



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800, Sears Tower  
Chicago, IL 60606

312-454-0400 (voice)  
312-454-0411 (fax)  
[www.chicagoareaplanning.org](http://www.chicagoareaplanning.org)

## **Congestion Management Committee**

Draft Performance Measures

March 8, 2007

Following are performance measures proposed for deployment in the Congestion Management Process for northeastern Illinois. Performance measures include measures of how the system is operating and how we are doing at deploying certain strategies. Staff is seeking feedback regarding implementation of these measures or refinement of the list. Your review and comments are appreciated.

The draft 2007 Update to the 2030 Regional Transportation Plan (RTP) recommends that the Congestion Management Process investigate, and implement as appropriate, the following potential performance measures. The RTP notes that the Congestion Management Process will adopt or modify specific targets for each performance measure with additional transportation provider, stakeholder, and public involvement. If major changes are required, they can be incorporated into revisions of the draft RTP document.

- (a) Customer satisfaction of traveling public: measure improvement on customer surveys.<sup>i</sup>
- (b) Extent of congestion: measure reduced growth rate of spatial and temporal congestion.
- (c) Highway travel time reliability: improve highway travel time reliability.
- (d) Transit service reliability: improve transit on-time performance.
- (e) Non-recurring travel delay: reduce non-recurring travel delay.
- (f) Incident duration: reduce mean time of incident duration on transit services and arterial and expressway facilities.
- (g) Speed compliance: reduce incidence of speeding on selected collector, arterial and expressway corridors (to reduce crash rates and severity and to smooth traffic flow).
- (h) Crash rates: reduce the crash rates, focusing on serious and fatal crashes, for travel in motor vehicles, bicycling, and walking.
- (i) Mode share: increase mode shares of trips using transit, walking, and bicycling for work and non-work purposes..

- (j) Toll and fare pre-payment: increase the proportion of tolls and transit fares using pre-pay technologies.
- (k) Trip lengths: reduce average trip distances for work trip and non-work trip purposes.
- (l) Transit service: increase the proportion of the population within ¼ mile of full-service transit.
- (m) Enhancements: complete substantial additional portions of the Northeastern Illinois Greenways and Trails Plan.
- (n) Bikeways: increase the mileage of City of Chicago and suburban bikeways, including off-street multi-use path and on-street bike lanes and marked routes.
- (o) Safe routes to school: increase the proportion of primary schools with approved school travel plans.
- (p) Value pricing: broaden deployment of value pricing to larger portions of the highway system.
- (q) ITS: increase proportion of expressways and arterials subject to surveillance to determine congestion, travel times, and to detect incidents.
- (r) Expressway incident management: broaden coverage of highway incident response vehicles to remainder of the expressways and tollways within the Chicago urbanized area.
- (s) Arterial incident management: develop and implement arterial incident management plans for selected arterial corridors.
- (t) Arterial access management: develop and implement access management plans for selected regional arterial corridors.
- (u) Bicycle and pedestrian accommodations: increase the proportion of highway construction projects that include appropriate bicycle and pedestrian accommodations as part of highway construction activities.
- (v) Bus rapid transit: implement transit signal priority on selected regional arterial corridors.
- (w) Walkability: Increase the proportion of new development and re-development that is walkable.

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<sup>i</sup> For example, IDOT regularly conducts a “Motorist Opinion Survey.”