2025

Comprehensive Corridor Study Template

Chicago Metropolitan Agency for Planning

Table of contents

SECTION 1

Introduction

SECTION 1.1

Corridor background

Description

Describe the corridor, why it is significant, and why it is a priority corridor for the region. This description should include the corridor's physical characteristics – its location within the region, the types of transportation infrastructure it supports (roadway, transit, freight or multimodal facilities), any unique environmental or design features, and any areas of concentrated activity or planned development. Explain how the corridor functions and note any critical interconnections with other transportation networks.

History

Provide a historical overview of the corridor including significant milestones such as major expansions, upgrades, or changes in usage patterns. Note any economic, social, or policy-related issues that have shaped the corridor.

Study area

Define the boundaries of the study area. Include key geographic markers such as the start and end points of the corridor, jurisdictions within the study area, and major transportation facilities within the study area. Include a map to highlight the corridor's location and its proximity to critical regional nodes.

Corridor studies are strongest when they span jurisdictional boundaries, and communities are encouraged to collaborate with their neighbors when looking at issues like congestion management.

SECTION 1.2

Corridor study

Purpose

Explain the purpose of the corridor study. The purpose of corridor studies within the CMP framework is to support project-level decision-making by promoting the evaluation of alternatives and identification of context-sensitive and cost-effective strategies for managing congestion. The corridor study purpose should build on this framework.

Corridor studies may identify one or more projects that require Phase I engineering to advance towards implementation. Project implementers are encouraged to draw on the data and information developed through corridor planning for the formal project development process, especially when developing project purpose and need.

Regional context

Describe the regional context for the corridor study. The following content can be used as a starting point for writing this subsection.

State, regional, and local transportation planning initiatives establish strategic policy and funding priorities within the region. The corridor plan should align with and advance goals established through these regional and local planning initiatives:

- **Congestion Management Process (CMP):** The CMP is a structured, data-informed approach to identify and address traffic congestion in ways that make the best use of public resources. It serves as a systematic approach to identifying, evaluating, and managing congestion using performance data and a full range of available strategies. The CMP helps ensure that regional investments deliver strong outcomes for mobility, reliability, and public value while ensuring alignment with other regional goals. Corridors are selected for study through the CMP. *Note if the corridor has been selected as a priority corridor as part of the CMP.*

- **Regional Transportation Plan (RTP):** The RTP serves as the long-term blueprint for Northeastern Illinois' transportation system, guiding decision-making and infrastructure investments for the next two decades. The CMP provides the framework for identifying congestion-related challenges and informing strategies and investments included in the RTP. *Note if any segments or interchanges/intersections along the corridor are in the RTP already.*

- **Transportation Improvement Program (TIP):** CMAP is responsible for managing the TIP for northeastern Illinois. The TIP is the region's agenda of multimodal surface transportation projects. It includes all federally funded projects and regionally significant, non-federally funded projects selected for implementation in the next five years. Corridor studies are expected to be leveraged for applicable state and federal funds for recommended projects. When funding is obtained, the projects are added to the TIP. *Note if any segments or interchanges/intersections along the corridor are in the TIP already.*

- **Local Plans:** Counties or municipalities often have adopted plans that set forth long range plans and policies within their jurisdictions. *Note if the corridor is mentioned in any local plans and/or how improvements to the corridor might advance local planning goals.*

SECTION 1.3

Goals and objectives

Description

Define goals and objectives for the corridor study. A goal is a broad statement that reflects a desired end state. The development of goals should be a collaborative effort with the various partners involved in the corridor study and build on existing planning efforts, current issues and opportunities.

Objectives should align with the goals and reflect how the goals are meant to be achieved. The study team is encouraged to draw on the RTP goals and CMP objectives when developing corridor goals and objectives. However, corridor-specific goals and objectives may be warranted. When developing new objectives, the study team should strive to make them as specific, measurable, attainable, relevant, and time-bound (SMART) as possible.

Issues and needs

Summarize the evidence of corridor congestion, other transportation needs, and potential causes or contributing factors. Frame these issues as pressing concerns and unmet needs that must be addressed to achieve the study's goals and align with broader CMP objectives.

Evaluate system performance by looking at existing conditions and trends using performance measures and data sources recommended in Section 2. Use these findings, together with stakeholder priorities and community input, to help identify the corridor's key challenges and summarize them in this subsection. This subsection should highlight the main findings from Section 2 (Corridor Existing Conditions and Trends) and Section 3 (Communication and Outreach).

Performance measures

Link goals and objectives to performance measures. The feasibility of a performance measure will depend on data availability and level of analysis to be conducted. Performance measures should offer meaningful insights, align with regional priorities, and be customized to address corridor-specific issues.

SECTION 2

Corridor existing conditions and trends

This section should provide an overview of current corridor characteristics. Findings from the review of existing conditions and trends help the study team to identify the corridor's issues and needs or key challenges, as discussed in Section 1 (Introduction). This section expands upon the summary of trends and emerging issues to help contextualize the key challenges and inform the development of strategies to address them.

SECTION 2.1

Overview

Corridor communities

Describe the communities the corridor passes through and the corridor users. Transportation and land use patterns typically vary along different segments of the corridor. Consider breaking the corridor into typologies or segments that are introduced here.

Previous studies and planned projects

Identify previous studies, planned projects in the study area, and TIP projects in the corridor's travel shed. Discuss how this corridor study builds upon them.

SECTION 2.2

Community characteristics

This is a list of potential data and sources to be considered when discussing community characteristics. The list of sources is illustrative and not exhaustive. Not all data is applicable in all corridor contexts, and not all sources need to be used due to overlaps in available data.

Demographics and employment

Data	Source
Population, households, jobs, density, existing housing types and composition, housing tenure, housing affordability	US Census Bureau. American Community Survey (ACS). https://www.census.gov/programs-surveys/acs/data.html.
Population, households, housing tenure, housing affordability, housing type, jobs	CMAP. Community Data Snapshots. https://cmap.illinois.gov/data/community-data-snapshots/.
Population, households, jobs, density, historic growth trends and forecasts, development opportunities	CMAP. Socioeconomic Forecast. https://cmap.illinois.gov/wp-content/uploads/ON-TO-2050-Update-Socioeconomic-Forecast-Appendix.pdf.
Current market conditions, development opportunities, retail/office/industrial composition, vacancy rates, opportunity sites along the corridor	CoStar. https://www.costar.com/.
Population, households, jobs, density, historic growth trends and forecasts, housing affordability, current market conditions, development opportunities, retail/office/industrial composition, vacancy rates, opportunity sites along the corridor	ESRI. Business Analysis. https://www.esri.com/en-us/arcgis/products/arcgis-business-analyst/overview.
Population, households, existing housing types and composition, housing tenure, housing affordability	US Census Bureau. American Housing Survey. https://www.census.gov/programs-surveys/ahs.html.

Community impact considerations

Analysis of community impact considerations should align with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, and the Age Discrimination Act of 1975.

Data	Source
Minority populations, youth (under 18), older adults (65+), low-income households, disabled, limited English proficiency	US Census Bureau. American Community Survey (ACS). https://www.census.gov/programs-surveys/acs/data.html. CMAP. Community Data Snapshots. https://cmap.illinois.gov/data/community-data-snapshots/.
Minority populations, youth (under 18), older adults (65+), low-income households, disabled, limited English proficiency	US Census Bureau. Persistent Poverty in Counties and Census Tracts. https://www.census.gov/library/publications/2023/acs/acs-51.html. US Department of Transportation. MPDG - Areas of Persistent Poverty and Historically Disadvantaged Communities. https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities.

Land use, zoning, and environmental features

Data	Source
Existing land use	CMAP. Existing Land Use Inventory. https://datahub.cmap.illinois.gov/apps/f18645dea6004dd28003b265edadd2a9/explore.
Zoning	Local data
Risk-based vulnerability assessment data	CMAP. Transportation Resilience Improvement Plan. Asset data. https://datahub.cmap.illinois.gov/maps/9f0fffd816c042c4afe3514697ac5bfa. CMAP. Transportation Resilience Improvement Plan. Transit rider vulnerability data. https://datahub.cmap.illinois.gov/maps/129814bb647d4b3fa7b1791e522b7e39.
Conservation areas	CMAP. Conservation Areas. https://datahub.cmap.illinois.gov/datasets/CMAPGIS::conservation-areas/explore?location=41.836277%2C-88.109748%2C8.75.
Conservation areas	Illinois Department of Natural Resources (IDNR). Conservation Opportunity Areas. https://dnr.illinois.gov/conservation/iwap/conservationopportunityareas.html.
Future land use	CMAP. Northeastern Illinois Development Database. https://cmap.illinois.gov/data/land-use/development-database/.
Historic districts and structures	IDNR. Historic and Architectural Resources Geographic Information System (HARGIS). https://dnrhistoric.illinois.gov/preserve/hargis.html.
Historic districts and structures	National Park Service (NPS). National Register of Historic Places. https://www.nps.gov/subjects/nationalregister/index.htm.
Flood hazards	Federal Emergency Management Agency FEMA). National Flood Hazard Layer. https://www.fema.gov/flood-maps/national-flood-hazard-layer.

SECTION 2.3

Characteristics of the transportation system

This is a list of data and sources to be considered when discussing characteristics of the transportation system. The list of sources is illustrative and not exhaustive. Not all data is applicable in all corridor contexts, and not all sources need to be used due to overlaps in available data.

Roadway and intersections

Data	Source
Jurisdiction, functional class, speed, lanes, traffic control type, capacity, lane width, on-street parking	Illinois Department of Transportation (IDOT). IROADS – Illinois Roadway Analysis Database System. https://webapps1.dot.illinois.gov/IROADS/.
ITS, TSMO	CMAP. Regional ITS Architecture. https://its.cmap.illinois.gov/index.htm.
Functional class	CMAP. Signals Inventory. https://www.arcgis.com/home/item.html?id=a539ac8670c947e5a819f967fc0ea428.
Lanes, lane width, on-street parking	Nearmap. https://www.nearmap.com/.

Freight

Data	Source
Truck routes, NHS and National Network (class I truck route) status	IDOT. IROADS. https://webapps1.dot.illinois.gov/IROADS/.
Truck weight restrictions (by ordinance or because of poor condition)	Local ordinances.
Vertical clearance restrictions	RITIS. https://ritis.org/.
Existing Annual Average Daily Traffic (AADT) and Forecast AADT (if available)	IDOT. IROADS. https://webapps.dot.illinois.gov/IROADS/

Transit

Data	Source
Routes, stations, and lines	Regional Transportation Authority (RTA). Regional Transportation Authority Mapping and Statistics (RTAMS). https://www.rtams.org/services.
Ridership	RTA. RTAMS. https://www.rtams.org/ridership. Obtaining stop- and station-level ridership data is encouraged, where possible.
Transit availability	CMAP. Transit Availability Index. https://datahub.cmap.illinois.gov/datasets/e413bedf7a984e3787234f992763b3d5_0/explore?location=41.836232%2C-88.109653%2C9.18.

Bicycle and pedestrian infrastructure

Data	Source
Bike facilities	CMAP. Bikeway Inventory System. https://datahub.cmap.illinois.gov/maps/4c75874452ab408092eab69ffca4948a/about.
Sidewalks	CMAP. Regional Sidewalk Inventory. https://datahub.cmap.illinois.gov/maps/853015db3d974e9c8b883b02f2f5fa0b/about.
Bike and ped counts	Field data collection.
Walkability	CMAP. Walkability. https://datahub.cmap.illinois.gov/datasets/CMAPGIS::walkability-2018/about.

Accessibility for people with disabilities

Data	Source
Compliance with PROWAG including crosswalks, sidewalks, and curb ramps	Field data collection.

SECTION 2.4

Transportation system performance

This is a list of data and sources to be considered when evaluating transportation system performance. The list of sources is illustrative and not exhaustive. Not all data is applicable in all corridor contexts, and not all sources need to be used due to overlaps in available data.

Condition

Data	Source
Pavement condition	IDOT. IROADS https://webapps.dot.illinois.gov/IROADS/

Traffic volumes

Data	Source
Current and historic AADT by vehicle class, time of day, day of week, seasonality, passenger car versus commercial vehicle	IDOT. Traffic Count Data System (TCDS). https://idot.public.ms2soft.com/tcds/tsearch.asp?loc=Idot&mod=. Alternate source: IROADS https://webapps.dot.illinois.gov/IROADS/
Forecast AADT, forecast scenarios	CMAP. Travel Demand Model. https://datahub.cmap.illinois.gov/documents/CMAPGIS::travel-demand-model-data-c24q4/about?path=.

Travel patterns

Data	Source
Mode of travel to work, vehicles available	US Census Bureau. American Community Survey (ACS). https://www.census.gov/programs-surveys/acs.html.
Mode of travel to work, vehicles available	CMAP. Community Data Snapshots. https://datahub.cmap.illinois.gov/maps/54ce08eec9724c48b34a7e5db6ef4b1f/about.
Travel origins and destinations by corridor segment and vehicle type	RITIS. https://ritis.org/.
Trip generation rates	CMAP. Travel Demand Model. https://datahub.cmap.illinois.gov/documents/CMAPGIS::travel-demand-model-data-c24q4/about?path=.

System performance

Data	Source
Condition, congestion	CMAP. Travel Demand Model. https://datahub.cmap.illinois.gov/documents/CMAPGIS::travel-demand-model-data-c24q4/about?path=.
Congestion scan, 5th percentile speed	RITIS. https://ritis.org/.
Travel time reliability, access to jobs	CMAP. CMP Performance Measures. Appendix A.

Freight performance

Data	Source
Truck bottlenecks	CMAP. Truck Bottlenecks. https://cmap-cmapgis.opendata.arcgis.com/maps/cb4ec54659d84e0e99c682e2e21277a6/about.
Railroad crossing delay	CMAP. Motorist delay at Chicago region railroad crossings. https://www.arcgis.com/home/item.html?id=0b47f03ce4ef4cbab368bf67e5770060.
Truck 5th percentile speeds	RITIS. https://ritis.org/.

SECTION 2.5

Safety

This is a list of data and sources to be considered when evaluating transportation safety. The list of sources is illustrative and not exhaustive. Not all data is applicable in all corridor contexts, and not all sources need to be used due to overlaps in available data.

Crashes

Data	Source
Severity, type, users involved	IDOT. Roadway Crash Data. https://idot.illinois.gov/transportation-system/transportation-safety/roadway-safety/illinois-roadway-crash-data.html.

Vulnerable road users (VRUs)

Data	Source
High-Injury network, clusters, underreporting of crashes	IDOT. VRU Safety Assessment. https://experience.arcgis.com/experience/aae015c0f183478b86bd2522b767ddb4.

Safety tiers

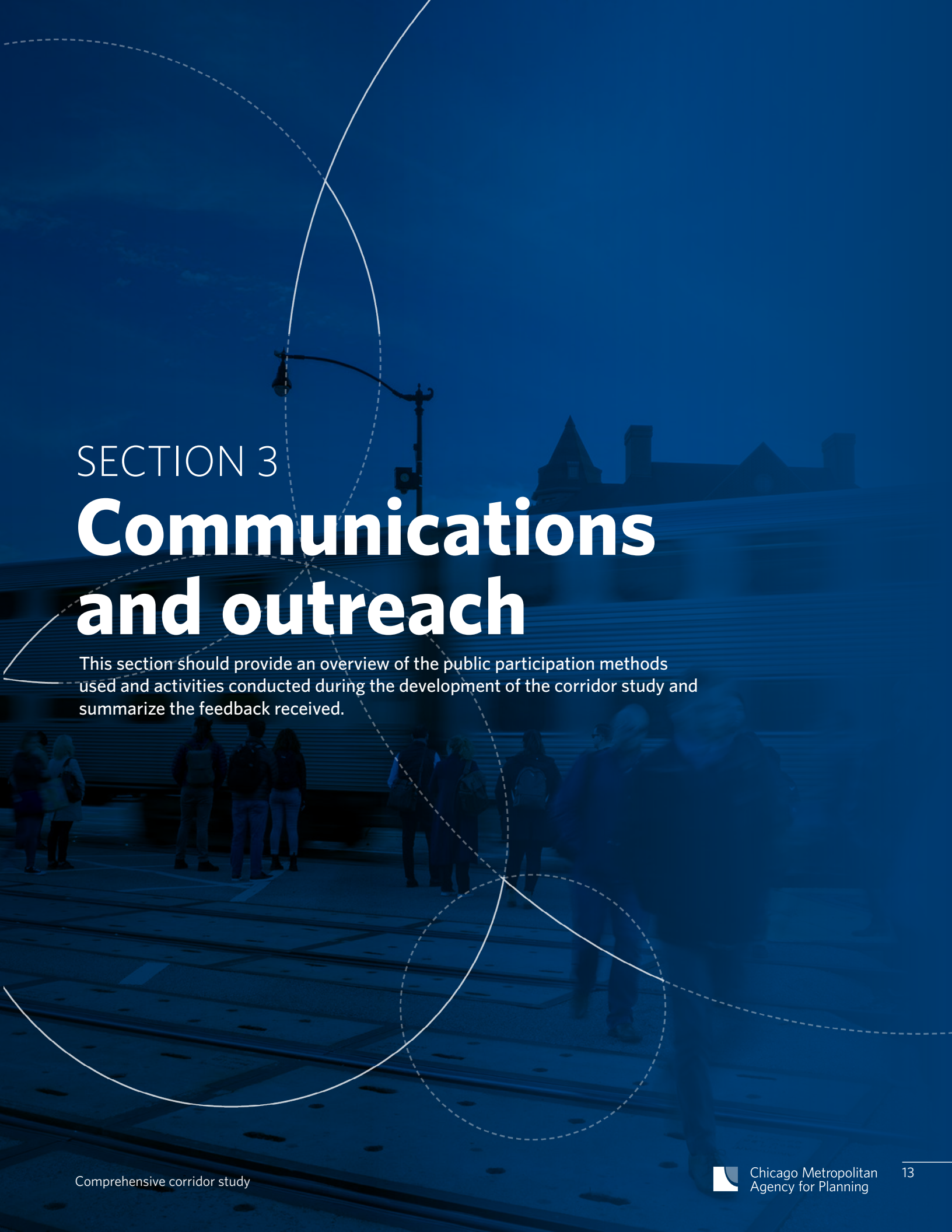
Data	Source
Safety tiers	IDOT. Safety Tiers. https://www.arcgis.com/apps/webappviewer/index.html?id=8a50078365084194a038913a01b67483.

Incidents

Data	Source
Waze incident records, highlight of any high-impact incidents (using single-day congestion scan showing incidents, weather, and prevailing speed by speed, time of day, and direction of travel)	RITIS. https://ritis.org/.

Safety resources

Data	Source
Countywide Safety Action Plans	Safe Travel for All initiative. https://engage.cmap.illinois.gov/hub-page/safetravelforall.
Speed management report	CMAP. https://engage.cmap.illinois.gov/hub-page/safetravelforall



SECTION 3

Communications and outreach

This section should provide an overview of the public participation methods used and activities conducted during the development of the corridor study and summarize the feedback received.

SECTION 3.1

Guiding principles, goals, and objectives

While the specifics of the corridor study's communication and outreach strategy should be refined and re-evaluated throughout the study process, some priorities should be set from the start. The study should be guided by the principles outlined in the Regional Transportation Plan and reflect a commitment to providing engagement opportunities for all. Outreach should educate, engage, and elevate the community's voice to ensure the final corridor plan is an accurate reflection of local needs and priorities and gains broad community acceptance. The following are best practices to consider during the development of the communications and outreach strategy for the corridor.

Consult early and often
Public involvement should not be an afterthought in the decision-making process, but a core component in the studies evaluation, prioritization, and planning process. Engaging the public early and often can help the study team get ahead of any potential contentious issues.

Recognize that one-size does not fit all
Meaningful public participation does not have a one-size-fits-all solution. The study team can use the schedule, budget, and level of effort to influence the selection of techniques to use but it is important to evaluate the engagement approach early and often to determine if the level or types of effort needs adjusting to adequately reach all interested members of the community.

Open, two-way communication
Sharing information with stakeholders is important but equally as important is soliciting feedback. Maintain open communication channels that are consistently monitored and responded to.

Transparency builds trust
Stakeholders and the public should be informed of how to make meaningful contributions to the decision-making process. Input received from community members should be documented, responded to, and shown how their input is reflected in decision making. Where possible, reconnect with groups that provided input to demonstrate that the input has been effectively integrated into the study.

Recognize community knowledge and expertise
Community members are a rich source of ideas for transportation planning. They have firsthand knowledge and experience of local transportation issues and challenges and are personally affected by transportation decisions. A proactive strategy for seeking input from members of all parts of the study area is crucial.

Develop a people-centered approach that prioritizes fair access and impact and utilizes inclusive outreach methods
Public involvement must be founded on respect for the diversity of views and values that different community members bring to the table. Outreach should benefit all those impacted by the study equitably. All members of the community should be informed and able to participate in a meaningful way.

Accountability
The study team should inform stakeholders and the public of opportunities and document how community voices have influenced planning and decision-making.

SECTION 3.2

Engagement approach and activities

This section should describe the various public engagement tools and strategies that were used during the study. The approach can provide an overview of the project, identify stakeholders, and outline an anticipated schedule for coordinating public and stakeholder activities.

Agency coordination

Identify agencies
Findings from the analysis of existing conditions and trends (Section 2) should inform the list of agencies to be coordinated with. Coordinating agencies may include, but are not limited to, the following:

- Specialty resource agencies (e.g., transit agencies, forest preserves)
- Elected and other community officials (federal, state, local)
- Government and planning agencies (federal, state, local)
- Chambers of Commerce
- Emergency responders

Agency coordination activities
Develop a strategy and plan for ways to engage with the various agencies. Coordinating agencies may:

- Assist in identifying environmental, cultural, or community concerns
- Share their agency's perspective or relevant information for consideration
- Attend meetings and field reviews as available and needed
- Provide comments and feedback

Coordinating agencies may become implementation partners, depending on the strategies selected.

Public involvement

Identify stakeholders
A stakeholder is anyone who could be affected by the project and has a stake in its outcome. Stakeholders for the study may include, but are not limited to, the following:

- Residents and businesses
- Businesses/economic development organizations
- Institutions (churches, schools, hospitals, etc.)
- Special interest groups (e.g., advocates for historic interests, advocates for environmental concerns, etc.)
- Transportation system users/area motorists
- Freight advocates

- Neighborhood groups
- Bicycle and pedestrian groups
- Others with an interest in, or potentially affected by, the study

Public involvement activities and tools
Develop a strategy and plan for ways to engage the public. Below are some public involvement activities to consider:

- Host public engagement events – open houses and/or workshops
- Attend pre-existing community meetings and events
- Conduct key stakeholder interviews
- Establish a Steering Committee
- Conduct survey to solicit input
- Create project website
- Utilize advertising and public notification tools – social media outreach, community newsletters/e-mail blasts, water bill mailings, local print media and/or television stations and printed materials at high traffic areas

Special considerations
Consideration should be given to whether there are groups that require tailored outreach approaches (e.g., seniors, low-income residents, disabled residents, limited English proficiency populations). The demographic analysis (described in Section 2.2, above) can help to identify populations that may be harder to reach. The public involvement process should be conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Multiple strategies should be employed to ensure meaningful participation by minority and low-income populations, including:

- Translating documents into languages commonly spoken in the project area
- Holding public meetings in accessible locations at various times to accommodate different schedules
- Providing interpreters at public meetings
- Engaging with community leaders and organizations representing minority and low-income groups
- Using diverse media outlets to disseminate information about the project and opportunities for public input

Other considerations for outreach could include, but are not limited to:

- Utilizing local news and print materials to reach populations that may be less reliant on the internet and social media.
- Considering logistical and economic barriers to community engagement during the planning of outreach events. Strategies to lower these barriers may include evening hours, serving food, providing childcare, or encouraging children to attend events.
- Providing special accommodation to any individuals who request them for all public meetings.
- Using stipends for the steering committee to reimburse stakeholders for contributions to a project

SECTION 3.3

Summary of public and stakeholder engagement

This section should document how the study team collaborated with community members throughout the study process to gather residents' perspectives about the corridor's challenges so that recommendations reflect input received from the community.

Key themes

Summarize key themes heard as part of the public involvement process.

Community feedback on congestion management strategies

Community acceptance plays a key role in whether a study will succeed through implementation. Throughout the life of a study, some issues may prove to be controversial. Utilization of public involvement best practices establishes a strong framework of communication to effectively relay strategies and ideas and receive constructive feedback from the impacted community. Crucial to public acceptance is transparent, accountable, respectful, inclusive and collaborative outreach.

The study team should document how engagement with the communities identified as part of the demographic analysis (Section 2.2, Community Impact Considerations) helped with the identification of issues and needs and informed the strategy evaluation process.

SECTION 4

Strategy identification, evaluation, and selection

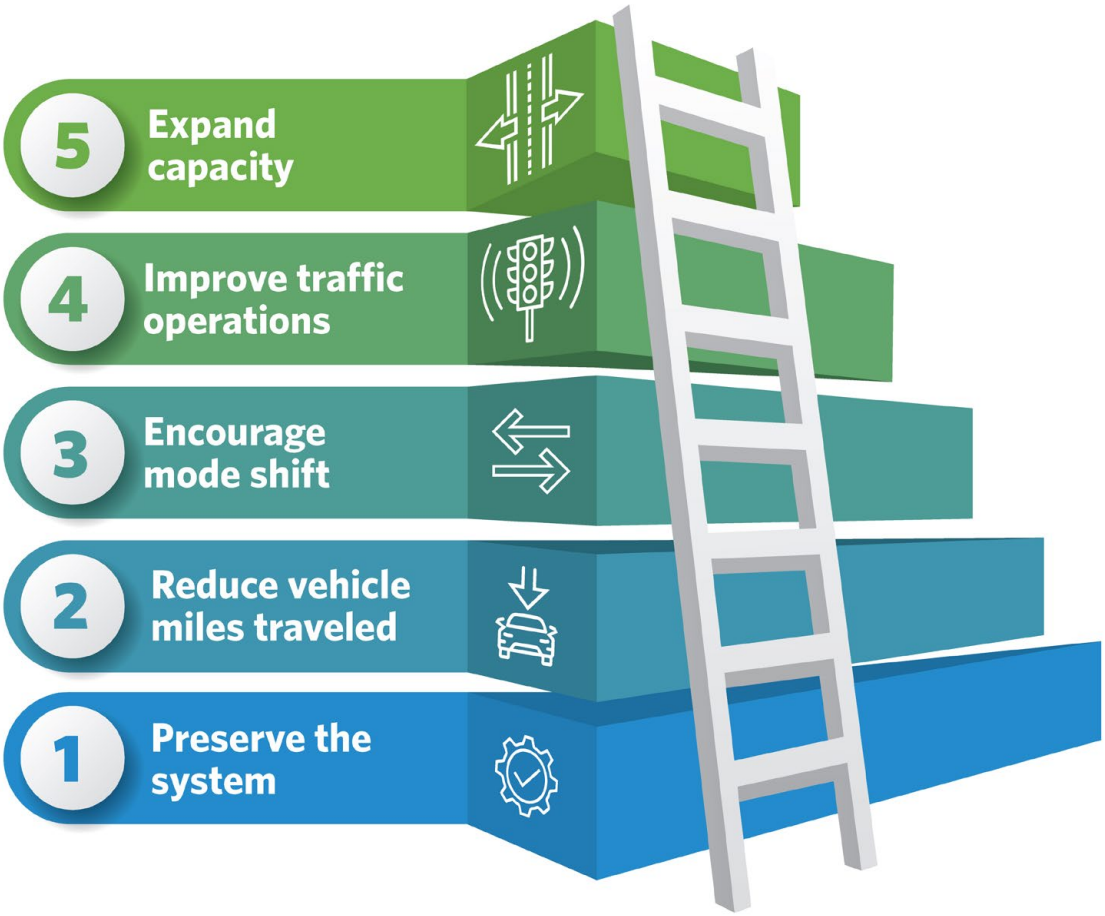
The section describes the process and approach used to identify and evaluate strategies based on corridor goals and objectives and provides guidance on movement through the Mobility Solutions Ladder.

SECTION 4.1

Strategy identification

The Mobility Solutions Ladder organizes congestion management strategies into a clear structure that prioritizes practical, cost-effective solutions before considering more complex or capital-intensive options. The ladder encourages agencies and communities to first consider strategies that optimize the existing transportation system and ways to improve travel choices, reserving major roadway capacity additions as a last step when other options are insufficient. The Congestion Management Strategy Guidebook describes the levels within the Mobility Solutions Ladder and identifies applicable strategies (Figure 1).

Figure 1. Mobility Solutions Ladder for Strategy Selection



SECTION 4.2

Strategy evaluation

Using the strategy screen tool shown in Table 1, the study team should evaluate strategies from the Congestion Management Strategy Guidebook to determine if they address the corridor's issues and needs that were identified in Section 1. The study team should rate strategies (high/medium/low/not applicable) based on their potential to address the corridor's issues and needs and support the realization of project goals and objectives. If typologies were developed for the corridor, certain strategies may cater to certain typologies.

Table 1. Strategy screening tool

Strategy by tier	Potential to address issues and needs (low, medium, high, N/A)	Notes
Preserve the system		
Asset identification		
Asset performance monitoring systems		
Lifecycle management		
Reduce vehicle miles traveled		
Active transportation demand management programs		
Carpool and vanpool support		
Congestion pricing		
Event-related local demand management		
Land use and design: compact and mixed-use development		
Land use and design: infill development		
Land use and design: park and ride lots		
Land use and design: connected local streets networks		
Land use and design: transit-oriented development		
Public outreach and marketing		
Telecommuting and flexible work arrangements		
Trip reduction ordinances		
Encourage mode shift		
Arterial rapid transit		
Bicycle/pedestrian: Bike-sharing programs, dedicated bike fleets or bike libraries		
Bicycle/pedestrian: infrastructure such as sidewalks, crosswalks, bike lanes, greenways, shared-use paths		

Strategy by tier	Potential to address issues and needs (low, medium, high, N/A)	Notes
Bicycle/pedestrian: Policies to accommodate bikes on transit		
Bus-on-shoulder lanes on expressways and tollways		
Dynamic overflow transit parking		
Dynamic ridesharing		
Dynamic transit, demand-response transit, Mobility on Demand		
Employer incentives		
First-mile-last-mile connectivity		
Improved connections to intermodal passenger facilities serving external travelers		
Multimodal transportation centers, mobility hubs		
Traffic calming for bicycle and pedestrian activity		
Transit fare strategies		
Transit incentives		
Transit operations: integrated fare systems, communication tools, and trip planning platforms		
Transit operations: schedule planning, vehicle dispatch, and service monitoring		
Transit operations: service frequency and reliability		
Transit signal priority, bus-only lanes, and queue jumping		
Transit traveler information systems		
Improve traffic operations		
Access management: spacing, dedicated turn lanes, raised medians, and ROW planning		
Adaptive ramp meters		
Connected and automated vehicles		
Delivery management: truck parking, overnight deliveries, and curb management		
Dynamic message signs		
Dynamic rerouting		
Event patron incentives for peak spreading		
Event-related traffic management		
Freight signal priority		
Integrated Corridor Management		
Intersection modifications		
ITS detection technologies and video		

Strategy by tier	Potential to address issues and needs (low, medium, high, N/A)	Notes
Project coordination and scheduling		
Queue warning		
Real-time monitoring and management information		
Real-time traveler information		
Road weather control and treatment strategies		
Transportation management centers		
Traffic incident management, towing and recovery programs		
Traffic signal improvements, including centralized communication		
Traffic signal timing coordination		
Transit queue jumping lanes at signalized intersections		
Transit signal priority		
Truck lane management		
Variable/dynamic lane use control		
Variable/dynamic speed limits and speed management		
Work zone demand and speed management		
Expand capacity		
Address freight bottlenecks		
Dedicated truck lanes		
Dedicated truck facilities		
Freight network improvements		
New or expanded facilities		
Smart lanes		
System interchange improvements		

When developing a rating for a strategy, the study team should consider some or all of the following criteria:

- Realization of project goals
- Engineering considerations
- Social, economic, and environmental effects
- Typology applicability
- Costs, benefits, and timeline
- Priority of implementation
- Level in the Mobility Solutions Ladder

Table 2 provides guidance on documenting the evaluation of strategies in the notes section of the strategy screening tool. For those strategies that address the corridor's issues and needs, a standalone table could be developed summarizing the evaluation. **Multi-agency collaboration will be required for the implementation of many strategies; therefore, the feasibility of a strategy should not be based on whether the lead implementer has authority**.

Table 2. Example strategy evaluation framework

Criteria	Evaluation
Engineering considerations	Consideration of roadway context, safety considerations, required systems, network deficiencies, on-going regional deployments, etc.
Social, economic, and environmental effects	Consideration of social, economic, and environmental effects.
Typology applicability	Typology constraints (i.e., existing infrastructure, RR crossings, natural environment, etc.) that impact the potential strategy deployment.
Costs, benefits, and timeline	**Costs.** Planning level of anticipated strategy costs, including required operations and maintenance costs. **Benefits.** High-level of estimated benefits, may include quantitative and qualitative analysis. **Timeline.** Estimated deployment timeline.
Priority of implementation	Priority and level of support for strategy.
Level in the Mobility Solutions Ladder	Preserve the system, reduce VMT, encourage mode shift, improve traffic operations, expand capacity.
Evaluation Summary	Strategy recommended/not recommended

SECTION 4.3

Strategy selection

Identify preferred or recommended strategies based on the evaluation of strategies. Strategies from multiple levels of the Mobility Solutions Ladder may emerge as good candidates for a corridor. Use of the corridor template should lead to strategies that can be reflected in the RTP and the TIP.

> The strategy evaluation process described above provides a framework that can be used to document consistency with Congestion Management Process.

If road capacity expansion is a recommended strategy, the results of the strategy evaluation must demonstrate that other strategies were considered but did not address issues and needs and further project goals. The provisions of 23 CFR 450.322 place restrictions on the use of Federal funds for projects in Transportation Management Areas (TMAs) designated as nonattainment for carbon monoxide and/or ozone.[1] In these areas, Federal funds may not be programmed for any project that will considerably increase capacity for single occupancy vehicles (SOV) unless the project is addressed through a CMP. The CMP is required to provide an appropriate analysis of alternatives to the proposal for adding SOV capacity including all reasonable congestion management strategies.

If the screening process demonstrates that demand management and operational improvement strategies cannot fully satisfy the need for additional capacity and that the additional SOV capacity is warranted, demand management and operational improvement strategies must still be selected to maintain the success of new capacity over the long term. Those strategies must be incorporated into the capacity expansion project for advancement.

SECTION 5

Implementation plan

This section should provide an implementation plan for the recommended project(s) and strategies. This may take the form of an implementation matrix.

SECTION 5.1

Roles and responsibilities of key partners and stakeholders

Identify the organization responsible for overseeing plan implementation, initiating, and implementing each project or strategy, and monitoring progress. Clarify when collaboration across jurisdictions and agencies will be needed for implementation.

SECTION 5.2

Funding and resources

Identify funding opportunities and resources (such as available technical assistance) for each strategy.

SECTION 5.3

Timeline

Recommended projects and strategies should be organized into short-term (0-5 years), mid-term (5-10 years) and long-term (10+ years) timeframes.

SECTION 5.4

Performance evaluation

Findings from the analysis of existing conditions and trends (Section 2) could be used as a baseline for a performance evaluation to determine the effectiveness of recommended strategies.

FY26-0004

The Chicago Metropolitan Agency for Planning (CMAP) is the region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See **cmap.illinois.gov** for more information.

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