



Using CMS to Inform Planning and Meet Multiple Objectives

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CMS Peer Exchange Forum
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Usefulness beyond the Federal requirements

- CMS can be useful in two ways
 - Inputs to strengthen planning and programming efforts
 - Provide foundational work toward other goals
- Today
 - Overview of national trends, practices found
 - Some examples of innovative practices

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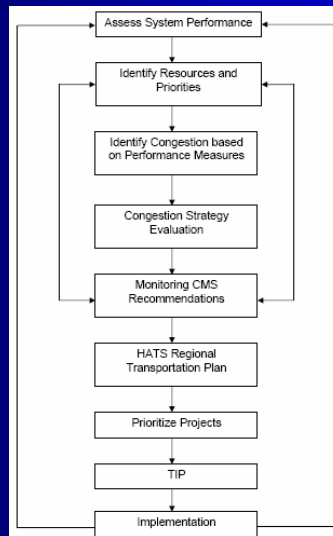
Linkages to Planning, Programming: Some Approaches

- Strategies identified in CMS entered into long-range, TIP prioritization processes
- CMS data, congestion goals included in prioritization criteria
- CMS identifies areas or corridors for further study

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Harrisburg, PA (HATS)



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Phoenix, AZ (MAG)

representing congestion goals in a scoring process

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- For CMS and TIP development
- Defines Four Types of Mobility Zones:
 - Core, Developed, Developing, Rural
- Groups congestion strategies into six types:
 - arterials, bike lanes, freeways, HOV facilities, TDM programs, transit lines
- Gives points in prioritization process to strategy types based on zone

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Miami, FL (MDMPO)

*Resourceful Use of Streets and Highways
(RUSH) Program*

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- Appears in TIP as a line-item program
- Makes funding available for small congestion management projects
- Uses CMS criteria, data for selecting projects
- Speeds up these projects – already in the TIP

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Use of CMS for a Broad Approach to Congestion, Other Goals

- Congestion relates to other regional issues
- CMS can integrate regional transportation planning with:
 - Land use
 - ITS, operations, emergency management
 - Multi-modal planning
 - Other regional goals

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Land Use Integration

- CMS provides opportunity to link land use and transportation
- CMS gives transportation agencies motivation, justification to become more involved with local land use
- Land use can be a CMS strategy

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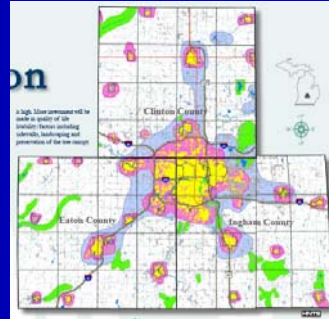


Lansing, MI (TCRPC)

“Choices For Our Future” Program

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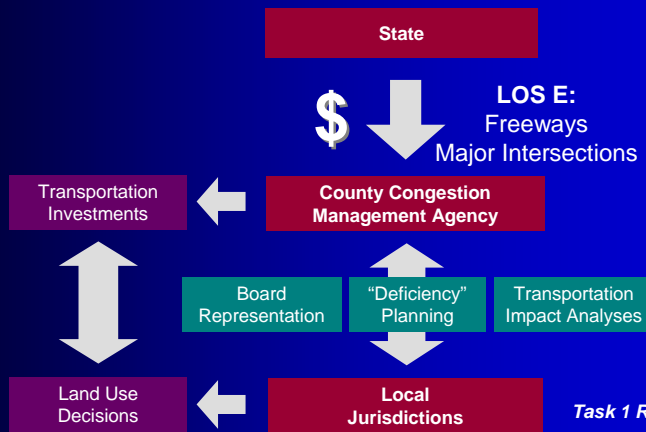
- Created multiple future land use scenarios
- Analyzed transportation impacts
- Produced
 - ‘preferred’ land use scenario based on congestion measures
 - List of preferred transportation projects
- Advocated for local policy changes
- Program serves as CMS strategy



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California Congestion Management Statute and Programs



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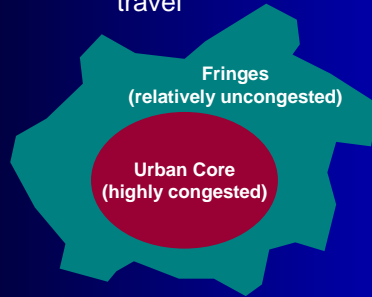
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Lessons Learned

- Benefits: opportunities for coordinating land use and transportation, regional land use
- Potential pitfalls:
 - May inadvertently promote disperse development
 - Some strategies detrimental to non-motorized travel



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ITS, Operations, and Emergency Preparedness

- CMS can raise the profile of ITS projects
- CMS can be a vehicle for conceptual planning of ITS projects
- CMS can position the MPO to convene and coordinate inter-agency efforts to link planning and operations, as well as security

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Chicago, IL (CATS)

- Convenes agencies responsible for operations for regional coordination
- CMS provides linkages from transportation investment planning to operations – possible synergies
- Notes that ITS can be done ‘on-the-cheap’, and as security expenditure



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Multimodal Planning

- CMS can provide
 - formal rigor for analyzing and comparing multimodal travel conditions
 - a formal way to identify potential strategies, projects for inclusion in long-range, TIP processes

CMS analysis
of pedestrian,
bicycle
facilities



potential
pedestrian,
bicycle
programs and
projects

potential
roadway
projects



Long-Range,
TIP processes

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Gainesville, FL (NCFRPC)

- Bicycle LOS factors
 - Facility type (routes, lanes, paths)
 - Potential conflicts (driveways, etc.)
 - Speed differential with adjacent traffic
- Pedestrian LOS factors
 - Presence of sidewalk
 - Presence of amenities (lighting, trees)
 - Facility conditions
 - Multimodal opportunities

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Other Regional Goals With Potential Linkages to CMS

- Freight – quantifying how congestion affects goods movement
- Air quality – quantifying benefits of various congestion strategies
- Safety – addressing ‘hot spots’
- Transportation Demand Management – opportunity for regional coordination

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In Summary

- With a little creativity, CMS can be used for
 - Planning, programming processes
 - Supporting other regional goals

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