



North Grant Park – Streeterville Travel Demand Management Plan

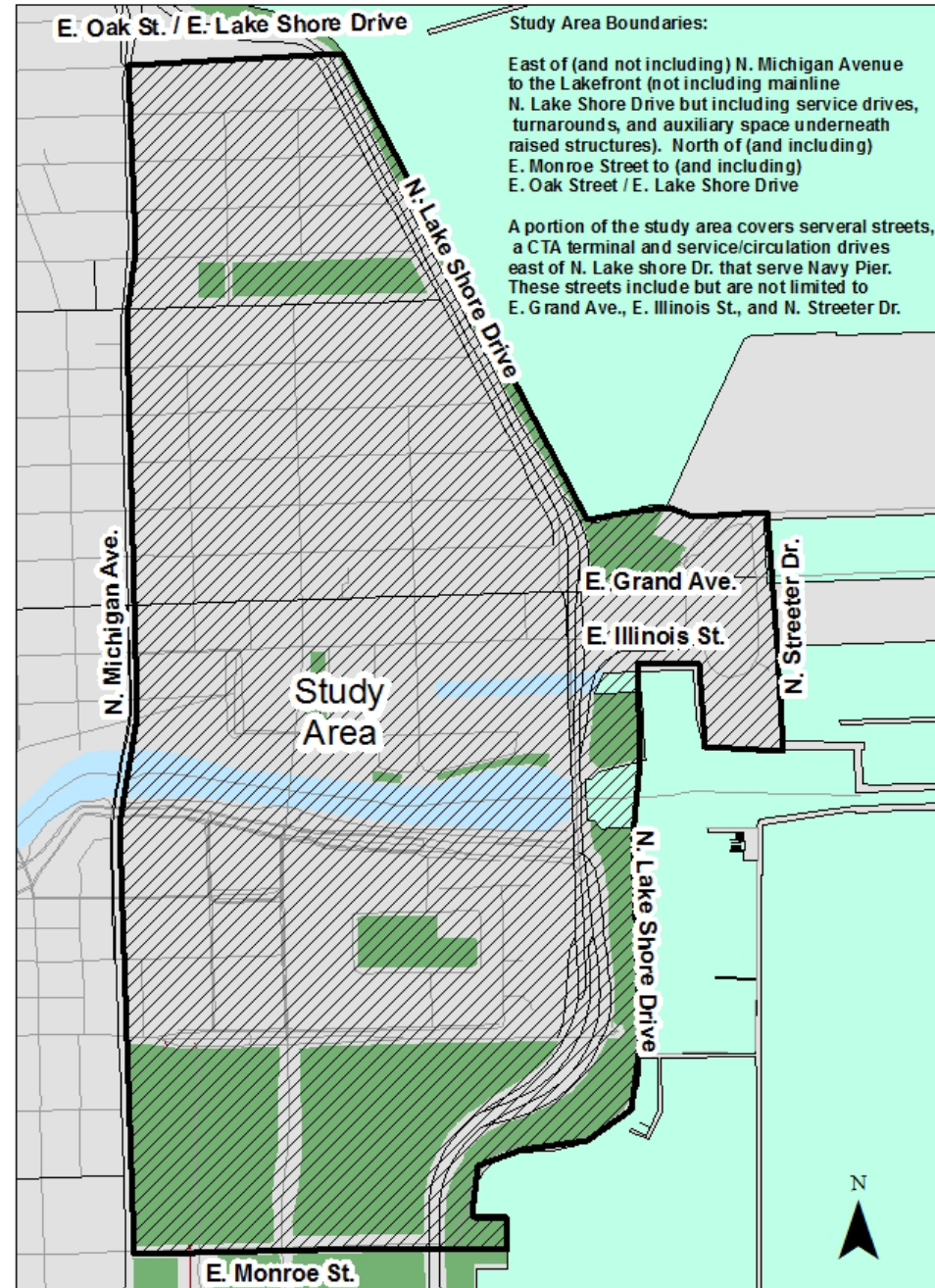
Project Update

CMAP UWP Committee

February 10, 2021

★ Study Area + Issues

- High concentration of residents, employers, educational institutions, medical services and cultural attractions.
- Does not contain a CTA 'L' station and is more than 1-2 miles from regional transit centers.
- First mile / last mile connections are increasingly being filled by taxis, livery service, TNPs and private shuttles which all compete with extensive CTA bus service.
- Growing crowds of tourists flocking to area hotels and cultural attractions further add on top of baseline congestion.
- Road and curbside problems have been addressed through single patchwork interventions over many years. This approach is no longer viable and makes no considerations for the future.





Project Goals

- **Goal 1:** Understand the complex and emerging multimodal dynamics that create gridlock in the study area.
- **Goal 2:** Generate physical, operational and regulatory solutions through a transportation demand management (TDM) plan.
- **Goal 3:** Use lessons learned to develop solutions for other locations (can apply regionally).



Timeline Since UWP Award

- Intergovernmental agreement executed Nov. 2019
- Task order proposal request submitted to pre-qualified list of consultants Dec. 2019
- Six (6) proposals were ranked Feb. 2020 and negotiations with top ranked consultant (Cambridge Systematics) began immediately afterwards.
- Negotiation (scope/cost proposal) process slowed due to Covid-19. Final scope/cost proposal package submitted Oct. 2020 and NTP issued Nov. 2020.
 - Usual negotiation process is 3-4 months instead of 7-8 months
- Work began Dec. 2020



Key Project Tasks + Upcoming Timeline

- **Main 2021 Tasks**
 - Develop a stakeholders engagement plan (stakeholder list + potential stakeholder interviews; Technical Advisory Group; Community Advisory Group)
 - Existing data + plans review / research best practices
- **Delayed Tasks**
 - Curbside behavior observation (delayed until study area conditions normalize ... late 2021?)
 - TDM Plan (delayed until curbside observations completed)
- June 2022 is the original end date ... 6-12 month extension most likely needed



General Barriers Encountered by CDOT

- **Procurement delays in reviewing scope/cost proposal package and issuing NTP**
 - Was not issue for this study, but has been for other projects
- **Contract maintenance requests delayed by Procurement + Law review**
 - Example – NTP for the Vision Zero South Side project has been delayed due to the chosen consultant's contract needing a Vendor Limit Increase, with took almost a year due to Covid-19 and added layers of review.