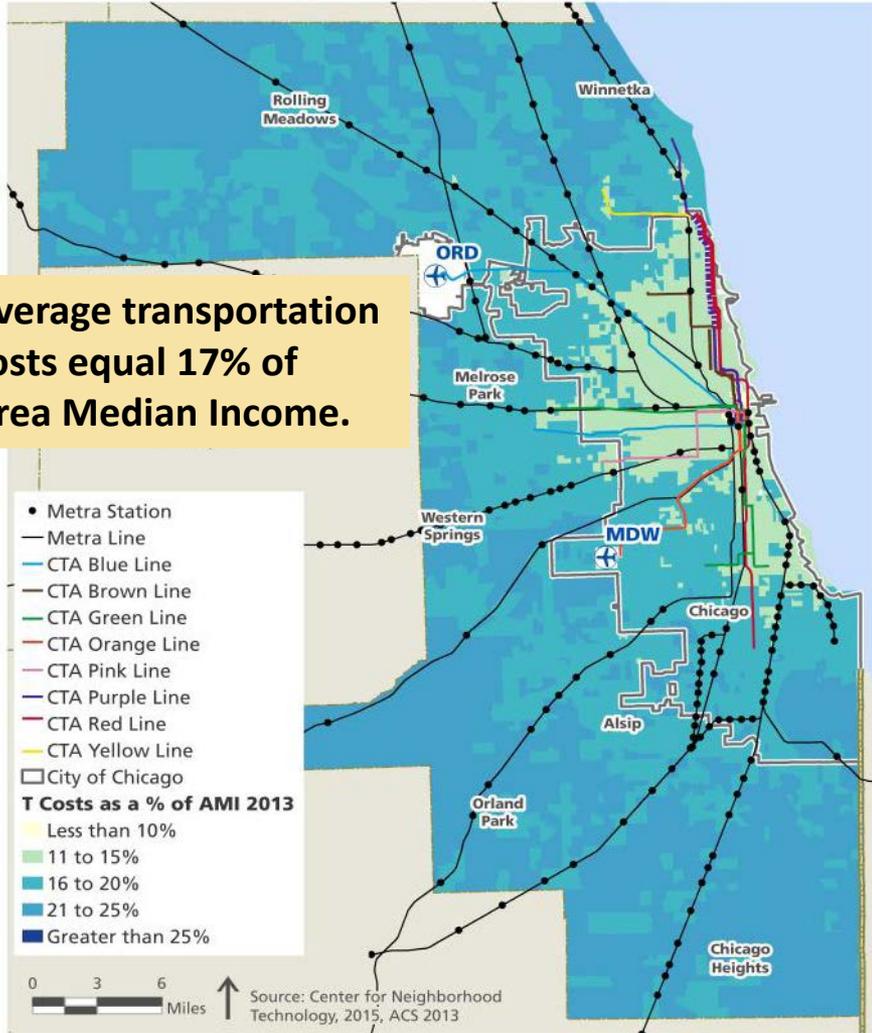
A measure of transit availability developed by the Center for Neighborhood Technology to measure transit access within ¼ mile radius for bus stops and ½ mile radius for rail stations.

Transit Connectivity Index and Largest Job Centers

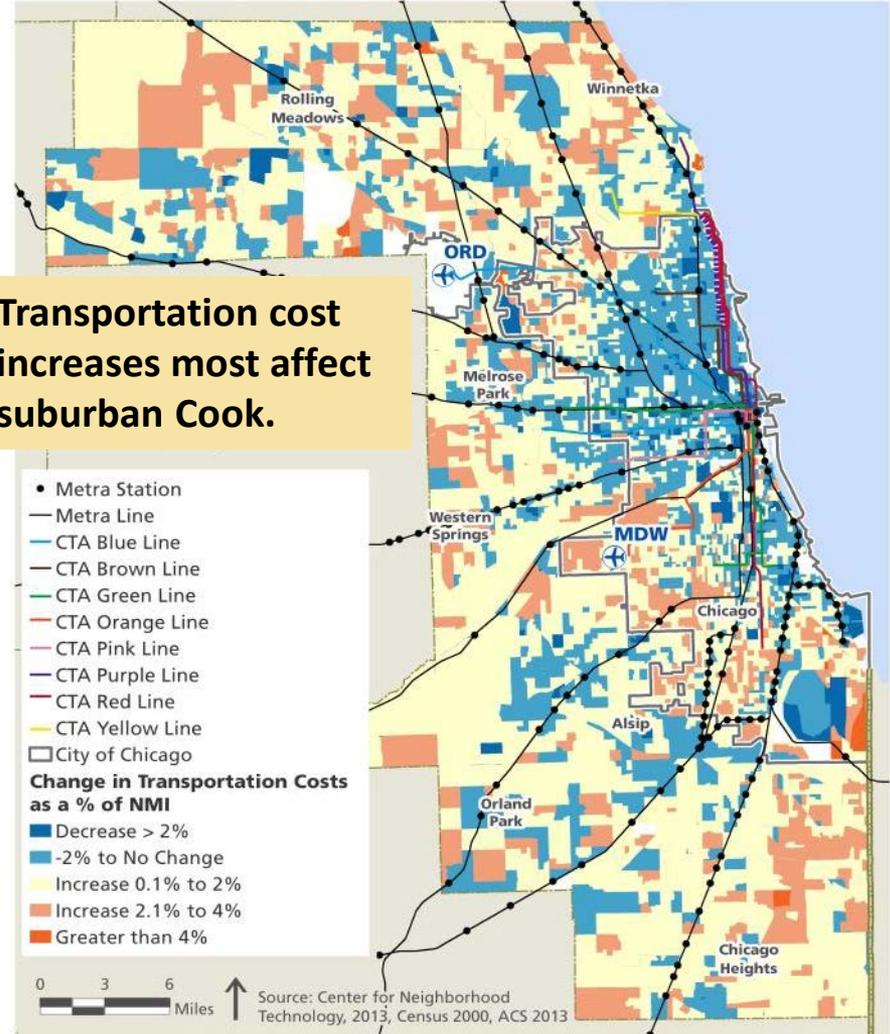


5 Rising transportation costs impact affordability

Transportation Costs as a Percent of Area Median Income (AMI) 2013

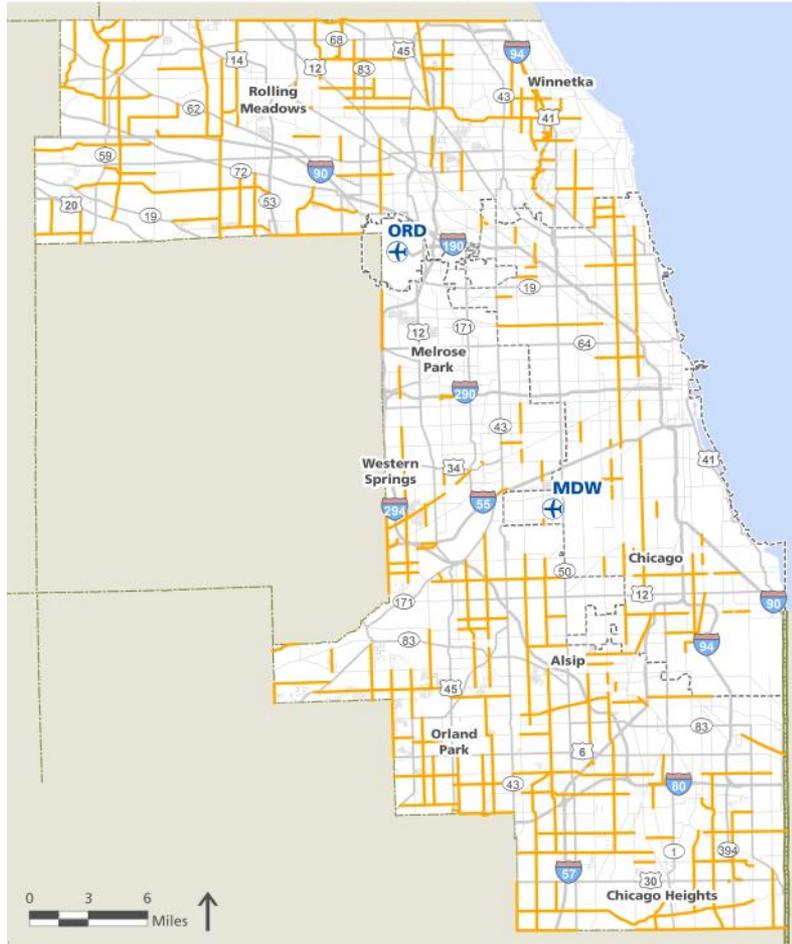


Change in Transportation Costs as a Percentage of NMI (2000-2013)

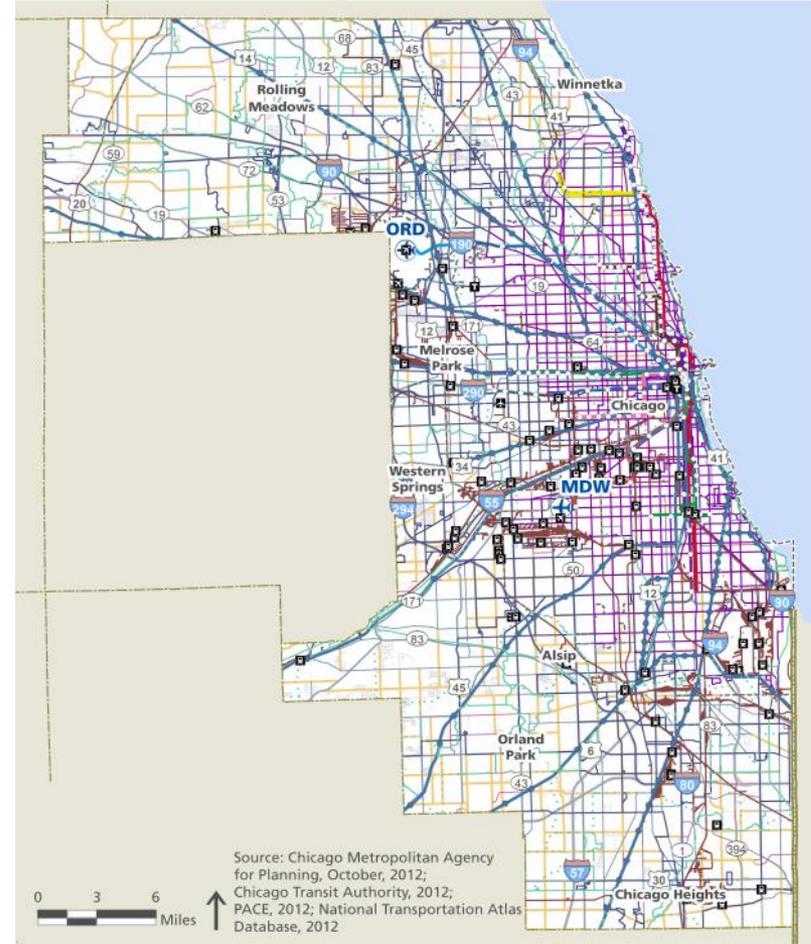


Fragmented transportation oversight makes implementation difficult

Routes Under Cook County Jurisdiction

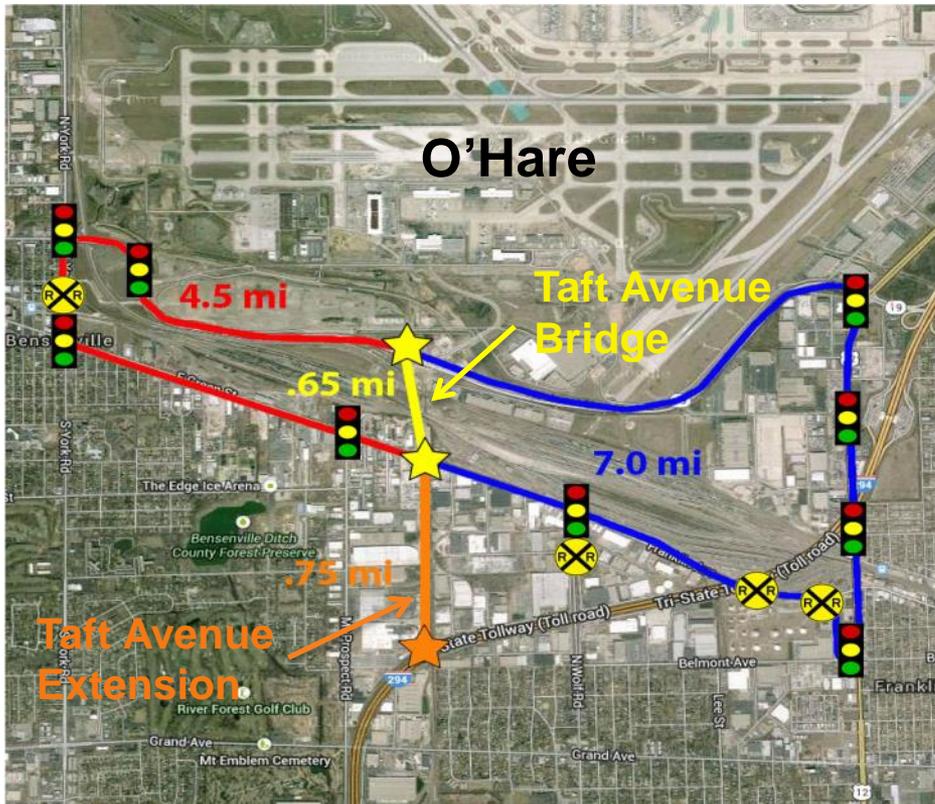


Complex Transportation System Under Multiple Jurisdictions



Source: Chicago Metropolitan Agency for Planning, October, 2012; Chicago Transit Authority, 2012; PACE, 2012; National Transportation Atlas Database, 2012

7 Poor connectivity results in inefficiencies and congestion



- 4.5 miles Out of Direction Travel – West
- 7.0 miles Out of Direction Travel – East
- .65 miles Taft Avenue Bridge
- .75 miles Taft Avenue Extension
- At-grade Rail Crossing
- Congested At-grade Intersection
- Bridge Intersection
- Future EOWA Interchange

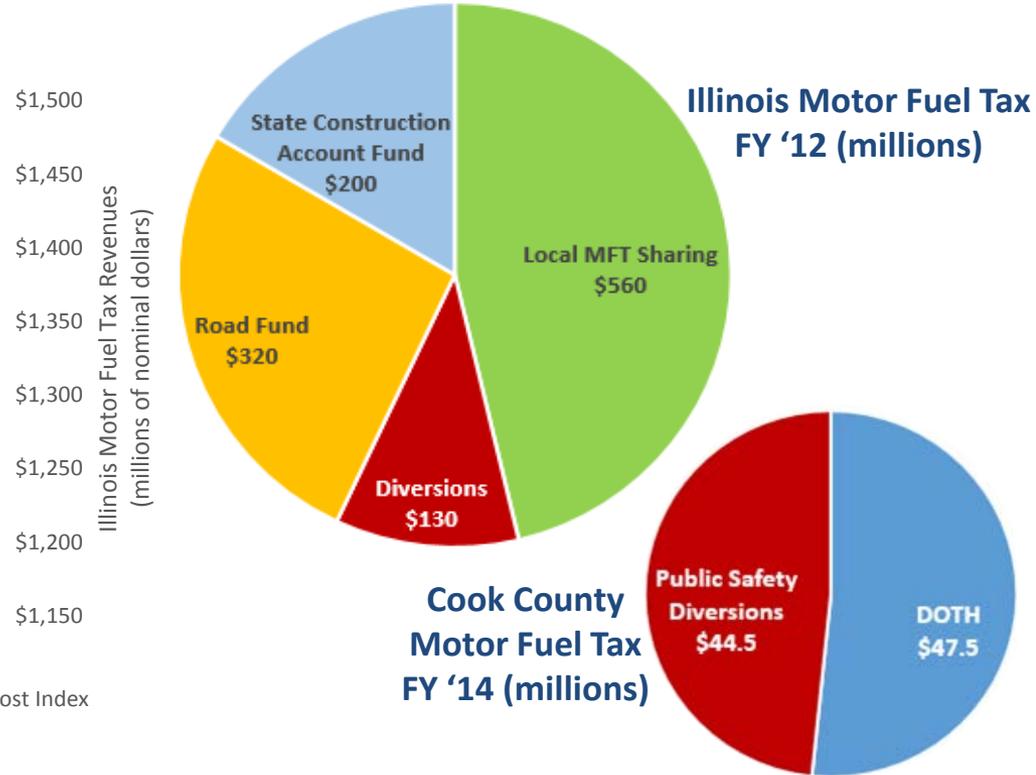
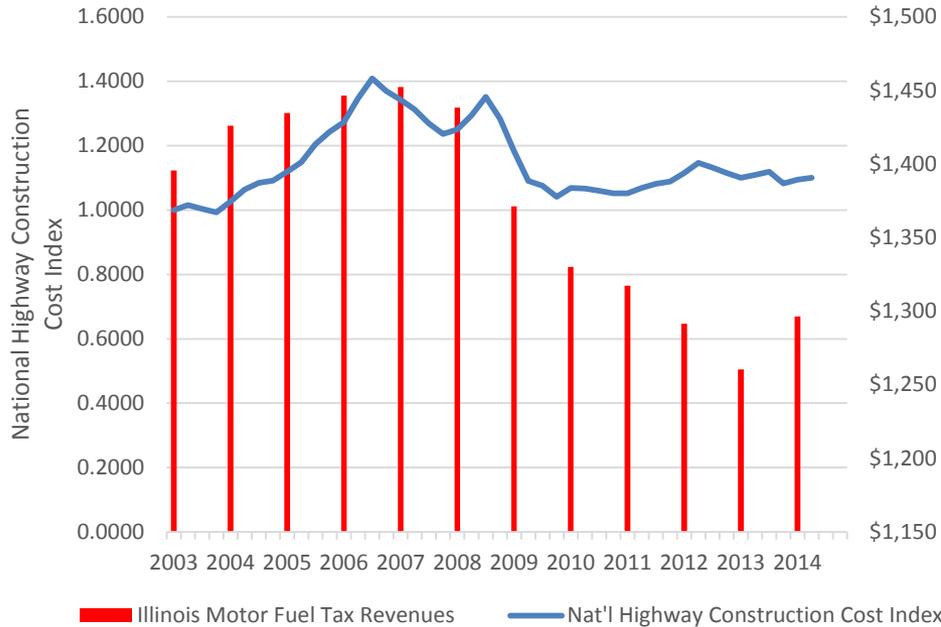
Circuitous truck routes near O'Hare can add between 4.5 and 7.0 miles per trip. The Taft Avenue extension and bridge project would eliminate circuitous travel, relieve congestion, improve safety, and provide a direct connection from industrial areas to I-294.

Declining revenues undermine transportation

Between 2003 and 2014, Illinois Motor Fuel Tax revenues have decreased while construction costs have increased.

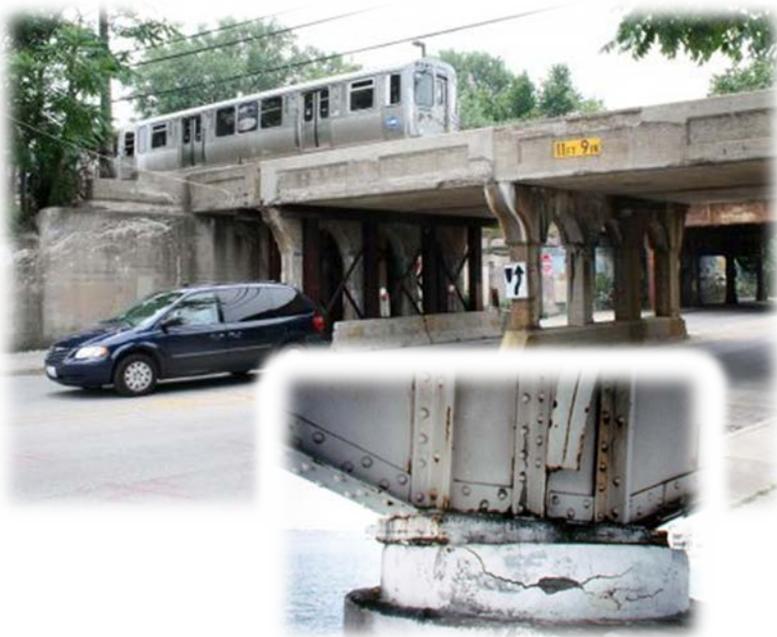
The diversion of Motor Fuel Tax at the state and county level further reduces available transportation funding.

Years 2003 to 2014



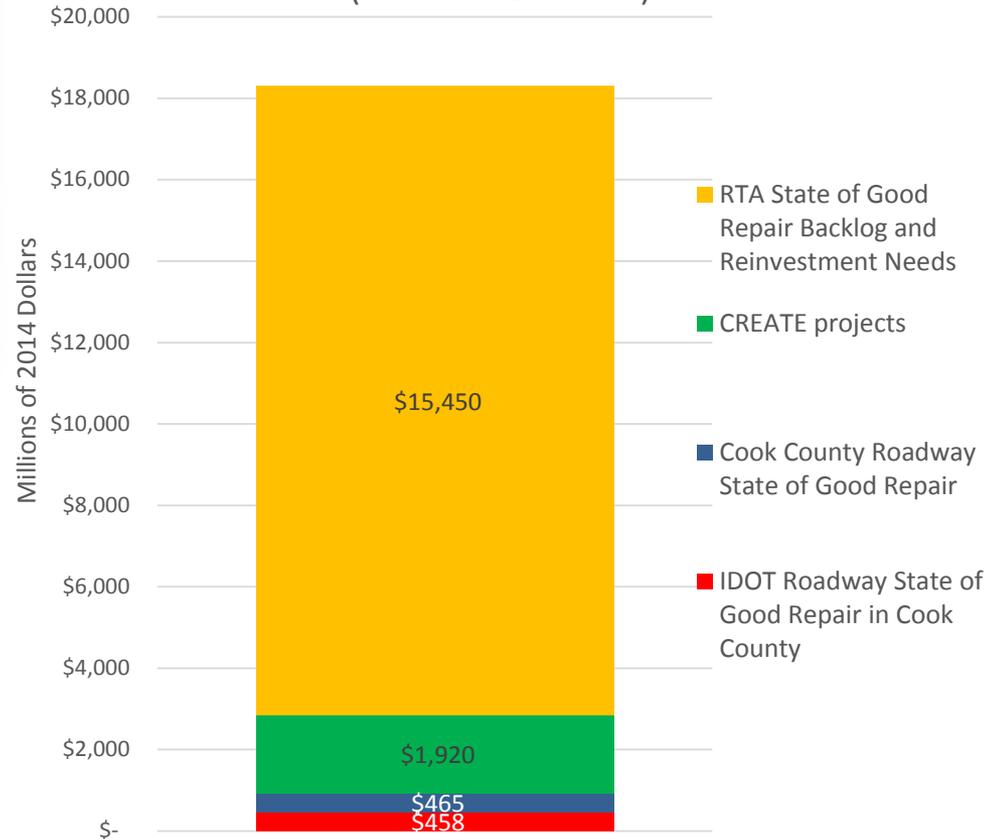
Source: US Department of Transportation Federal Highway Administration Office of Highway Policy Information, National Highway Construction Cost Index, November 2014.
 Illinois Department of Revenue Annual Reports, 2005 – 2014.
 Illinois Department of Transportation. Motor Fuel Tax Allotment Statistics, December 1, 2012 – November 30, 2013.

9 Backlog of maintenance projects is growing



The region's transportation infrastructure is deteriorating.

State of Good Repair and Project Needs for Cook County (Five-Year Estimate)



Source: IDOT Manager of Fiscal Analysis, December 2014.

Regional Transportation Authority, *Capital Asset Condition Assessment Report*, December 2014.

CREATE Program, *CREATE Overview*, January 2014.

10 Regional collaboration is improving and must continue



CHICAGO METRO
METAL
CONSORTIUM



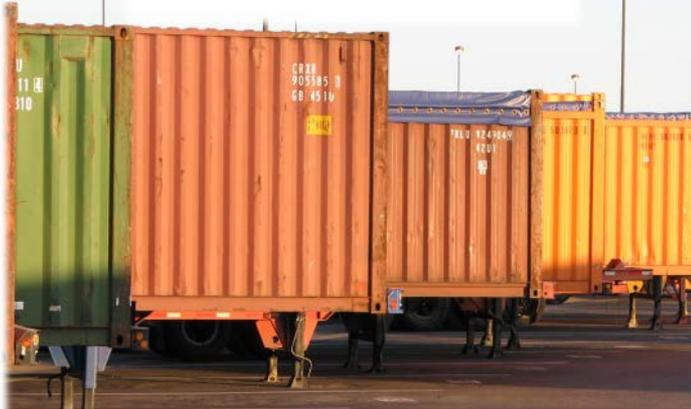
METRO CHICAGO EXPORTS

STRATEGIC DIRECTION

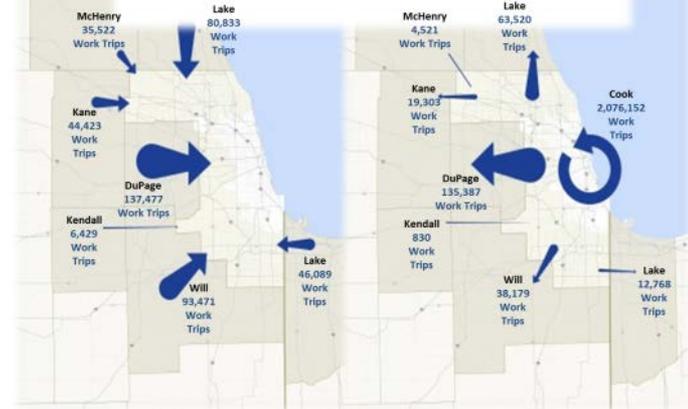


Vision Statement emphasizes four Cs:

Commerce



Collaboration



Communities



Capital



Goal: 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 and businesses.



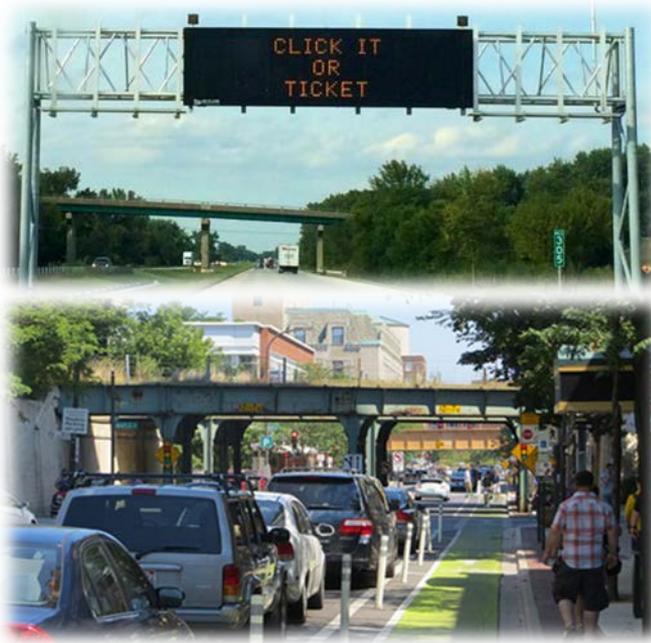
Goal: Accessibility and Reliability

Increase the integration, connectivity, reliability and physical accessibility of the transportation system by developing a comprehensive multimodal system that expands mobility options for all transportation users.



Goal: Safety

Provide a safer transportation system that balances the travel needs of all users, including the general public and area businesses and industries.



Goal: Land Use

Create a built environment that promotes healthy, sustainable communities through coordinated land use and transportation policies.

Marion Street, Oak Park



Source:
http://www.sollitt.com/index.php/structure/project_details/marion_and_westgate_street_improvements.

Davis Street Corridor, Evanston



Source: Photo by David Braverman, en.wikipedia.org.

Goal: 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.



Goal: 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.



Alternative scenarios

Transportation Revenues
 ↑
 More
 ↓
 Less



Picking Up Steam

- ❖ **Transportation:** Some new multi-jurisdictional projects
- ❖ **Funding/Spending:** More revenue from existing sources is directed to transportation projects
- ❖ **Land Use/Development:** Poor link between land use and transportation policies
- ❖ **Implications:** New investment focuses on more diverse transportation improvements that leverage governmental resources at all levels
- ❖ **Economic Impacts:** County's economy and communities improve but at a lower rate than expected



All Aboard

- ❖ **Transportation:** Aggressive modernization and system expansion across all forms of transportation
- ❖ **Funding/Spending:** Significant new federal, state and local tax revenues are enacted
- ❖ **Land Use/Development:** Support for infill development and transit/cargo oriented development
- ❖ **Implications:** Freight and public transportation networks vastly improved
- ❖ **Economic Impacts:** County is competitive nationally and in the region



Running on Empty

- ❖ **Transportation:** Preservation of existing infrastructure and services
- ❖ **Funding/Spending:** No new funding – transportation spending is very low
- ❖ **Land Use/Development:** Weak infill /reuse policies, no link between transportation spending and policy environment
- ❖ **Implications:** Current funding struggles to maintain the existing assets, and growth occurs at the urban fringe
- ❖ **Economic Impacts:** Economic vitality in the County stagnates or declines, moving elsewhere in the region



Stuck in First Gear

- ❖ **Transportation:** Small number of strategic projects targeted to economic development priorities
- ❖ **Funding/Spending:** Minor new revenue secured from existing sources
- ❖ **Land Use/Development:** Greater intergovernmental cooperation; more compact, mixed use, infill development
- ❖ **Implications:** Only enough new investment for highest priority areas
- ❖ **Economic Impacts:** County continues to lose market share in key industries

Low Density,
Outward Growth



Growth / Land Use

Compact, Mixed-Use
Infill

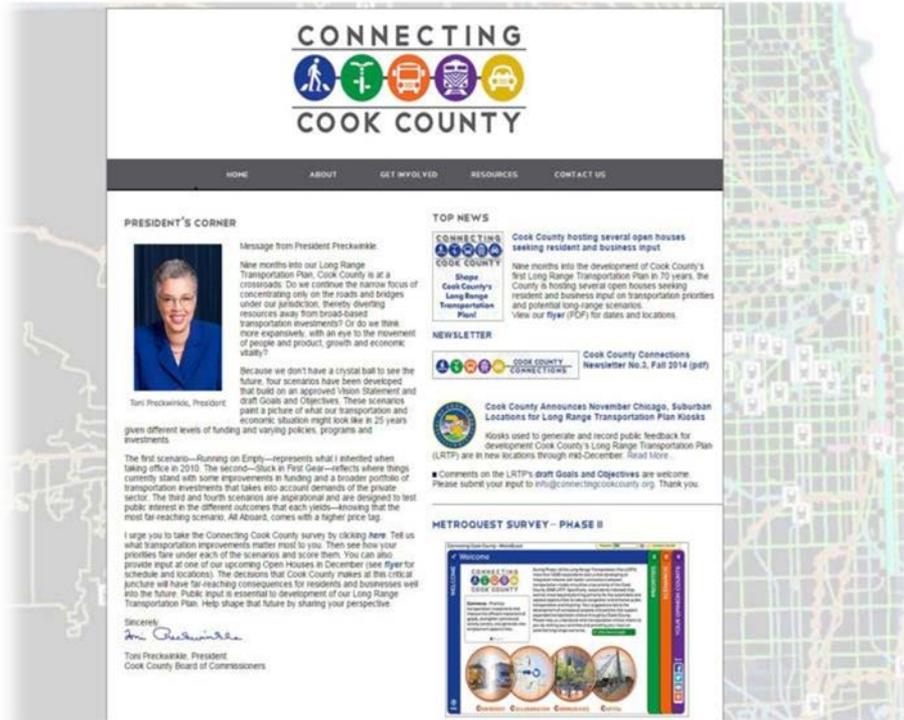
Public supports new taxes for and a broader focus on all modes of transportation



MetroQuest scenarios ranked between 1 (low) to 5 (high) stars by almost 1,000 respondents between September-December 2014.

Public engagement / stakeholder outreach

Website



www.connectingcookcounty.org

MetroQuest



Kiosks



Public open houses

- Franklin Park
- Northbrook
- Chicago (downtown)
- Orland Park



NEXT STEPS



Project schedule

Tasks	2015											
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
Committee Meetings	● ⁵			● ⁶				● ⁷		● ⁸		
Social Media Outreach	- - - - -											
E-Newsletters		★		★			★			★		
Public Open Houses/Media Buy				▲	■							
County Board Presentation/Approval					TBD				▼			
2040 LRTP Report (Public Report)			■		■	45-Day Public Review		■				
2040 LRTP Report (Technical Appendix)								■				■

Meetings

- Advisory Committee (AC) Meeting
- Program Committee Meeting
- Cook County Board Presentation (approximate)
- ▼ Cook County Board Approval

Deliverables

- Draft Report (for AC Review)
- Draft Report (for Public Review)
- Final Report (for AC approval)
- Technical Appendix (Draft to DOTH)
- Technical Appendix (Final to DOTH)

Public Outreach

- Public Open Houses (approximate)
- 45-Day Public Review of Draft Report
- ★ E-Newsletters
- - - Social Media (Facebook, Twitter; 2 updates per week)
- ▲ Media Buy (coordinated with open houses/draft report)



Vision Statement

Our vision is to support the development of a safer, sustainable, and efficient world class transportation system that spurs economic growth and enhances quality of life. Cook County will achieve this vision through policies and projects that connect and support:

Commerce – the plan will prioritize transportation investments that improve the efficient movement of goods to strengthen commercial activity and generate new employment. Opportunities to better link residents to jobs at regional employment centers, and strategically invest in transportation infrastructure that stimulates job and business growth, and spurs redevelopment and commercial revitalization will be emphasized, particularly in sectors such as Manufacturing, Transportation and Logistics that are strengths for our economy.

Communities – the plan will aid the continued growth of vibrant, healthy, accessible, sustainable, and diverse communities throughout Cook County by prioritizing projects that expand mobility choices—including public transportation, biking, and walking—and promote enhanced transportation linkages that create a safer transportation network for all users. Projects and policies that improve livability and better connect transportation, land use, housing, and jobs will be pursued in order to create denser, mixed-use communities.

Collaboration – the plan will promote coordination across jurisdictions and between local municipalities, neighboring counties, and government agencies to ensure regionally significant infrastructure improvements are advanced to meet current and future travel needs. Innovative projects that foster a robust business environment throughout Cook County, region, and state will be prioritized.

Capital – the plan will support a fiscally responsible approach to address transportation infrastructure needs, one that leverages existing resources and maximizes investment potential. Benefitting from strong partnerships and increased cooperation between governmental agencies and the private sector, the County and its partners will identify opportunities to more efficiently use existing assets, leverage new funding sources, and align short-and long-term priorities to move people and goods through a world class transportation system.



**Honorable Toni Preckwinkle, President
Cook County Board of Commissioners**

**John Yonan, P.E., Superintendent
Department of Transportation and Highways**