

## **UWP Problem Statements**

These are in no particular order and are being presented as received.

Work with communities through coordination and cooperation to tailor transportation service to fit their needs. (Core Element under Proactive Public Involvement process "facilitate communication between local governments and the regional transportation agencies")

Reduce congestion in the region through increased transit usage. (Core Element under Regional Transportation Planning efforts that roll into Major MPO Products "Transit Planning – expansion of transit use")

Secure funding for Paratransit/ADA service. (Core Element under Regional Transportation Planning efforts that roll into Major MPO Products "Planning for Protected Populations – Environmental Justice, ADA, Special Grant Programs, JARC, New Freedom Initiative")

Improve the transit land use connection through efficient transit oriented development. (Core Element under Regional Transportation Plan "Identify relationship of transportation policy decisions on land use and development")

Use socio-economic forecasts to determine jobs/housing balance with optimal transit service. (Core Element under Regional Transportation Planning "Prepare social economic forecasts")

What is the capital replenishment need of the regions highway and transit infrastructure? Answering this will help establish the need for future investment? This analysis is currently the subject of the RTA Strategic Plan and is utilized as part of the RTP process. Followup investigation would be useful to develop evaluation methodologies and strategies.

What is the potential for Public-Private Partnership to manage transportation facilities? Recent examples include the Chicago Skyway and Indiana Tollroad. Is there additional potential in the region? What about transit Public-Private Partnerships?

What is the potential for additional toll facilities utilizing the latest toll technology? Has the increased efficiency of operations made more new facilities feasible? What about toll Bridges/Viaducts in Chicago such as at Ogden, South Damen, or Central?

What are the bus routes with the slowest travel speeds? These are the targets for potential ameliorative actions. We could look at not just slowest overall, but also most variable, because this makes route scheduling unreliable. Possible solutions include bus only lanes, signal preemption, etc.

Transit operators have the capability to get real time vehicle location and passenger load information. What should management do with this to improve reliability and operational efficiency? How should location be communicated to passengers (signs, internet, etc.)?

CTA, Metra, and Pace all run marvelous services, but what can be done to coordinate transfer between them? I'm not referring to the intractable problem of fare coordination, simply schedule coordination, both published and on the fly. Better coordination of operations could yield great benefits for the region's transit users.

What can be done to improve CTA rail passenger information, both with respect to arrival time and general system condition? Rail vehicle location is not as highly developed as bus, although because trains run on tracks, its easier to narrow down the location.

How do we integrate land use and transportation planning and implementation?

How do we secure adequate financial resources for the region's capital and operating needs?

How do we meet Federal mandates?

How do we encourage compact land development? (how do we stop sprawl?)

How do we contribute to the continued economic growth for the region?

How do we reduce travel times for the trip to work?

How do we increase safety for all modes?

How do we encourage the use of non-motorized modes?

How do we get people out of their cars?

How do we encourage the use of public transportation?

How do we improve freight movements?

How do we provide accessibility between jobs and housing?