



Chicago Metropolitan
Agency for Planning

Urban Partnership Priority Setting

March 15, 2007
CMAP
Chicago, Illinois

Urban Partnership: A Review

- Element of Congestion Initiative
- 4 T's
- Technical Assistance
- Regulatory Flexibility
- Financial Assistance

Urban Partnership: Process

- Urban Partnership Agreement: 4/30
- Congestion Pricing Pilot: 4/30
- ITS: 4/30
- Letter of Interest for Federal Aid Tolling (unlikely)
- Small Starts Transit Grants

Urban Partnership Process

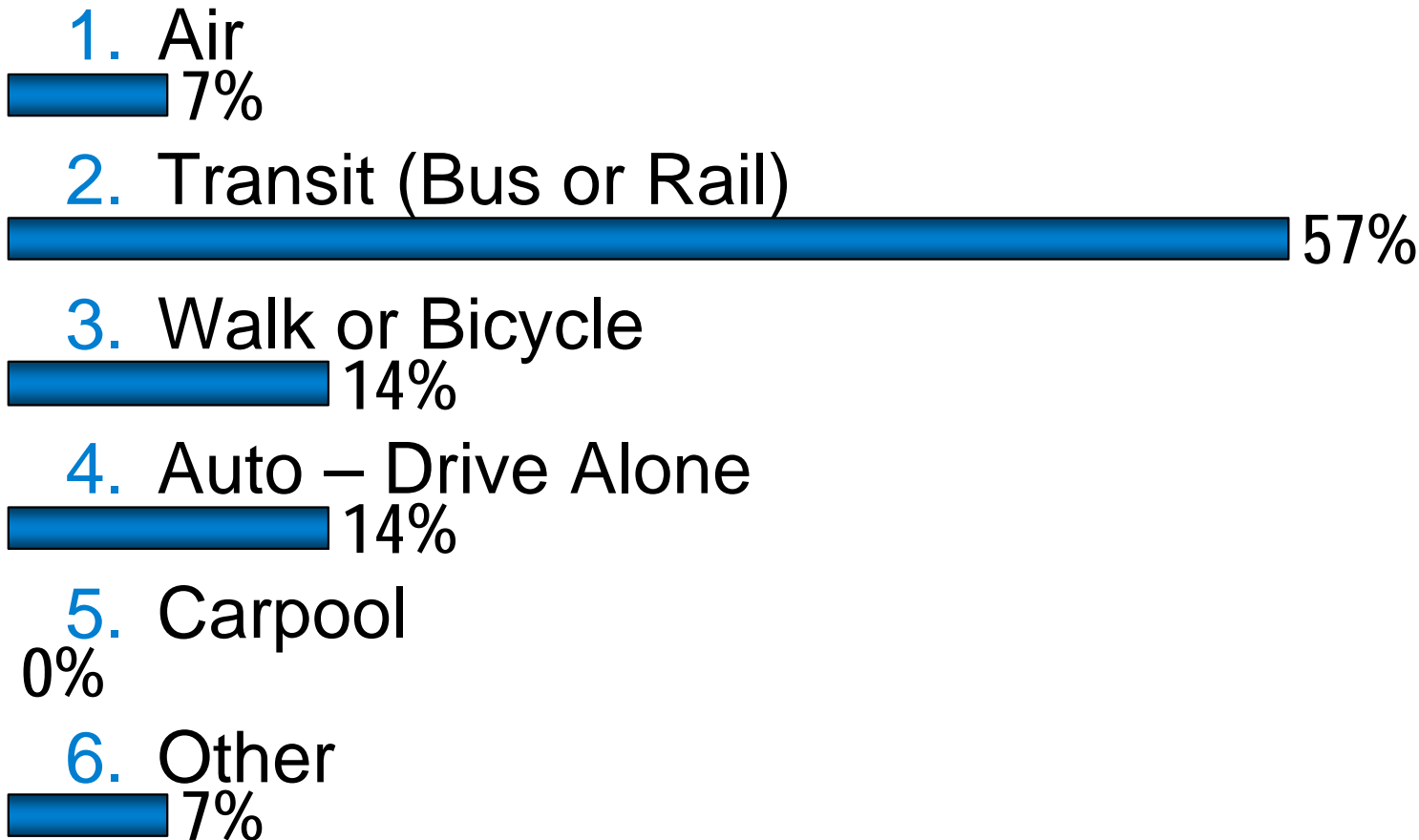
- US DOT Selection of 4 Metro Areas
- Additional Refinement
- Final Selection: August 2007
- Final Agreement

Today's Agenda: Prioritization

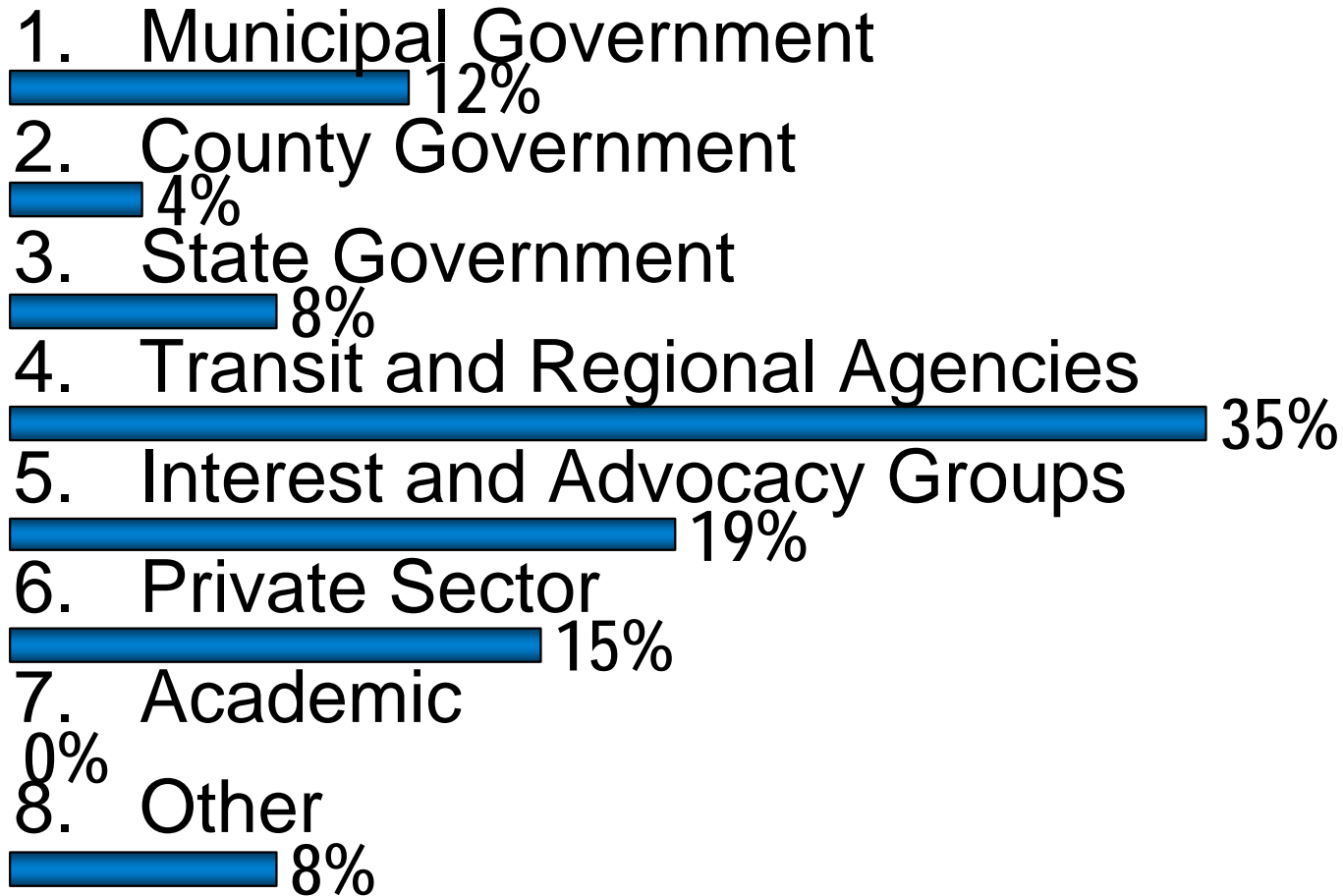
- Tools: Keypad Polling
- Information: 3 Planning Processes
- Participants: Agency, Advocate, and Industry Personnel
- Process: Use Polling Results Plus Other Information

A Sample Poll: Mode of Travel

What was your primary mode of travel to CMAP today (greatest distance)?



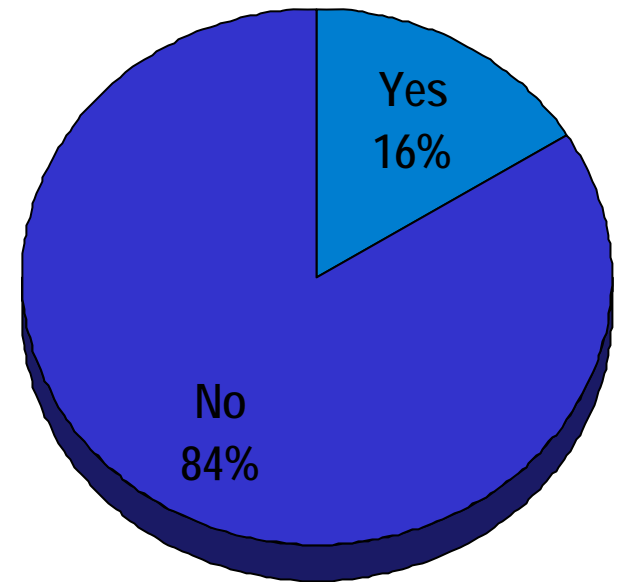
Which best describes your affiliation?



UPA Focus: Districts

Should the Urban Partnership propose strategies for addressing congestion in particular districts (e.g., a selected neighborhood or business district)?

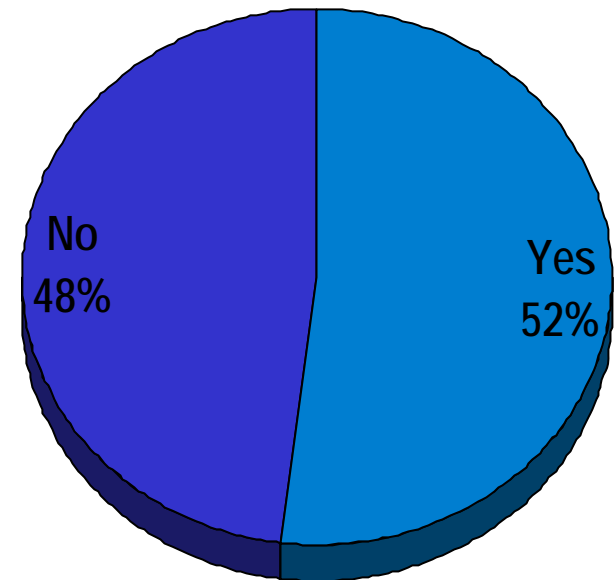
1. Yes
2. No



UPA Focus: Corridors

Should the Urban Partnership propose strategies for addressing congestion on a corridor basis (e.g., an integrated approach to a freeway plus intersecting and parallel arterials)?

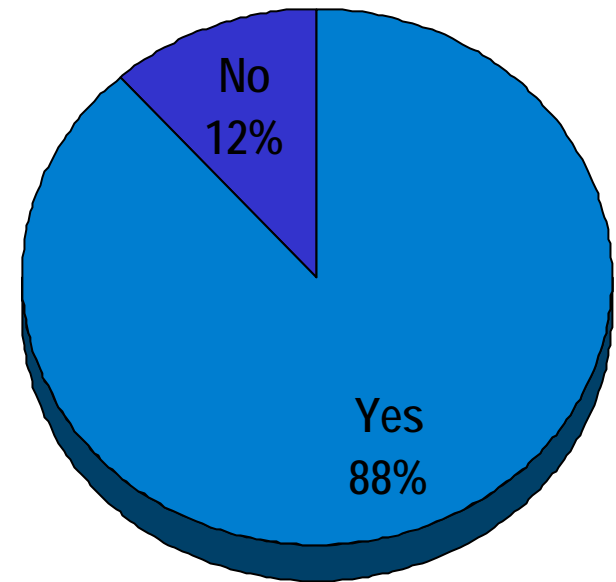
1. Yes
2. No



UPA Focus: The Region

Should the Urban Partnership propose strategies for addressing congestion on a region-wide basis (e.g., regional incident response infrastructure and procedures)

1. Yes
2. No



UPA Focus: Priority

Of the three potential focus areas, what should the UPA concentrate the most attention on?

1. District



2. Corridors



3. Region



Pricing Options:

- Parking Fees (D)
- Truck Pricing (D,C,R)
- Cordon Pricing (D)
- Focused Incident/Behavior Fees (DCR)
- HOT Ramps/Lanes (C,R)
- Mileage Based Fees and Insurance (R)
- Variable Tolling (Time of Day, Location, or PM Responsive) (C,R)

Decision: Pricing: Parking Fees

Should Parking Fees (D) be an element of the Urban Partnership?

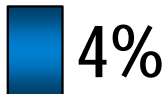
1. Yes



2. No



3. Undecided



Decision: Pricing: Truck Pricing

Should Truck Pricing (D,C,R) be an element of the Urban Partnership?

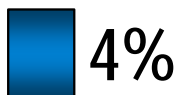
1. Yes



2. No



3. Undecided



Decision: Pricing: Cordon Pricing

Should Cordon Pricing (D) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



Decision: Pricing: Focused Incident/Behavior Fees

Should Focused Incident/Behavior Fees (D,C,R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Decision: Pricing: HOT Ramps/Lanes

Should HOT Ramps/Lanes be an element of the Urban Partnership?

1. Yes



2. No

0%

3. Undecided

0%

Decision: Pricing: Mileage-Based Fees and Insurance

Should Mileage-Based Fees and Insurance be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided

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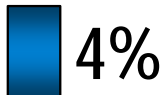
Decision: Pricing: Variable Tolling

Should Variable Tolling (by time of day, location or in response to performance measures) (C,R) be an element of the Urban Partnership?

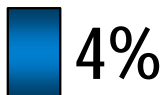
1. Yes



2. No



3. Undecided



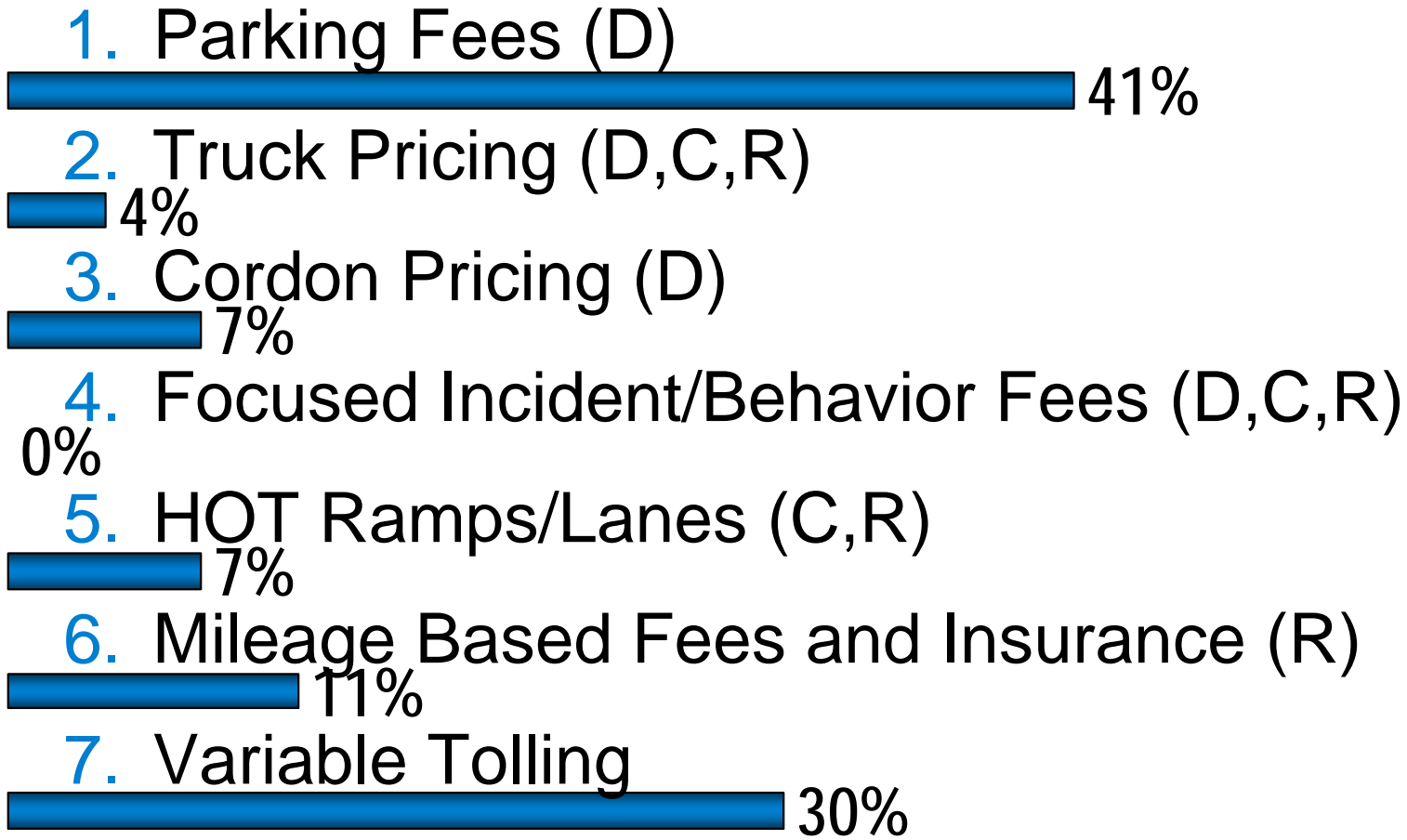
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Priority: Pricing

What pricing strategy should be the highest priority?



Transit Options:

- New Circulator Routes (D)
- New Regional Transit Access (D,C,R)
- Workplace Shuttles (D, C, R)
- Arterial/Bus Rapid Transit (D, C, R)
- Bus-oriented Engineering (D, C, R)
- Expand Rail and Bus Service (C, R)
- Bus Shoulder Riding (C, R)
- Enhance Service Coordination (D,C,R)

Decision: Transit: New Circulator Routes

Should New Circulator Routes (D) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Decision: Transit: New Regional Transit Access

Should New Regional Transit Access (D, C, R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Decision: Transit: Workplace Shuttles

Should Workplace Shuttles (D,C,R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Decision: Transit: Arterial/Bus Rapid Transit

Should Arterial/Bus Rapid Transit (D, C, R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided

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Decision: Transit: Bus-oriented Engineering

Should Bus-oriented Engineering (D, C, R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Decision: Transit: Expand Rail and Bus Service

Should Expanded Rail and Bus Service (C, R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Decision: Transit: Bus Shoulder Riding

Should Bus Shoulder Riding (C, R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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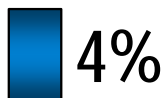
Decision: Transit: Enhanced Service Coordination

Should Enhanced Service Coordination (D, C, R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



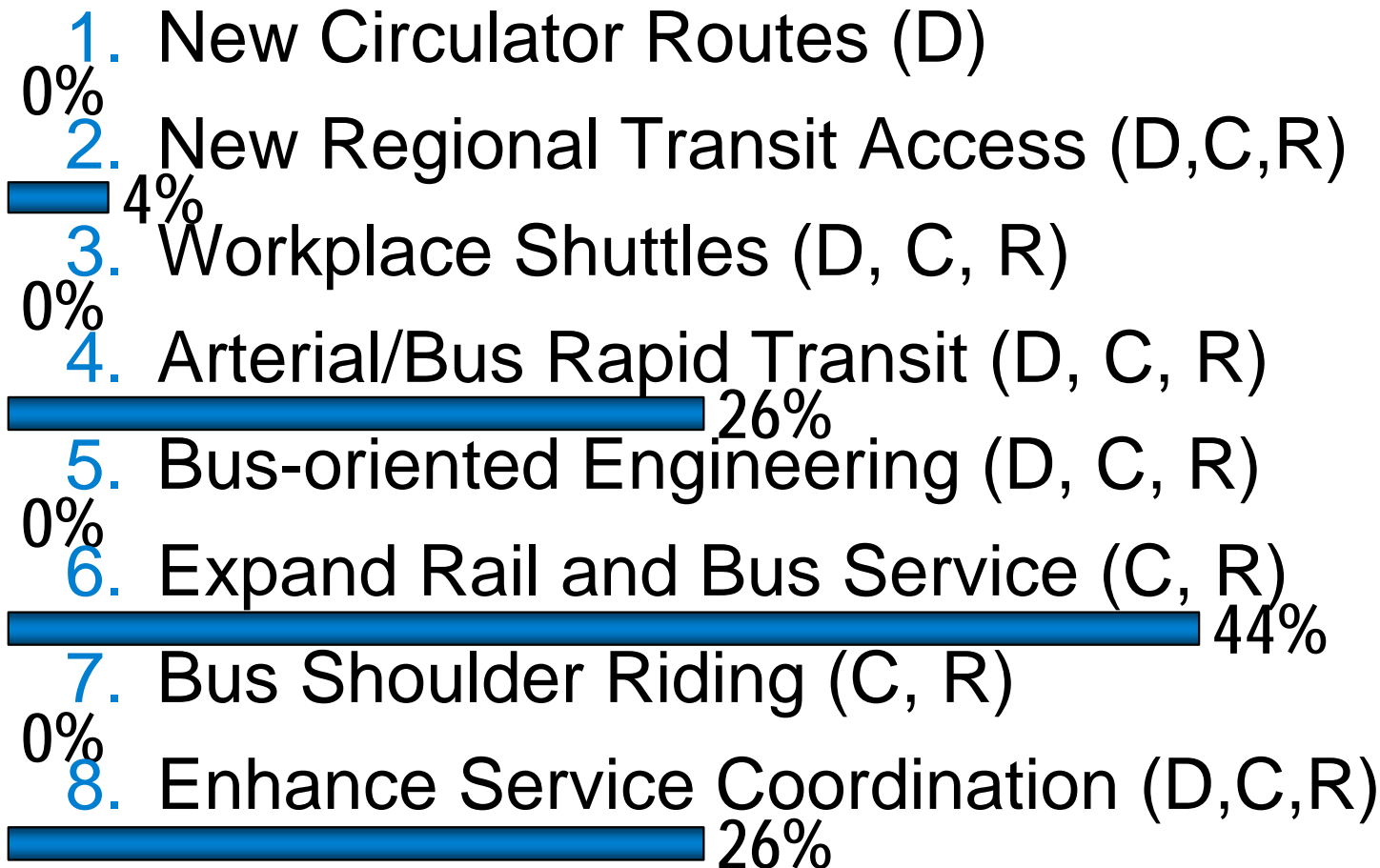
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Priority: Transit

What transit strategy should be highest priority?



Should expanded bus and rail service focus:

1. Improve existing service



2. Extended Lines
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3. New Service



4. All of the above



Travel Demand Options:

- Car Sharing (D, C)
- Alternative Work Arrangements (D, C,R)
- Sidewalks and Bike Facilities to Transit and Other Destinations (D, C, R)
- “Travel Smart” Approaches (D, C, R)
- Preferential Parking (C, R)
- Park’n’Ride Lots (D, C, R)
- Employee outreach/marketing
- Parking cash-out
- Land-use and growth strategies

Decision: Travel Demand: Car Sharing

Should Car Sharing (D, C) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Decision: Travel Demand: Alternate Work Arrangements

Should Alternative Work Arrangements (D, C, R) be an element of the Urban Partnership?

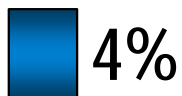
1. Yes



2. No



3. Undecided



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Decision: Travel Demand: Sidewalks and Bike Facilities

Should Sidewalks and Bicycle Facilities to Transit and other Destinations (D, C, R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided

0%

Decision: Travel Demand: “Travel Smart” Approaches

Should “Travel Smart” Approaches (D, C, R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Decision: Travel Demand: Preferential Parking

Should Preferential Parking (C, R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Decision: Travel Demand: Park n Ride Lots

Should Park n Ride Lots (D, C, R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Decision: Travel Demand: Employee outreach/marketing

Should Employee outreach/marketing be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided

0%

Decision: Travel Demand: Parking Cash-out

Should Parking Cash-out be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Decision: Travel Demand: Land-use and growth strategies

Should Land-use and growth strategies be an element of the Urban Partnership?

1. Yes



2. No



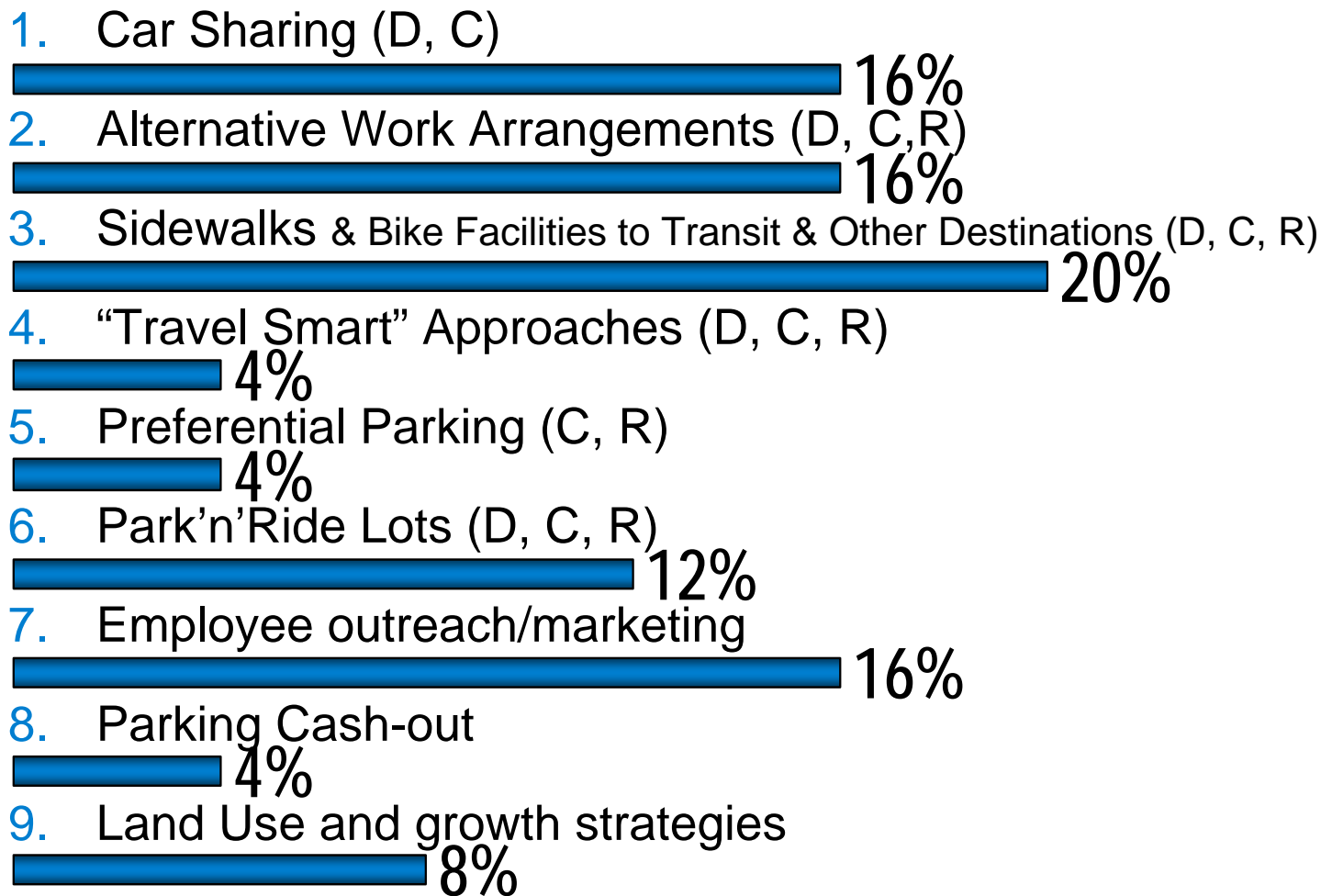
3. Undecided



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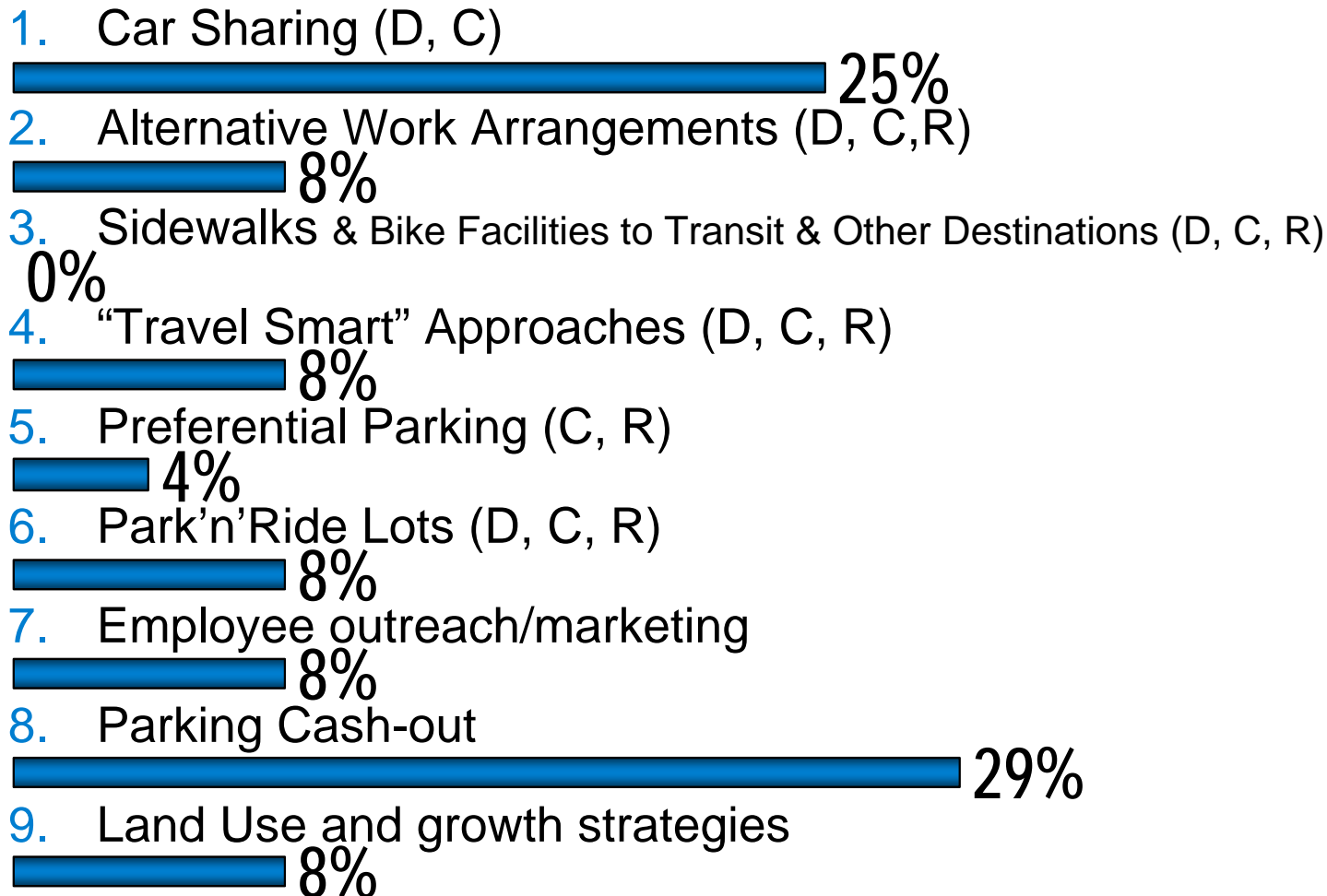
Priority: Travel Demand

What travel demand strategy should be the highest priority?



Priority: Travel Demand

What travel demand strategy should be the highest priority? Your Second Choice



Technology Options: System

System Technology

- Advance Travel Information (HAR, VMS, 511, Internet) (D,C,R)
- Parking Management (D,C)
- Incident Management (D,C,R)
- ITS Communications Infrastructure (D,C,R)
- Transportation Management Centers (D,C,R)

Decision: System Technology: Advance Traveler Information

Should Advance Traveler Information (HAR, VMS, 511, Internet) (D,C,R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided

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Decision: System Technology: Parking Management

Should Parking Management (D,C) be an element of the Urban Partnership?

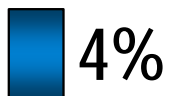
1. Yes



2. No



3. Undecided



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Decision: System Technology: Incident Management

Should Incident Management (D,C,R) be an element of the Urban Partnership?

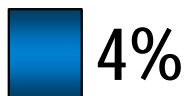
1. Yes



2. No



3. Undecided



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Decision: System Technology: ITS Infrastructure

Should ITS Communications Infrastructure (D,C,R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided

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Decision: System Technology: Transportation Management Centers

Should Transportation Management Centers (D,C,R) be an element of the Urban Partnership?

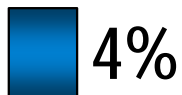
1. Yes



2. No



3. Undecided



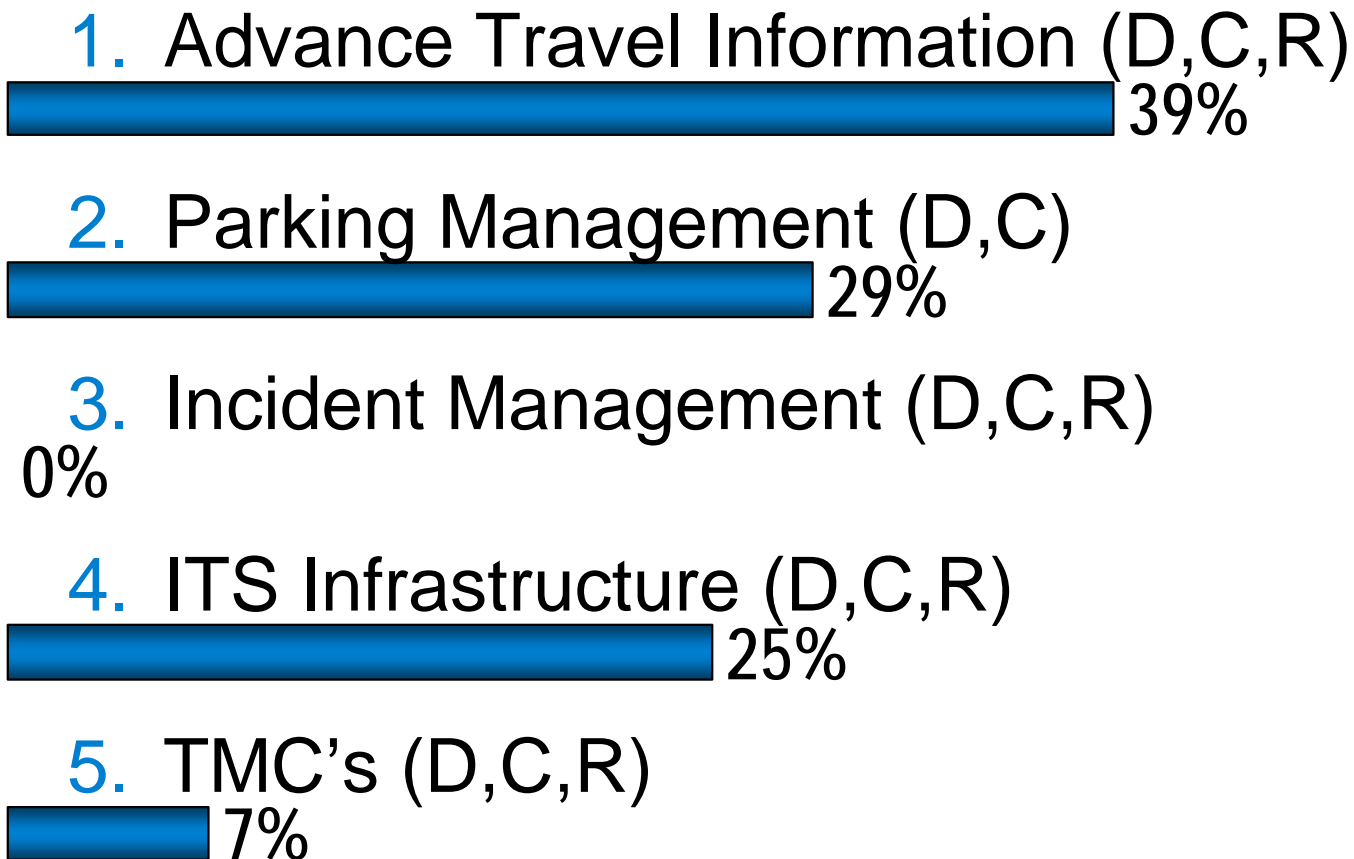
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Priority: System Technology

What system technology should be the highest priority?



Technology Options: Transit

Transit Technology

- Traffic Operations for Transit (e.g., TSP) (D,C,R)
- Bus and Train Tracking (D,C,R) (Management/Public Info)
- Transit Fare Coordination (D,C,R)

Decision: Transit Technology: Traffic Operations for Transit

Should Traffic Operations for Transit (D,C,R)
be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided

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Decision: Transit Technology: Bus and Train Tracking

Should Bus and Train Tracking (D,C,R) be an element of the Urban Partnership?

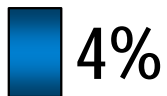
1. Yes



2. No



3. Undecided



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Decision: Transit Technology: Transit Fare Coordination

Should Transit Fare Coordination (D,C,R) be an element of the Urban Partnership?

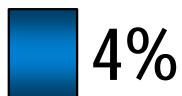
1. Yes



2. No



3. Undecided



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Priority: Transit Technology

What transit technology should be the highest priority?

1. Traffic Operations for Transit (D,C,R)



2. Bus and Train Tracking (D,C,R) (Mngmt/Public Info)



3. Transit Fare Coordination (D,C,R)



Technology Options: Highway

Highway Technology

- Traffic Signal Improvements
- Time-of-Day Restrictions
- Ramp Metering Enhancements
- Variable Speed Management
- Advanced Vehicle Control Systems

Decision: Highway Technology: Traffic Signal Improvements

Should Traffic Signal Improvements (D,C) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided

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Decision: Highway Technology: Time-of-day Restrictions

Should time-of-day restrictions (D,C) be an element of the Urban Partnership?

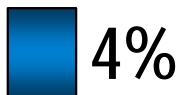
1. Yes



2. No



3. Undecided



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Decision: Highway Technology: Ramp Metering Enhancements

Should Ramp Metering Enhancements (D,C,R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Decision: Highway Technology: Variable Speed Management

Should Variable Speed Management (D,C,R)
be an element of the Urban Partnership?

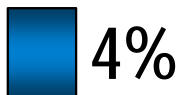
1. Yes



2. No



3. Undecided



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Decision: Highway Technology: Advanced Vehicle Control

Should Advanced Vehicle Control Systems (D,C,R) be an element of the Urban Partnership?

1. Yes



2. No



3. Undecided



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Priority: Highway Technology

What highway technology should be the highest priority?

1. Traffic Signal Improvements



2. Time-of-Day Restrictions



3. Ramp Metering Enhancements



4. Variable Speed Management



5. Advanced Vehicle Control Systems
0%

Thank you . . .

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- Email us at info@chicagoareaplanning.org