MDOT Congestion Management Survey

SurveyMonkey

1. Please enter your contact information (Agency information is required).

	Response Percent	Response Count
Name:	**100.0%**	**53**
Agency:	**100.0%**	**53**
State:	**100.0%**	**53**
Email Address:	**100.0%**	**53**
Phone Number:	96.2%	51
	answered question	**53**
	skipped question	**0**

2. May a researcher contact you to ask any follow-up question(s) and/or request permission to publish a specific response?

	Response Percent	Response Count
Yes	**92.5%**	**49**
No	7.5%	4
	answered question	**53**
	skipped question	**0**

3. Which of the following techniques have been used in your metropolitan area to increase the number of lanes without widening?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Lane width reduction	**50.0% (17)**	29.4% (10)	14.7% (5)	8.8% (3)	2.9% (1)	34
Conversion of median to travel lane(s)	**67.6% (23)**	17.6% (6)	2.9% (1)	14.7% (5)	2.9% (1)	34
Shoulder conversion	**67.6% (23)**	20.6% (7)	2.9% (1)	11.8% (4)	2.9% (1)	34
Shoulder used for part-time travel lane	**88.2% (30)**	2.9% (1)	11.8% (4)	2.9% (1)	2.9% (1)	34
					Other (please specify)	2
					answered question	**34**
					skipped question	**19**

4. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Lane width reduction	0.0% (0)	0.0% (0)	11.8% (4)	14.7% (5)	11.8% (4)	**61.8% (21)**	4.00	34
Conversion of median to travel lane(s)	0.0% (0)	2.9% (1)	11.8% (4)	5.9% (2)	11.8% (4)	**67.6% (23)**	3.82	34
Shoulder conversion	0.0% (0)	2.9% (1)	11.8% (4)	5.9% (2)	8.8% (3)	**70.6% (24)**	3.70	34
Shoulder used for part-time travel lane	0.0% (0)	0.0% (0)	0.0% (0)	2.9% (1)	2.9% (1)	**94.1% (32)**	4.50	34
							Other (please specify)	0
							answered question	**34**
							skipped question	**19**

5. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Lane width reduction	0.0% (0)	14.7% (5)	5.9% (2)	23.5% (8)	2.9% (1)	**52.9% (18)**	3.31	34
Conversion of median to travel lane(s)	2.9% (1)	14.7% (5)	11.8% (4)	8.8% (3)	2.9% (1)	**58.8% (20)**	2.86	34
Shoulder conversion	5.9% (2)	8.8% (3)	11.8% (4)	5.9% (2)	5.9% (2)	**61.8% (21)**	2.92	34
Shoulder used for part-time travel lane	5.9% (2)	2.9% (1)	8.8% (3)	2.9% (1)	0.0% (0)	**79.4% (27)**	2.43	34
							Other (please specify)	0
							answered question	**34**
							skipped question	**19**

6. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Lane width reduction	**100.0%**	**15**
Conversion of median to travel lane(s)	80.0%	12
Shoulder conversion	80.0%	12
Shoulder used for part-time travel lane	73.3%	11
answered question		**15**
skipped question		**38**

7. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Lane width reduction	**92.9%**	**13**
Conversion of median to travel lane(s)	71.4%	10
Shoulder conversion	78.6%	11
Shoulder used for part-time travel lane	64.3%	9
answered question		**14**
skipped question		**39**

8. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Lane width reduction	**91.7%**	**11**
Conversion of median to travel lane(s)	75.0%	9
Shoulder conversion	58.3%	7
Shoulder used for part-time travel lane	58.3%	7
answered question		**12**
skipped question		**41**

9. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Lane width reduction	**100.0%**	**10**
Conversion of median to travel lane(s)	80.0%	8
Shoulder conversion	70.0%	7
Shoulder used for part-time travel lane	70.0%	7
answered question		**10**
skipped question		**43**

10. Have any freeway ramps been closed or reconfigured to improve traffic operations?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Freeway ramp closure	**75.0% (24)**	6.3% (2)	12.5% (4)	6.3% (2)	3.1% (1)	32
Freeway ramp configuration	**34.4% (11)**	**34.4% (11)**	12.5% (4)	21.9% (7)	3.1% (1)	32
					answered question	**32**
					skipped question	**21**

11. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Freeway ramp removals	0.0% (0)	0.0% (0)	3.1% (1)	6.3% (2)	0.0% (0)	**90.6% (29)**	3.67	32
Freeway ramp reconfiguration	0.0% (0)	3.1% (1)	12.5% (4)	15.6% (5)	18.8% (6)	**50.0% (16)**	4.00	32
						answered question		**32**
						skipped question		**21**

12. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Freeway ramp removals	9.4% (3)	9.4% (3)	3.1% (1)	0.0% (0)	0.0% (0)	**78.1% (25)**	1.71	32
Freeway ramp reconfiguration	15.6% (5)	12.5% (4)	12.5% (4)	21.9% (7)	0.0% (0)	**37.5% (12)**	2.65	32
							answered question	**32**
							skipped question	**21**

13. Please identify barriers encountered for these strategies.

	Response Count
	11
answered question	**11**
skipped question	**42**

14. Please identify the solutions to the barriers encountered for these strategies.

	Response Count
	10
answered question	10
skipped question	43

15. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Count
	8
answered question	8
skipped question	45

16. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Count
	8
answered question	8
skipped question	45

17. Have any agencies in your metropolitan area removed raodway bottlenecks?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Freeway bottleneck removal	**51.6% (16)**	29.0% (9)	9.7% (3)	19.4% (6)	0.0% (0)	31
Arterial bottleneck removal	**45.2% (14)**	32.3% (10)	3.2% (1)	25.8% (8)	0.0% (0)	31
					answered question	**31**
					skipped question	**22**

18. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Freeway bottleneck removal	6.5% (2)	3.2% (1)	6.5% (2)	12.9% (4)	19.4% (6)	**51.6% (16)**	3.73	31
Arterial bottleneck removal	3.2% (1)	3.2% (1)	12.9% (4)	16.1% (5)	19.4% (6)	**45.2% (14)**	3.82	31
						answered question		**31**
						skipped question		**22**

19. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Freeway bottleneck removal	12.9% (4)	25.8% (8)	3.2% (1)	9.7% (3)	3.2% (1)	**45.2% (14)**	2.35	31
Arterial bottleneck removal	12.9% (4)	22.6% (7)	6.5% (2)	9.7% (3)	0.0% (0)	**48.4% (15)**	2.25	31
							answered question	**31**
							skipped question	**22**

20. Please identify barriers encountered for these strategies.

	Response Count
	14
answered question	**14**
skipped question	**39**

21. Please identify the solutions to the barriers encountered for these strategies.

	Response Count
	10
answered question	10
skipped question	43

22. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Count
	9
answered question	9
skipped question	44

23. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Count
	9
answered question	9
skipped question	44

24. Please indicate which of the following geometric design improvements have been implemented in your metropolitan area to mitigate congestion.

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Widen road to accomodate shoulders	26.9% (7)	**50.0% (13)**	7.7% (2)	19.2% (5)	0.0% (0)	26
Additional turn lanes at intersections	3.8% (1)	**76.9% (20)**	0.0% (0)	23.1% (6)	0.0% (0)	26
Lengthened turn lanes at intersection for queueing	11.5% (3)	**73.1% (19)**	0.0% (0)	19.2% (5)	0.0% (0)	26
Improved sight distances at intersections	19.2% (5)	**61.5% (16)**	0.0% (0)	23.1% (6)	0.0% (0)	26
Diverging diamond intersections	**68.0% (17)**	8.0% (2)	16.0% (4)	12.0% (3)	0.0% (0)	25
Jughandles at intersections	**68.0% (17)**	20.0% (5)	4.0% (1)	8.0% (2)	0.0% (0)	25
Median U-turn crossovers	**60.0% (15)**	20.0% (5)	12.0% (3)	8.0% (2)	0.0% (0)	25
Continuous flow intersections	**69.2% (18)**	15.4% (4)	7.7% (2)	7.7% (2)	0.0% (0)	26
Auxiliary lanes for merging and diverging	32.0% (8)	**44.0% (11)**	4.0% (1)	20.0% (5)	0.0% (0)	25
Intersection channelization	30.8% (8)	**50.0% (13)**	0.0% (0)	19.2% (5)	0.0% (0)	26
Bus turnouts	34.6% (9)	**42.3% (11)**	11.5% (3)	11.5% (3)	0.0% (0)	26
Commercial vehicle accommodations	**65.4% (17)**	19.2% (5)	3.8% (1)	11.5% (3)	0.0% (0)	26

Grade separations (street-rail)	**56.0% (14)**	32.0% (8)	0.0% (0)	12.0% (3)	0.0% (0)	25
Grade separations (street-street)	**54.2% (13)**	29.2% (7)	4.2% (1)	12.5% (3)	0.0% (0)	24
					Other (please specify)	0
					answered question	**26**
					skipped question	**27**

25. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Widen road to accomodate shoulders	3.8% (1)	15.4% (4)	**30.8% (8)**	15.4% (4)	3.8% (1)	**30.8% (8)**	3.00	26
Additional turn lanes at intersections	11.5% (3)	0.0% (0)	23.1% (6)	**42.3% (11)**	11.5% (3)	11.5% (3)	3.48	26
Lengthened turn lanes at intersection for queueing	7.7% (2)	0.0% (0)	30.8% (8)	**34.6% (9)**	7.7% (2)	19.2% (5)	3.43	26
Improved sight distances at intersections	3.8% (1)	7.7% (2)	**34.6% (9)**	26.9% (7)	7.7% (2)	19.2% (5)	3.33	26
Diverging diamond intersections	0.0% (0)	3.8% (1)	7.7% (2)	0.0% (0)	3.8% (1)	**84.6% (22)**	3.25	26
Jughandles at intersections	0.0% (0)	0.0% (0)	19.2% (5)	3.8% (1)	3.8% (1)	**73.1% (19)**	3.43	26
Median U-turn crossovers	0.0% (0)	0.0% (0)	15.4% (4)	15.4% (4)	0.0% (0)	**69.2% (18)**	3.50	26
Continuous flow intersections	0.0% (0)	3.8% (1)	7.7% (2)	0.0% (0)	11.5% (3)	**76.9% (20)**	3.83	26
Auxiliary lanes for merging and diverging	0.0% (0)	3.8% (1)	15.4% (4)	26.9% (7)	11.5% (3)	**42.3% (11)**	3.80	26
Intersection channelization	0.0% (0)	11.5% (3)	11.5% (3)	26.9% (7)	15.4% (4)	**34.6% (9)**	3.71	26
Bus turnouts	0.0% (0)	7.7% (2)	15.4% (4)	15.4% (4)	7.7% (2)	**53.8% (14)**	3.50	26
Commercial vehicle accommodations	0.0% (0)	0.0% (0)	11.5% (3)	11.5% (3)	0.0% (0)	**76.9% (20)**	3.50	26
Grade separations (street-rail)	0.0% (0)	0.0% (0)	7.7% (2)	7.7% (2)	23.1% (6)	**61.5% (16)**	4.40	26

Grade separations (street-street)	0.0% (0)	0.0% (0)	11.5% (3)	7.7% (2)	19.2% (5)	**61.5% (16)**	4.20	26
							Other (please specify)	0
							answered question	**26**
							skipped question	**27**

26. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Widen road to accomodate shoulders	3.8% (1)	23.1% (6)	19.2% (5)	23.1% (6)	0.0% (0)	**30.8% (8)**	2.89	26
Additional turn lanes at intersections	0.0% (0)	**34.6% (9)**	23.1% (6)	30.8% (8)	0.0% (0)	11.5% (3)	2.96	26
Lengthened turn lanes at intersection for queueing	0.0% (0)	23.1% (6)	**26.9% (7)**	**26.9% (7)**	3.8% (1)	19.2% (5)	3.14	26
Improved sight distances at intersections	0.0% (0)	15.4% (4)	**34.6% (9)**	23.1% (6)	7.7% (2)	19.2% (5)	3.29	26
Diverging diamond intersections	11.5% (3)	3.8% (1)	7.7% (2)	0.0% (0)	0.0% (0)	**76.9% (20)**	1.83	26
Jughandles at intersections	0.0% (0)	11.5% (3)	11.5% (3)	3.8% (1)	0.0% (0)	**73.1% (19)**	2.71	26
Median U-turn crossovers	0.0% (0)	3.8% (1)	15.4% (4)	11.5% (3)	3.8% (1)	**65.4% (17)**	3.44	26
Continuous flow intersections	3.8% (1)	3.8% (1)	7.7% (2)	7.7% (2)	0.0% (0)	**76.9% (20)**	2.83	26
Auxiliary lanes for merging and diverging	3.8% (1)	7.7% (2)	15.4% (4)	23.1% (6)	0.0% (0)	**50.0% (13)**	3.15	26
Intersection channelization	0.0% (0)	3.8% (1)	26.9% (7)	19.2% (5)	3.8% (1)	**46.2% (12)**	3.43	26

Bus turnouts	0.0% (0)	7.7% (2)	23.1% (6)	23.1% (6)	0.0% (0)	**46.2% (12)**	3.29	26
Commercial vehicle accommodations	0.0% (0)	3.8% (1)	19.2% (5)	0.0% (0)	0.0% (0)	**76.9% (20)**	2.83	26
Grade separations (street-rail)	19.2% (5)	11.5% (3)	7.7% (2)	0.0% (0)	0.0% (0)	**61.5% (16)**	1.70	26
Grade separations (street-street)	19.2% (5)	15.4% (4)	7.7% (2)	0.0% (0)	0.0% (0)	**57.7% (15)**	1.73	26
							Other (please specify)	0
							answered question	**26**
							skipped question	**27**

27. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Widen road to accomodate shoulders	**62.5%**	**5**
Additional turn lanes at intersections	**62.5%**	**5**
Lengthened turn lanes at intersection for queueing	**62.5%**	**5**
Improved sight distances at intersections	37.5%	3
Diverging diamond intersections	37.5%	3
Jughandles at intersections	37.5%	3
Median U-turn crossovers	37.5%	3
Continuous flow intersections	37.5%	3
Auxiliary lanes for merging and diverging	37.5%	3

Intersection channelization		37.5%	3
Bus turnouts		37.5%	3
Commercial vehicle accommodations		37.5%	3
Grade separations (street-rail)		**62.5%**	**5**
Grade separations (street-street)		**62.5%**	**5**
		answered question	**8**
		skipped question	**45**

28. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Widen road to accomodate shoulders	**80.0%**	**4**
Additional turn lanes at intersections	**80.0%**	**4**
Lengthened turn lanes at intersection for queueing	**80.0%**	**4**
Improved sight distances at intersections	60.0%	3
Diverging diamond intersections	60.0%	3
Jughandles at intersections	60.0%	3
Median U-turn crossovers	60.0%	3
Continuous flow intersections	60.0%	3
Auxiliary lanes for merging and diverging	60.0%	3

Intersection channelization		60.0%	3
Bus turnouts		60.0%	3
Commercial vehicle accommodations		60.0%	3
Grade separations (street-rail)		60.0%	3
Grade separations (street-street)		60.0%	3
		answered question	**5**
		skipped question	**48**

29. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Widen road to accomodate shoulders	**100.0%**	**4**
Additional turn lanes at intersections	75.0%	3
Lengthened turn lanes at intersection for queueing	75.0%	3
Improved sight distances at intersections	75.0%	3
Diverging diamond intersections	75.0%	3
Jughandles at intersections	75.0%	3
Median U-turn crossovers	75.0%	3
Continuous flow intersections	75.0%	3
Auxiliary lanes for merging and diverging	75.0%	3

Intersection channelization		75.0%	3
Bus turnouts		75.0%	3
Commercial vehicle accommodations		75.0%	3
Grade separations (street-rail)		75.0%	3
Grade separations (street-street)		75.0%	3
		answered question	**4**
		skipped question	**49**

30. Which of the following overall street improvements have been implemented in your metropolitan area.

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Superstreets (series of non-freeway grade separations)	**84.6% (22)**	0.0% (0)	7.7% (2)	3.8% (1)	3.8% (1)	26
Complete streets	19.2% (5)	23.1% (6)	**34.6% (9)**	11.5% (3)	15.4% (4)	26
Improving street continuity	**42.3% (11)**	26.9% (7)	3.8% (1)	23.1% (6)	3.8% (1)	26
Two-way to One-way conversion	**57.7% (15)**	26.9% (7)	3.8% (1)	7.7% (2)	3.8% (1)	26
One-way to Two-way conversion	**57.7% (15)**	23.1% (6)	7.7% (2)	7.7% (2)	3.8% (1)	26
					Other (please specify)	2
					answered question	**26**
					skipped question	**27**

31. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Superstreets (series of non-freeway grade separations)	0.0% (0)	0.0% (0)	0.0% (0)	3.8% (1)	0.0% (0)	**96.2% (25)**	4.00	26
Complete streets	0.0% (0)	3.8% (1)	3.8% (1)	19.2% (5)	7.7% (2)	**65.4% (17)**	3.89	26
Improving street continuity	3.8% (1)	0.0% (0)	0.0% (0)	34.6% (9)	11.5% (3)	**50.0% (13)**	4.00	26
Two-way to One-way conversion	3.8% (1)	3.8% (1)	0.0% (0)	19.2% (5)	0.0% (0)	**73.1% (19)**	3.29	26
One-way to Two-way conversion	0.0% (0)	0.0% (0)	3.8% (1)	26.9% (7)	0.0% (0)	**69.2% (18)**	3.88	26
							Other (please specify)	0
							answered question	**26**
							skipped question	**27**

32. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Superstreets (series of non-freeway grade separations)	3.8% (1)	3.8% (1)	0.0% (0)	3.8% (1)	0.0% (0)	**88.5% (23)**	2.33	26
Complete streets	0.0% (0)	30.8% (8)	15.4% (4)	7.7% (2)	0.0% (0)	**46.2% (12)**	2.57	26
Improving street continuity	3.8% (1)	34.6% (9)	3.8% (1)	7.7% (2)	0.0% (0)	**50.0% (13)**	2.31	26
Two-way to One-way conversion	3.8% (1)	7.7% (2)	11.5% (3)	11.5% (3)	0.0% (0)	**65.4% (17)**	2.89	26
One-way to Two-way conversion	0.0% (0)	15.4% (4)	3.8% (1)	11.5% (3)	0.0% (0)	**69.2% (18)**	2.88	26
							Other (please specify)	0
							answered question	**26**
							skipped question	**27**

33. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Superstreets (series of non-freeway grade separations)	50.0%	4
Complete streets	**87.5%**	**7**
Improving street continuity	62.5%	5
Two-way to One-way conversion	62.5%	5
One-way to Two-way conversion	50.0%	4
	answered question	**8**
	skipped question	**45**

34. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Superstreets (series of non-freeway grade separations)	50.0%	3
Complete streets	**83.3%**	**5**
Improving street continuity	**83.3%**	**5**
Two-way to One-way conversion	50.0%	3
One-way to Two-way conversion	50.0%	3
	answered question	**6**
	skipped question	**47**

35. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Superstreets (series of non-freeway grade separations)	100.0%	3
Complete streets	100.0%	3
Improving street continuity	100.0%	3
Two-way to One-way conversion	100.0%	3
One-way to Two-way conversion	100.0%	3
answered question		3
skipped question		50

36. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Superstreets (series of non-freeway grade separations)	100.0%	3
Complete streets	100.0%	3
Improving street continuity	100.0%	3
Two-way to One-way conversion	100.0%	3
One-way to Two-way conversion	100.0%	3
	answered question	3
	skipped question	50

37. Have any of the following time-of-day policies been implemented in your metropolitan area to mitigate congestion?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Auto turning restrictions on streets	37.5% (9)	**50.0% (12)**	0.0% (0)	12.5% (3)	4.2% (1)	24
Auto parking restrictions on streets	41.7% (10)	**50.0% (12)**	0.0% (0)	4.2% (1)	4.2% (1)	24
Truck shipping/delivery schedules	**75.0% (18)**	8.3% (2)	4.2% (1)	4.2% (1)	8.3% (2)	24
Truck peak period bans on arterials	**83.3% (20)**	4.2% (1)	0.0% (0)	4.2% (1)	8.3% (2)	24
Truck management strategies	**75.0% (18)**	8.3% (2)	4.2% (1)	4.2% (1)	8.3% (2)	24
Truck freight and delivery consolidation	**79.2% (19)**	8.3% (2)	0.0% (0)	4.2% (1)	8.3% (2)	24
Designated truck routes	**62.5% (15)**	25.0% (6)	4.2% (1)	4.2% (1)	4.2% (1)	24
					Other (please specify)	1
					answered question	**24**
					skipped question	**29**

38. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Auto turning restrictions on streets	0.0% (0)	0.0% (0)	16.7% (4)	33.3% (8)	4.2% (1)	**45.8% (11)**	3.77	24
Auto parking restrictions on streets	0.0% (0)	4.2% (1)	16.7% (4)	29.2% (7)	0.0% (0)	**50.0% (12)**	3.50	24
Truck shipping/delivery schedules	0.0% (0)	0.0% (0)	8.3% (2)	8.3% (2)	0.0% (0)	**83.3% (20)**	3.50	24
Truck peak period bans on arterials	0.0% (0)	4.2% (1)	8.3% (2)	0.0% (0)	0.0% (0)	**87.5% (21)**	2.67	24
Truck management strategies	0.0% (0)	0.0% (0)	8.3% (2)	4.2% (1)	0.0% (0)	**87.5% (21)**	3.33	24
Truck freight and delivery consolidation	0.0% (0)	0.0% (0)	8.3% (2)	4.2% (1)	0.0% (0)	**87.5% (21)**	3.33	24
Designated truck routes	4.2% (1)	0.0% (0)	16.7% (4)	8.3% (2)	0.0% (0)	**70.8% (17)**	3.00	24
							Other (please specify)	0
							answered question	**24**
							skipped question	**29**

39. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Auto turning restrictions on streets	0.0% (0)	8.3% (2)	16.7% (4)	29.2% (7)	0.0% (0)	**45.8% (11)**	3.38	24
Auto parking restrictions on streets	4.2% (1)	8.3% (2)	16.7% (4)	16.7% (4)	4.2% (1)	**50.0% (12)**	3.17	24
Truck shipping/delivery schedules	0.0% (0)	8.3% (2)	12.5% (3)	0.0% (0)	0.0% (0)	**79.2% (19)**	2.60	24
Truck peak period bans on arterials	4.2% (1)	0.0% (0)	12.5% (3)	0.0% (0)	0.0% (0)	**83.3% (20)**	2.50	24
Truck management strategies	0.0% (0)	8.3% (2)	8.3% (2)	0.0% (0)	0.0% (0)	**83.3% (20)**	2.50	24
Truck freight and delivery consolidation	4.2% (1)	0.0% (0)	12.5% (3)	0.0% (0)	0.0% (0)	**83.3% (20)**	2.50	24
Designated truck routes	4.2% (1)	8.3% (2)	8.3% (2)	12.5% (3)	0.0% (0)	**66.7% (16)**	2.88	24
						Other (please specify)		0
						answered question		**24**
						skipped question		**29**

40. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Auto turning restrictions on streets	50.0%	2
Auto parking restrictions on streets	50.0%	2
Truck shipping/delivery schedules	50.0%	2
Truck peak period bans on arterials	**75.0%**	**3**
Truck management strategies	50.0%	2
Truck freight and delivery consolidation	50.0%	2
Designated truck routes	**75.0%**	**3**
	answered question	**4**
	skipped question	**49**

41. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Auto turning restrictions on streets	50.0%	1
Auto parking restrictions on streets	50.0%	1
Truck shipping/delivery schedules	50.0%	1
Truck peak period bans on arterials	50.0%	1
Truck management strategies	**100.0%**	**2**
Truck freight and delivery consolidation	50.0%	1
Designated truck routes	**100.0%**	**2**
	answered question	**2**
	skipped question	**51**

42. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Auto turning restrictions on streets	100.0%	1
Auto parking restrictions on streets	100.0%	1
Truck shipping/delivery schedules	100.0%	1
Truck peak period bans on arterials	100.0%	1
Truck management strategies	100.0%	1
Truck freight and delivery consolidation	100.0%	1
Designated truck routes	100.0%	1
	answered question	1
	skipped question	52

43. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Auto turning restrictions on streets	100.0%	1
Auto parking restrictions on streets	100.0%	1
Truck shipping/delivery schedules	100.0%	1
Truck peak period bans on arterials	100.0%	1
Truck management strategies	100.0%	1
Truck freight and delivery consolidation	100.0%	1
Designated truck routes	100.0%	1
	answered question	1
	skipped question	52

44. Which of the following access management strategies have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Driveway spacing standards	30.4% (7)	**47.8% (11)**	0.0% (0)	13.0% (3)	8.7% (2)	23
Driveway consolidation	20.8% (5)	**45.8% (11)**	8.3% (2)	16.7% (4)	8.3% (2)	24
Driveway sharing and cross-access	21.7% (5)	**47.8% (11)**	8.7% (2)	13.0% (3)	8.7% (2)	23
Sidestreet/alley/backage road access	33.3% (8)	**37.5% (9)**	8.3% (2)	12.5% (3)	8.3% (2)	24
Raised median policies and standards	**41.7% (10)**	**41.7% (10)**	4.2% (1)	4.2% (1)	8.3% (2)	24
Two-way-left-turn-lanes	12.5% (3)	**79.2% (19)**	0.0% (0)	8.3% (2)	0.0% (0)	24
Raised median installation	13.0% (3)	**65.2% (15)**	8.7% (2)	8.7% (2)	4.3% (1)	23
Frontage roads on arterial streets	29.2% (7)	**54.2% (13)**	4.2% (1)	8.3% (2)	4.2% (1)	24
Left-turn restrictions	16.7% (4)	**66.7% (16)**	4.2% (1)	8.3% (2)	4.2% (1)	24
Interchange modifications (such as full clover leaf to partial clover leaf)	**50.0% (12)**	25.0% (6)	0.0% (0)	16.7% (4)	8.3% (2)	24
Minimum street intersection spacing	**54.2% (13)**	16.7% (4)	0.0% (0)	16.7% (4)	12.5% (3)	24
Minimum freeway interchange spacing	**52.2% (12)**	26.1% (6)	0.0% (0)	17.4% (4)	4.3% (1)	23
					Other (please specify)	1

answered question	**24**
skipped question	**29**

45. Please rate the success of these strategies at mitigating congestion in your region?

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Driveway spacing standards	0.0% (0)	4.2% (1)	29.2% (7)	20.8% (5)	8.3% (2)	**37.5% (9)**	3.53	24
Driveway consolidation	0.0% (0)	4.2% (1)	**33.3% (8)**	20.8% (5)	8.3% (2)	**33.3% (8)**	3.50	24
Driveway sharing and cross-access	0.0% (0)	4.2% (1)	25.0% (6)	25.0% (6)	8.3% (2)	**37.5% (9)**	3.60	24
Sidestreet/alley/backage road access	0.0% (0)	4.2% (1)	20.8% (5)	20.8% (5)	8.3% (2)	**45.8% (11)**	3.62	24
Raised median policies and standards	0.0% (0)	4.2% (1)	12.5% (3)	16.7% (4)	8.3% (2)	**58.3% (14)**	3.70	24
Two-way-left-turn-lanes	0.0% (0)	4.2% (1)	29.2% (7)	**41.7% (10)**	8.3% (2)	16.7% (4)	3.65	24
Raised median installation	0.0% (0)	4.2% (1)	20.8% (5)	**37.5% (9)**	12.5% (3)	25.0% (6)	3.78	24
Frontage roads on arterial streets	0.0% (0)	8.7% (2)	17.4% (4)	26.1% (6)	13.0% (3)	**34.8% (8)**	3.67	23
Left-turn restrictions	0.0% (0)	8.3% (2)	20.8% (5)	**29.2% (7)**	12.5% (3)	**29.2% (7)**	3.65	24
Interchange modifications (such as full clover leaf to partial clover leaf)	0.0% (0)	8.7% (2)	8.7% (2)	4.3% (1)	17.4% (4)	**60.9% (14)**	3.78	23
Minimum street intersection spacing	0.0% (0)	0.0% (0)	8.3% (2)	20.8% (5)	8.3% (2)	**62.5% (15)**	4.00	24

Minimum freeway interchange spacing	0.0% (0)	0.0% (0)	12.5% (3)	20.8% (5)	8.3% (2)	**58.3% (14)**	3.90	24
						Other (please specify)		0
						answered question		**24**
						skipped question		**29**

46. Please rate the east of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Driveway spacing standards	0.0% (0)	20.8% (5)	16.7% (4)	25.0% (6)	0.0% (0)	**37.5% (9)**	3.07	24
Driveway consolidation	4.2% (1)	**45.8% (11)**	16.7% (4)	8.3% (2)	0.0% (0)	25.0% (6)	2.39	24
Driveway sharing and cross-access	0.0% (0)	**41.7% (10)**	16.7% (4)	12.5% (3)	0.0% (0)	29.2% (7)	2.59	24
Sidestreet/alley/backage road access	0.0% (0)	20.8% (5)	25.0% (6)	16.7% (4)	0.0% (0)	**37.5% (9)**	2.93	24
Raised median policies and standards	0.0% (0)	8.7% (2)	21.7% (5)	21.7% (5)	0.0% (0)	**47.8% (11)**	3.25	23
Two-way-left-turn-lanes	0.0% (0)	20.8% (5)	**41.7% (10)**	20.8% (5)	0.0% (0)	16.7% (4)	3.00	24
Raised median installation	8.3% (2)	**25.0% (6)**	20.8% (5)	**25.0% (6)**	0.0% (0)	20.8% (5)	2.79	24
Frontage roads on arterial streets	4.3% (1)	**34.8% (8)**	13.0% (3)	17.4% (4)	0.0% (0)	30.4% (7)	2.63	23
Left-turn restrictions	0.0% (0)	12.5% (3)	**37.5% (9)**	20.8% (5)	4.2% (1)	25.0% (6)	3.22	24
Interchange modifications (such as full clover leaf to partial clover leaf)	12.5% (3)	25.0% (6)	8.3% (2)	0.0% (0)	0.0% (0)	**54.2% (13)**	1.91	24

Minimum street intersection spacing	0.0% (0)	12.5% (3)	12.5% (3)	12.5% (3)	0.0% (0)	**62.5% (15)**	3.00	24
Minimum freeway interchange spacing	0.0% (0)	16.7% (4)	16.7% (4)	12.5% (3)	0.0% (0)	**54.2% (13)**	2.91	24
							Other (please specify)	0
							answered question	**24**
							skipped question	**29**

47. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Driveway spacing standards	0.0%	0
Driveway consolidation	**75.0%**	**3**
Driveway sharing and cross-access	**75.0%**	**3**
Sidestreet/alley/backage road access	25.0%	1
Raised median policies and standards	0.0%	0
Two-way-left-turn-lanes	25.0%	1
Raised median installation	25.0%	1
Frontage roads on arterial streets	25.0%	1
Left-turn restrictions	50.0%	2
Interchange modifications (such as full clover leaf to partial clover leaf)	0.0%	0

Minimum street intersection spacing		0.0%	0
Minimum freeway interchange spacing		25.0%	1
		answered question	**4**
		skipped question	**49**

48. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Driveway spacing standards	0.0%	0
Driveway consolidation	**100.0%**	**1**
Driveway sharing and cross-access	**100.0%**	**1**
Sidestreet/alley/backage road access	**100.0%**	**1**
Raised median policies and standards	0.0%	0
Two-way-left-turn-lanes	**100.0%**	**1**
Raised median installation	**100.0%**	**1**
Frontage roads on arterial streets	**100.0%**	**1**
Left-turn restrictions	**100.0%**	**1**
Interchange modifications (such as full clover leaf to partial clover leaf)	0.0%	0

Minimum street intersection spacing	0.0%	0
Minimum freeway interchange spacing	0.0%	0
	answered question	**1**
	skipped question	**52**

49. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Driveway spacing standards	0.0%	0
Driveway consolidation	0.0%	0
Driveway sharing and cross-access	0.0%	0
Sidestreet/alley/backage road access	0.0%	0
Raised median policies and standards	0.0%	0
Two-way-left-turn-lanes	0.0%	0
Raised median installation	0.0%	0
Frontage roads on arterial streets	0.0%	0
Left-turn restrictions	0.0%	0
Interchange modifications (such as full clover leaf to partial clover leaf)	0.0%	0
Minimum street intersection spacing	0.0%	0
Minimum freeway interchange spacing	0.0%	0
	answered question	**0**
	skipped question	**53**

50. Please identify the calculated or documented benefit/cost ratio or a ranger for these strategies.

	Response Percent	Response Count
Driveway spacing standards	0.0%	0
Driveway consolidation	0.0%	0
Driveway sharing and cross-access	0.0%	0
Sidestreet/alley/backage road access	0.0%	0
Raised median policies and standards	0.0%	0
Two-way-left-turn-lanes	0.0%	0
Raised median installation	0.0%	0
Frontage roads on arterial streets	0.0%	0
Left-turn restrictions	0.0%	0
Interchange modifications (such as full clover leaf to partial clover leaf)	0.0%	0
Minimum street intersection spacing	0.0%	0
Minimum freeway interchange spacing	0.0%	0
	answered question	**0**

skipped question	**53**

51. Which of the following ramp metering systems have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Ramp metering - localized	**75.0% (18)**	16.7% (4)	0.0% (0)	4.2% (1)	8.3% (2)	24
Ramp metering - demand responsive	**83.3% (20)**	8.3% (2)	4.2% (1)	4.2% (1)	4.2% (1)	24
Ramp metering - coordinated	**83.3% (20)**	12.5% (3)	0.0% (0)	4.2% (1)	4.2% (1)	24
Ramp metering - HOV bypass	**95.8% (23)**	0.0% (0)	0.0% (0)	4.2% (1)	0.0% (0)	24
					answered question	**24**
					skipped question	**29**

52. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Ramp metering - localized	0.0% (0)	8.3% (2)	4.2% (1)	8.3% (2)	0.0% (0)	**79.2% (19)**	3.00	24
Ramp metering - demand responsive	0.0% (0)	0.0% (0)	4.2% (1)	4.2% (1)	4.2% (1)	**87.5% (21)**	4.00	24
Ramp metering - coordinated	0.0% (0)	0.0% (0)	8.3% (2)	4.2% (1)	4.2% (1)	**83.3% (20)**	3.75	24
Ramp metering - HOV bypass	0.0% (0)	4.2% (1)	4.2% (1)	0.0% (0)	0.0% (0)	**91.7% (22)**	2.50	24
							answered question	**24**
							skipped question	**29**

53. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Ramp metering - localized	4.2% (1)	0.0% (0)	8.3% (2)	4.2% (1)	0.0% (0)	**83.3% (20)**	2.75	24
Ramp metering - demand responsive	0.0% (0)	0.0% (0)	12.5% (3)	0.0% (0)	0.0% (0)	**87.5% (21)**	3.00	24
Ramp metering - coordinated	0.0% (0)	4.2% (1)	12.5% (3)	0.0% (0)	0.0% (0)	**83.3% (20)**	2.75	24
Ramp metering - HOV bypass	0.0% (0)	8.3% (2)	4.2% (1)	0.0% (0)	0.0% (0)	**87.5% (21)**	2.33	24
							answered question	**24**
							skipped question	**29**

54. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Ramp metering - localized	**50.0%**	**1**
Ramp metering - demand responsive	0.0%	0
Ramp metering - coordinated	0.0%	0
Ramp metering - HOV bypass	**50.0%**	**1**
	answered question	**2**
	skipped question	**51**

55. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Ramp metering - localized	**100.0%**	**1**
Ramp metering - demand responsive	0.0%	0
Ramp metering - coordinated	0.0%	0
Ramp metering - HOV bypass	0.0%	0
	answered question	**1**
	skipped question	**52**

56. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Ramp metering - localized	0.0%	0
Ramp metering - demand responsive	0.0%	0
Ramp metering - coordinated	0.0%	0
Ramp metering - HOV bypass	0.0%	0
	answered question	**0**
	skipped question	**53**

57. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Ramp metering - localized	0.0%	0
Ramp metering - demand responsive	0.0%	0
Ramp metering - coordinated	0.0%	0
Ramp metering - HOV bypass	0.0%	0
	answered question	**0**
	skipped question	**53**

58. Which of the following advanced traveler information systems have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Real-time speed via web/smartphone	**60.9% (14)**	30.4% (7)	4.3% (1)	4.3% (1)	0.0% (0)	23
Transit vehicle schedule progress	30.4% (7)	**39.1% (9)**	21.7% (5)	8.7% (2)	0.0% (0)	23
Highway information systems	21.7% (5)	**65.2% (15)**	4.3% (1)	13.0% (3)	0.0% (0)	23
511 traveler information systems	30.4% (7)	**56.5% (13)**	8.7% (2)	4.3% (1)	0.0% (0)	23
Website traveler information systems	21.7% (5)	**65.2% (15)**	0.0% (0)	13.0% (3)	0.0% (0)	23
Travel time message for travelers	30.4% (7)	**47.8% (11)**	8.7% (2)	13.0% (3)	0.0% (0)	23
Freight shipper congestion information	**73.9% (17)**	13.0% (3)	0.0% (0)	13.0% (3)	0.0% (0)	23
National traffic and road closure information	**54.5% (12)**	40.9% (9)	0.0% (0)	4.5% (1)	0.0% (0)	22
					Other (please specify)	0
					answered question	**23**
					skipped question	**30**

59. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Real-time speed via web/smartphone	0.0% (0)	0.0% (0)	21.7% (5)	13.0% (3)	4.3% (1)	**60.9% (14)**	3.56	23
Transit vehicle schedule progress	0.0% (0)	0.0% (0)	34.8% (8)	4.3% (1)	4.3% (1)	**56.5% (13)**	3.30	23
Highway information systems	0.0% (0)	4.3% (1)	21.7% (5)	**34.8% (8)**	4.3% (1)	**34.8% (8)**	3.60	23
511 traveler information systems	0.0% (0)	4.3% (1)	21.7% (5)	26.1% (6)	4.3% (1)	**43.5% (10)**	3.54	23
Website traveler information systems	0.0% (0)	8.7% (2)	21.7% (5)	30.4% (7)	4.3% (1)	**34.8% (8)**	3.47	23
Travel time message for travelers	0.0% (0)	4.3% (1)	17.4% (4)	21.7% (5)	4.3% (1)	**52.2% (12)**	3.55	23
Freight shipper congestion information	0.0% (0)	0.0% (0)	4.3% (1)	13.0% (3)	4.3% (1)	**78.3% (18)**	4.00	23
National traffic and road closure information	0.0% (0)	0.0% (0)	17.4% (4)	21.7% (5)	0.0% (0)	**60.9% (14)**	3.56	23
						Other (please specify)		0
						answered question		**23**
						skipped question		**30**

60. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Real-time speed via web/smartphone	0.0% (0)	8.7% (2)	17.4% (4)	13.0% (3)	0.0% (0)	**60.9% (14)**	3.11	23
Transit vehicle schedule progress	0.0% (0)	13.0% (3)	13.0% (3)	21.7% (5)	0.0% (0)	**52.2% (12)**	3.18	23
Highway information systems	0.0% (0)	8.7% (2)	26.1% (6)	26.1% (6)	0.0% (0)	**39.1% (9)**	3.29	23
511 traveler information systems	0.0% (0)	13.0% (3)	26.1% (6)	17.4% (4)	0.0% (0)	**43.5% (10)**	3.08	23
Website traveler information systems	0.0% (0)	13.0% (3)	21.7% (5)	26.1% (6)	0.0% (0)	**39.1% (9)**	3.21	23
Travel time message for travelers	0.0% (0)	13.0% (3)	13.0% (3)	21.7% (5)	0.0% (0)	**52.2% (12)**	3.18	23
Freight shipper congestion information	0.0% (0)	8.7% (2)	4.3% (1)	13.0% (3)	0.0% (0)	**73.9% (17)**	3.17	23
National traffic and road closure information	0.0% (0)	4.3% (1)	8.7% (2)	21.7% (5)	4.3% (1)	**60.9% (14)**	3.67	23
						Other (please specify)		0
						answered question		**23**
						skipped question		**30**

61. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Real-time speed via web/smartphone	0.0%	0
Transit vehicle schedule progress	50.0%	1
Highway information systems	50.0%	1
511 traveler information systems	**100.0%**	**2**
Website traveler information systems	50.0%	1
Travel time message for travelers	0.0%	0
Freight shipper congestion information	0.0%	0
National traffic and road closure information	0.0%	0
	answered question	**2**
	skipped question	**51**

62. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Real-time speed via web/smartphone	0.0%	0
Transit vehicle schedule progress	**100.0%**	**1**
Highway information systems	0.0%	0
511 traveler information systems	**100.0%**	**1**
Website traveler information systems	0.0%	0
Travel time message for travelers	0.0%	0
Freight shipper congestion information	0.0%	0
National traffic and road closure information	0.0%	0
	answered question	**1**
	skipped question	**52**

63. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Real-time speed via web/smartphone	0.0%	0
Transit vehicle schedule progress	0.0%	0
Highway information systems	0.0%	0
511 traveler information systems	0.0%	0
Website traveler information systems	0.0%	0
Travel time message for travelers	0.0%	0
Freight shipper congestion information	0.0%	0
National traffic and road closure information	0.0%	0
	answered question	**0**
	skipped question	**53**

64. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Real-time speed via web/smartphone	0.0%	0
Transit vehicle schedule progress	0.0%	0
Highway information systems	0.0%	0
511 traveler information systems	0.0%	0
Website traveler information systems	0.0%	0
Travel time message for travelers	0.0%	0
Freight shipper congestion information	0.0%	0
National traffic and road closure information	0.0%	0
	answered question	**0**
	skipped question	**53**

65. Has electronic toll collection been implemented in your metropolitan area?

	Response Percent	Response Count
Yes - all toll roads	**52.2%**	**12**
Yes - some toll roads	0.0%	0
No - not on any toll roads	8.7%	2
There are no toll roads in my area	39.1%	9
	answered question	**23**
	skipped question	**30**

66. Which of the following active traffic management strategies have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Speed harmonization	**86.4% (19)**	0.0% (0)	9.1% (2)	9.1% (2)	0.0% (0)	22
Temporary shoulder use	**72.7% (16)**	13.6% (3)	9.1% (2)	4.5% (1)	0.0% (0)	22
Queue warning	**86.4% (19)**	4.5% (1)	9.1% (2)	4.5% (1)	0.0% (0)	22
Dynamic merge control	**86.4% (19)**	4.5% (1)	9.1% (2)	4.5% (1)	0.0% (0)	22
Construction site management	**54.5% (12)**	36.4% (8)	0.0% (0)	9.1% (2)	0.0% (0)	22
Dynamic truck restrictions	**90.9% (20)**	0.0% (0)	4.5% (1)	4.5% (1)	0.0% (0)	22
Dynamic traveler information and rerouting	**81.8% (18)**	13.6% (3)	4.5% (1)	4.5% (1)	0.0% (0)	22
Automated enforcement	**63.6% (14)**	22.7% (5)	4.5% (1)	9.1% (2)	0.0% (0)	22
					Other (please specify)	0
					answered question	**22**
					skipped question	**31**

67. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Speed harmonization	0.0% (0)	0.0% (0)	4.5% (1)	9.1% (2)	0.0% (0)	**86.4% (19)**	3.67	22
Temporary shoulder use	0.0% (0)	0.0% (0)	9.1% (2)	9.1% (2)	0.0% (0)	**81.8% (18)**	3.50	22
Queue warning	0.0% (0)	0.0% (0)	4.5% (1)	4.5% (1)	0.0% (0)	**90.9% (20)**	3.50	22
Dynamic merge control	0.0% (0)	0.0% (0)	9.1% (2)	0.0% (0)	0.0% (0)	**90.9% (20)**	3.00	22
Construction site management	0.0% (0)	4.5% (1)	4.5% (1)	27.3% (6)	9.1% (2)	**54.5% (12)**	3.90	22
Dynamic truck restrictions	0.0% (0)	0.0% (0)	4.5% (1)	0.0% (0)	0.0% (0)	**95.5% (21)**	3.00	22
Dynamic traveler information and rerouting	0.0% (0)	0.0% (0)	13.6% (3)	4.5% (1)	0.0% (0)	**81.8% (18)**	3.25	22
Automated enforcement	0.0% (0)	4.5% (1)	9.1% (2)	9.1% (2)	4.5% (1)	**72.7% (16)**	3.50	22
						Other (please specify)		0
						answered question		**22**
						skipped question		**31**

68. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Speed harmonization	0.0% (0)	4.5% (1)	9.1% (2)	4.5% (1)	0.0% (0)	**81.8% (18)**	3.00	22
Temporary shoulder use	0.0% (0)	9.1% (2)	4.5% (1)	4.5% (1)	0.0% (0)	**81.8% (18)**	2.75	22
Queue warning	0.0% (0)	4.5% (1)	4.5% (1)	0.0% (0)	0.0% (0)	**90.9% (20)**	2.50	22
Dynamic merge control	0.0% (0)	4.5% (1)	9.1% (2)	4.5% (1)	0.0% (0)	**81.8% (18)**	3.00	22
Construction site management	4.5% (1)	9.1% (2)	13.6% (3)	18.2% (4)	0.0% (0)	**54.5% (12)**	3.00	22
Dynamic truck restrictions	4.5% (1)	0.0% (0)	4.5% (1)	0.0% (0)	0.0% (0)	**90.9% (20)**	2.00	22
Dynamic traveler information and rerouting	0.0% (0)	9.1% (2)	4.5% (1)	9.1% (2)	0.0% (0)	**77.3% (17)**	3.00	22
Automated enforcement	0.0% (0)	13.6% (3)	13.6% (3)	4.5% (1)	0.0% (0)	**68.2% (15)**	2.71	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

69. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Speed harmonization	0.0%	0
Temporary shoulder use	33.3%	1
Queue warning	0.0%	0
Dynamic merge control	0.0%	0
Construction site management	33.3%	1
Dynamic truck restrictions	0.0%	0
Dynamic traveler information and rerouting	33.3%	1
Automated enforcement	**66.7%**	**2**
	answered question	**3**
	skipped question	**50**

70. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Speed harmonization	0.0%	0
Temporary shoulder use	0.0%	0
Queue warning	0.0%	0
Dynamic merge control	0.0%	0
Construction site management	0.0%	0
Dynamic truck restrictions	0.0%	0
Dynamic traveler information and rerouting	0.0%	0
Automated enforcement	0.0%	0
	answered question	**0**
	skipped question	**53**

71. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Speed harmonization	0.0%	0
Temporary shoulder use	0.0%	0
Queue warning	0.0%	0
Dynamic merge control	0.0%	0
Construction site management	0.0%	0
Dynamic truck restrictions	0.0%	0
Dynamic traveler information and rerouting	0.0%	0
Automated enforcement	0.0%	0
	answered question	**0**
	skipped question	**53**

72. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Speed harmonization	0.0%	0
Temporary shoulder use	0.0%	0
Queue warning	0.0%	0
Dynamic merge control	0.0%	0
Construction site management	0.0%	0
Dynamic truck restrictions	0.0%	0
Dynamic traveler information and rerouting	0.0%	0
Automated enforcement	0.0%	0
	answered question	**0**
	skipped question	**53**

73. Which of the following traffic signal strategies have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Retiming	4.5% (1)	**63.6% (14)**	4.5% (1)	27.3% (6)	4.5% (1)	22
Coordination	0.0% (0)	**68.2% (15)**	4.5% (1)	27.3% (6)	9.1% (2)	22
Equipment upgrade	4.5% (1)	**63.6% (14)**	4.5% (1)	27.3% (6)	9.1% (2)	22
Adaptive signal controls/demand responsive	18.2% (4)	**36.4% (8)**	13.6% (3)	31.8% (7)	4.5% (1)	22
					Other (please specify)	0
					answered question	**22**
					skipped question	**31**

74. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Retiming	0.0% (0)	0.0% (0)	9.1% (2)	**45.5% (10)**	36.4% (8)	9.1% (2)	4.30	22
Coordination	0.0% (0)	4.5% (1)	9.1% (2)	27.3% (6)	**50.0% (11)**	9.1% (2)	4.35	22
Equipment upgrade	0.0% (0)	0.0% (0)	18.2% (4)	**40.9% (9)**	31.8% (7)	9.1% (2)	4.15	22
Adaptive signal controls/demand responsive	0.0% (0)	0.0% (0)	9.1% (2)	27.3% (6)	22.7% (5)	**40.9% (9)**	4.23	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

75. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Retiming	0.0% (0)	4.5% (1)	18.2% (4)	**36.4% (8)**	31.8% (7)	9.1% (2)	4.05	22
Coordination	0.0% (0)	18.2% (4)	13.6% (3)	**36.4% (8)**	22.7% (5)	9.1% (2)	3.70	22
Equipment upgrade	0.0% (0)	18.2% (4)	**36.4% (8)**	13.6% (3)	22.7% (5)	9.1% (2)	3.45	22
Adaptive signal controls/demand responsive	0.0% (0)	18.2% (4)	13.6% (3)	18.2% (4)	18.2% (4)	**31.8% (7)**	3.53	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

76. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Retiming	75.0%	3
Coordination	50.0%	2
Equipment upgrade	**100.0%**	**4**
Adaptive signal controls/demand responsive	25.0%	1
	answered question	**4**
	skipped question	**49**

77. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Retiming	**75.0%**	**3**
Coordination	**75.0%**	**3**
Equipment upgrade	50.0%	2
Adaptive signal controls/demand responsive	25.0%	1
	answered question	**4**
	skipped question	**49**

78. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Retiming	**100.0%**	**1**
Coordination	**100.0%**	**1**
Equipment upgrade	**100.0%**	**1**
Adaptive signal controls/demand responsive	0.0%	0
	answered question	**1**
	skipped question	**52**

79. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Retiming	**100.0%**	**1**
Coordination	0.0%	0
Equipment upgrade	0.0%	0
Adaptive signal controls/demand responsive	0.0%	0
	answered question	**1**
	skipped question	**52**

80. Has any agency in your metropolitan area implemented reversible lanes/changeable lane assignments on a routine basis?

	Response Percent	Response Count
Yes	18.2%	4
No	**81.8%**	**18**
	answered question	**22**
	skipped question	**31**

81. Are reversible lanes/changeable lane assignments used for special events in your metropolitan area?

	Response Percent	Response Count
Yes	22.7%	5
No	**77.3%**	**17**
	answered question	**22**
	skipped question	**31**

82. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Reversible lanes/changeable lane assignments	0.0% (0)	4.5% (1)	4.5% (1)	18.2% (4)	9.1% (2)	**63.6% (14)**	3.88	22
							answered question	**22**
							skipped question	**31**

83. Please rate the ease of implementation for these strategies.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Reversible lanes/changeable lane assignments	0.0% (0)	4.5% (1)	9.1% (2)	9.1% (2)	9.1% (2)	**68.2% (15)**	3.71	22
							answered question	**22**
							skipped question	**31**

84. Please identify barriers encountered for these strategies.

	Response Count
	3
answered question	**3**
skipped question	**50**

85. Please identify the solutions to the barriers encountered for these strategies.

	Response Count
	2
answered question	**2**
skipped question	**51**

86. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Count
	1
answered question	1
skipped question	52

87. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Count
	1
answered question	1
skipped question	52

88. What is your region's experience with road weather management systems?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Road weather management systems	**50.0% (11)**	45.5% (10)	0.0% (0)	9.1% (2)	0.0% (0)	22
					answered question	**22**
					skipped question	**31**

89. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Road weather management systems	0.0% (0)	4.5% (1)	13.6% (3)	27.3% (6)	4.5% (1)	**50.0% (11)**	3.64	22
							answered question	**22**
							skipped question	**31**

90. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Road weather management systems	0.0% (0)	4.5% (1)	22.7% (5)	22.7% (5)	0.0% (0)	**50.0% (11)**	3.36	22
							answered question	**22**
							skipped question	**31**

91. Please identify barriers encountered for these strategies.

	Response Count
	1
answered question	**1**
skipped question	**52**

92. Please identify the solutions to the barriers encountered for these strategies.

	Response Count
	0
answered question	**0**
skipped question	**53**

93. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Count
	0
answered question	0
skipped question	53

94. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Count
	0
answered question	0
skipped question	53

95. Which of the following high occupancy vehicle (HOV) lane strategies have been implemented on FREEWAYS in your metropolitan area?

	Response Percent	Response Count
Separate right-of-way	0.0%	0
Concurrent flow - Barrier separated	9.1%	2
Concurrent flow - Buffer separated	13.6%	3
Contraflow - Barrier separated	4.5%	1
Contraflow - Buffer separated	0.0%	0
None of the above	**81.8%**	**18**
	answered question	**22**
	skipped question	**31**

96. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Separate right-of-way	0.0% (0)	0.0% (0)	4.5% (1)	0.0% (0)	0.0% (0)	**95.5% (21)**	3.00	22
Concurrent flow - Barrier separated	0.0% (0)	0.0% (0)	4.5% (1)	4.5% (1)	0.0% (0)	**90.9% (20)**	3.50	22
Concurrent flow - Buffer separated	0.0% (0)	0.0% (0)	13.6% (3)	0.0% (0)	0.0% (0)	**86.4% (19)**	3.00	22
Contraflow - Barrier separated	0.0% (0)	4.5% (1)	4.5% (1)	0.0% (0)	0.0% (0)	**90.9% (20)**	2.50	22
Contraflow - Buffer separated	0.0% (0)	0.0% (0)	4.5% (1)	0.0% (0)	0.0% (0)	**95.5% (21)**	3.00	22
							answered question	**22**
							skipped question	**31**

97. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Separate right-of-way	0.0% (0)	0.0% (0)	4.5% (1)	0.0% (0)	0.0% (0)	**95.5% (21)**	3.00	22
Concurrent flow - Barrier separated	0.0% (0)	4.5% (1)	4.5% (1)	0.0% (0)	0.0% (0)	**90.9% (20)**	2.50	22
Concurrent flow - Buffer separated	0.0% (0)	0.0% (0)	9.1% (2)	4.5% (1)	0.0% (0)	**86.4% (19)**	3.33	22
Contraflow - Barrier separated	0.0% (0)	0.0% (0)	9.1% (2)	0.0% (0)	0.0% (0)	**90.9% (20)**	3.00	22
Contraflow - Buffer separated	0.0% (0)	0.0% (0)	4.5% (1)	0.0% (0)	0.0% (0)	**95.5% (21)**	3.00	22
							answered question	**22**
							skipped question	**31**

98. Please identify barriers encountered for these strategies.

	Response Count
	0
answered question	**0**
skipped question	**53**

99. Please identify the solutions to the barriers encountered for these strategies.

	Response Count
	0
answered question	0
skipped question	53

100. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Count
	0
answered question	0
skipped question	53

101. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Count
	0
answered question	0
skipped question	53

102. Which of the following HOV lane strategies have been implemented on ARTERIAL streets in your metropolitan area?

	Response Percent	Response Count
Concurrent flow	4.5%	1
Contraflow	0.0%	0
Reversible	4.5%	1
Median lane	4.5%	1
None of the above	**90.9%**	**20**
	answered question	**22**
	skipped question	**31**

103. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Concurrent flow	0.0% (0)	0.0% (0)	4.5% (1)	4.5% (1)	0.0% (0)	**90.9% (20)**	3.50	22
Contraflow	0.0% (0)	0.0% (0)	4.5% (1)	0.0% (0)	0.0% (0)	**95.5% (21)**	3.00	22
Reversible	0.0% (0)	0.0% (0)	4.5% (1)	4.5% (1)	0.0% (0)	**90.9% (20)**	3.50	22
Median lane	0.0% (0)	0.0% (0)	4.5% (1)	4.5% (1)	0.0% (0)	**90.9% (20)**	3.50	22
						answered question		**22**
						skipped question		**31**

104. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Concurrent flow	0.0% (0)	0.0% (0)	4.5% (1)	4.5% (1)	0.0% (0)	**90.9% (20)**	3.50	22
Contraflow	0.0% (0)	0.0% (0)	4.5% (1)	0.0% (0)	0.0% (0)	**95.5% (21)**	3.00	22
Reversible	0.0% (0)	0.0% (0)	9.1% (2)	0.0% (0)	0.0% (0)	**90.9% (20)**	3.00	22
Median lane	0.0% (0)	0.0% (0)	4.5% (1)	4.5% (1)	0.0% (0)	**90.9% (20)**	3.50	22
							answered question	**22**
							skipped question	**31**

105. Please identify barriers encountered for these strategies.

	Response Count
	0
answered question	**0**
skipped question	**53**

106. Please identify the solutions to the barriers encountered for these strategies.

	Response Count
	0
answered question	0
skipped question	53

107. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Count
	0
answered question	0
skipped question	53

108. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Count
	0
answered question	0
skipped question	53

109. Which of the following HOV-related improvements have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Park and ride lot integration	**59.1% (13)**	27.3% (6)	0.0% (0)	13.6% (3)	0.0% (0)	22
Rideshare matching services	36.4% (8)	**40.9% (9)**	4.5% (1)	18.2% (4)	0.0% (0)	22
Ramps	**86.4% (19)**	9.1% (2)	0.0% (0)	4.5% (1)	4.5% (1)	22
Ramp by-pass	**90.9% (20)**	4.5% (1)	0.0% (0)	4.5% (1)	4.5% (1)	22
Publicity/outreach	36.4% (8)	**45.5% (10)**	0.0% (0)	22.7% (5)	0.0% (0)	22
Park and ride facilities	27.3% (6)	**54.5% (12)**	0.0% (0)	18.2% (4)	0.0% (0)	22
Casual carpool facilities	**54.5% (12)**	36.4% (8)	0.0% (0)	13.6% (3)	0.0% (0)	22
HOV toll discounts	**90.9% (20)**	4.5% (1)	0.0% (0)	4.5% (1)	0.0% (0)	22
					Other (please specify)	0
					answered question	**22**
					skipped question	**31**

110. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Park and ride lot integration	0.0% (0)	0.0% (0)	27.3% (6)	13.6% (3)	4.5% (1)	**54.5% (12)**	3.50	22
Rideshare matching services	4.5% (1)	9.1% (2)	18.2% (4)	22.7% (5)	4.5% (1)	**40.9% (9)**	3.23	22
Ramps	0.0% (0)	0.0% (0)	18.2% (4)	0.0% (0)	0.0% (0)	**81.8% (18)**	3.00	22
Ramp by-pass	0.0% (0)	0.0% (0)	9.1% (2)	4.5% (1)	0.0% (0)	**86.4% (19)**	3.33	22
Publicity/outreach	0.0% (0)	9.1% (2)	27.3% (6)	22.7% (5)	4.5% (1)	**36.4% (8)**	3.36	22
Park and ride facilities	0.0% (0)	0.0% (0)	**31.8% (7)**	27.3% (6)	9.1% (2)	**31.8% (7)**	3.67	22
Casual carpool facilities	0.0% (0)	0.0% (0)	27.3% (6)	18.2% (4)	4.5% (1)	**50.0% (11)**	3.55	22
HOV toll discounts	4.5% (1)	0.0% (0)	9.1% (2)	4.5% (1)	4.5% (1)	**77.3% (17)**	3.20	22
							answered question	**22**
							skipped question	**31**

111. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Park and ride lot integration	0.0% (0)	9.1% (2)	22.7% (5)	13.6% (3)	0.0% (0)	**54.5% (12)**	3.10	22
Rideshare matching services	4.5% (1)	13.6% (3)	18.2% (4)	22.7% (5)	0.0% (0)	**40.9% (9)**	3.00	22
Ramps	4.5% (1)	4.5% (1)	13.6% (3)	0.0% (0)	0.0% (0)	**77.3% (17)**	2.40	22
Ramp by-pass	4.5% (1)	0.0% (0)	9.1% (2)	0.0% (0)	0.0% (0)	**86.4% (19)**	2.33	22
Publicity/outreach	0.0% (0)	4.5% (1)	27.3% (6)	18.2% (4)	13.6% (3)	**36.4% (8)**	3.64	22
Park and ride facilities	0.0% (0)	18.2% (4)	27.3% (6)	22.7% (5)	0.0% (0)	**31.8% (7)**	3.07	22
Casual carpool facilities	0.0% (0)	9.1% (2)	13.6% (3)	22.7% (5)	9.1% (2)	**45.5% (10)**	3.58	22
HOV toll discounts	0.0% (0)	0.0% (0)	9.1% (2)	9.1% (2)	0.0% (0)	**81.8% (18)**	3.50	22
							answered question	**22**
							skipped question	**31**

112. Please identify barriers encountered for these strategies.

	Response Count
	2
answered question	**2**
skipped question	**51**

113. Please identify the solutions to the barriers encountered for these strategies.

	Response Count
	2
answered question	2
skipped question	51

114. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Count
	0
answered question	0
skipped question	53

115. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Count
	0
answered question	0
skipped question	53

116. Which of the following special lane designations exist in your metropolitan area?

	Response Percent	Response Count
Bus lanes	18.2%	4
Truck lanes	0.0%	0
None of the above	**81.8%**	**18**
	answered question	**22**
	skipped question	**31**

117. Please identify barriers encountered for these strategies.

	Response Count
	0
answered question	**0**
skipped question	**53**

118. Please identify the solutions to the barriers encountered for these strategies.

	Response Count
	0
answered question	0
skipped question	53

119. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Count
	0
answered question	0
skipped question	53

120. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Count
	0
answered question	0
skipped question	53

121. My region applies incident management techniques to:

	Response Percent	Response Count
Highways/freeways only	**54.5%**	**12**
Arterials only	0.0%	0
Highways/freeways and arterials	31.8%	7
None of the above	13.6%	3
	answered question	**22**
	skipped question	**31**

122. Which of the following incident management strategies have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Camera monitoring	18.2% (4)	**63.6% (14)**	0.0% (0)	13.6% (3)	4.5% (1)	22
Raodway detectors/surveillance	22.7% (5)	**54.5% (12)**	4.5% (1)	13.6% (3)	4.5% (1)	22
Traffic/courtesy patrols	**36.4% (8)**	**36.4% (8)**	9.1% (2)	13.6% (3)	4.5% (1)	22
Response teams	27.3% (6)	**45.5% (10)**	9.1% (2)	13.6% (3)	4.5% (1)	22
Responder vehicle priority	31.8% (7)	**40.9% (9)**	9.1% (2)	13.6% (3)	4.5% (1)	22
Alternative route planning	**36.4% (8)**	**36.4% (8)**	13.6% (3)	9.1% (2)	4.5% (1)	22
Variable message signs	13.6% (3)	**63.6% (14)**	4.5% (1)	13.6% (3)	4.5% (1)	22
Advisory radio	**40.9% (9)**	**40.9% (9)**	4.5% (1)	9.1% (2)	4.5% (1)	22
					Other (please specify)	0
					answered question	**22**
					skipped question	**31**

123. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Camera monitoring	0.0% (0)	4.5% (1)	18.2% (4)	**27.3% (6)**	**27.3% (6)**	22.7% (5)	4.00	22
Raodway detectors/surveillance	0.0% (0)	4.5% (1)	18.2% (4)	18.2% (4)	27.3% (6)	**31.8% (7)**	4.00	22
Traffic/courtesy patrols	0.0% (0)	0.0% (0)	9.1% (2)	22.7% (5)	22.7% (5)	**45.5% (10)**	4.25	22
Response teams	0.0% (0)	0.0% (0)	18.2% (4)	18.2% (4)	27.3% (6)	**36.4% (8)**	4.14	22
Responder vehicle priority	0.0% (0)	0.0% (0)	13.6% (3)	27.3% (6)	13.6% (3)	**45.5% (10)**	4.00	22
Alternative route planning	0.0% (0)	0.0% (0)	13.6% (3)	9.1% (2)	18.2% (4)	**59.1% (13)**	4.11	22
Variable message signs	0.0% (0)	9.1% (2)	22.7% (5)	18.2% (4)	**27.3% (6)**	22.7% (5)	3.82	22
Advisory radio	0.0% (0)	0.0% (0)	18.2% (4)	18.2% (4)	18.2% (4)	**45.5% (10)**	4.00	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

124. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Camera monitoring	0.0% (0)	18.2% (4)	**31.8% (7)**	27.3% (6)	0.0% (0)	22.7% (5)	3.12	22
Raodway detectors/surveillance	0.0% (0)	18.2% (4)	**31.8% (7)**	22.7% (5)	0.0% (0)	27.3% (6)	3.06	22
Traffic/courtesy patrols	0.0% (0)	4.5% (1)	31.8% (7)	18.2% (4)	0.0% (0)	**45.5% (10)**	3.25	22
Response teams	0.0% (0)	4.5% (1)	**40.9% (9)**	18.2% (4)	0.0% (0)	36.4% (8)	3.21	22
Responder vehicle priority	0.0% (0)	4.5% (1)	22.7% (5)	27.3% (6)	0.0% (0)	**45.5% (10)**	3.42	22
Alternative route planning	0.0% (0)	13.6% (3)	18.2% (4)	13.6% (3)	0.0% (0)	**54.5% (12)**	3.00	22
Variable message signs	0.0% (0)	9.1% (2)	**40.9% (9)**	27.3% (6)	0.0% (0)	22.7% (5)	3.24	22
Advisory radio	0.0% (0)	9.1% (2)	22.7% (5)	18.2% (4)	0.0% (0)	**50.0% (11)**	3.18	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

125. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Camera monitoring	25.0%	1
Raodway detectors/surveillance	25.0%	1
Traffic/courtesy patrols	0.0%	0
Response teams	25.0%	1
Responder vehicle priority	25.0%	1
Alternative route planning	25.0%	1
Variable message signs	**75.0%**	**3**
Advisory radio	25.0%	1
	answered question	**4**
	skipped question	**49**

126. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Camera monitoring	0.0%	0
Raodway detectors/surveillance	0.0%	0
Traffic/courtesy patrols	0.0%	0
Response teams	0.0%	0
Responder vehicle priority	0.0%	0
Alternative route planning	**100.0%**	**1**
Variable message signs	0.0%	0
Advisory radio	0.0%	0
	answered question	**1**
	skipped question	**52**

127. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Camera monitoring	0.0%	0
Raodway detectors/surveillance	0.0%	0
Traffic/courtesy patrols	0.0%	0
Response teams	0.0%	0
Responder vehicle priority	0.0%	0
Alternative route planning	0.0%	0
Variable message signs	0.0%	0
Advisory radio	0.0%	0
	answered question	**0**
	skipped question	**53**

128. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Camera monitoring	0.0%	0
Raodway detectors/surveillance	0.0%	0
Traffic/courtesy patrols	0.0%	0
Response teams	0.0%	0
Responder vehicle priority	0.0%	0
Alternative route planning	0.0%	0
Variable message signs	0.0%	0
Advisory radio	0.0%	0
	answered question	**0**
	skipped question	**53**

129. Which of the following transit capital improvements have been made in your metropolitan area?

	Response Percent	Response Count
Fleet expansion	63.6%	14
Vehicle replacement/upgrade	**90.9%**	**20**
Change vehicle types	40.9%	9
Vehicle management systems	54.5%	12
None of the above	9.1%	2
	answered question	**22**
	skipped question	**31**

130. Please describe the barriers faced with implementation of these capital improvements and the solutions that overcame those barriers.

	Response Count
	5
answered question	**5**
skipped question	**48**

131. Please provide descriptions and related costs of the transit capital improvements noted in the previous question that were made in the past five years.

	Response Count
	3
answered question	**3**
skipped question	**50**

132. Which of the following transit support facilities have been built in your metropolitan area?

	Response Percent	Response Count
Park and ride lots	**81.8%**	**18**
Transit centers	72.7%	16
Improved station amenities	50.0%	11
None of the above	9.1%	2
answered question		**22**
skipped question		**31**

133. Please describe the barriers faced with implementation of these support facilities and the solutions that overcame those barriers.

	Response Count
	3
answered question	3
skipped question	50

134. Please provide descriptions and related costs of the transit support facilities noted in the previous question that were made in the past five years.

	Response Count
	1
answered question	1
skipped question	52

135. Which of the following transit exclusive right-of-way improvements/acquistions have been made in your metropolitan area?

	Response Percent	Response Count
Heavy rail	4.5%	1
Commuter rail	9.1%	2
Light rail	9.1%	2
Bus rapid transit/busway	13.6%	3
Bus lanes	13.6%	3
Bus bypass ramps	0.0%	0
None of the above	**63.6%**	**14**
	answered question	**22**
	skipped question	**31**

136. Please describe the barriers faced with implementation of these exclusive right-of-way facilities and the solutions that overcame those barriers.

	Response Count
	4
answered question	4
skipped question	49

137. Please provide descriptions and related costs of these exclusive right-of-way facilities noted in the previous question that were made in the past five years.

	Response Count
	0
answered question	0
skipped question	53

138. Which of the following transit operational improvements have been implemented in your metropolitan area?

	Response Percent	Response Count
Increased frequency (decreased headways)	59.1%	13
Additional stops	40.9%	9
Modify operating hours	63.6%	14
Schedule coordination	54.5%	12
Improved transfers	59.1%	13
Route modifications	72.7%	16
Route expansions	68.2%	15
Express routes	77.3%	17
Activity center circulator buses	31.8%	7
Paratransit	**81.8%**	**18**
Neighborhood circulator buses	40.9%	9
Signal priorities for transit vehicles	22.7%	5
Signal coordination for transit vehicles	9.1%	2
Bus turnouts	45.5%	10
Rail crossing coordination	4.5%	1

HOV signal priority	0.0%	0
None of the above	9.1%	2
	answered question	**22**
	skipped question	**31**

139. Please describe the barriers faced with implementation of these transit operational improvements and the solutions that overcame those barriers.

	Response Count
	8
answered question	**8**
skipped question	**45**

140. Please provide descriptions and related costs of these transit operational improvements noted in the previous question that were made in the past five years.

	Response Count
	0
answered question	**0**
skipped question	**53**

141. Which of the following transit policy strategies have been implemented in your metropolitan area?

	Response Percent	Response Count
Marketing	**77.3%**	**17**
Agency coordination	68.2%	15
Real-time traveler information systems	31.8%	7
Fare reduction incentives	45.5%	10
Fare package incentives	59.1%	13
Employer-paid transit passes	59.1%	13
None of the above	9.1%	2
	answered question	**22**
	skipped question	**31**

142. Please describe the barriers faced with implementation of these transit policy strategies and the solutions that overcame those barriers.

	Response Count
	3
answered question	**3**
skipped question	**50**

143. Please provide descriptions and related costs of these transit policy strategies noted in the previous question that were made in the past five years.

	Response Count
	0
answered question	0
skipped question	53

144. Please list and describe any multimodal transportation centers that have been built in your metropolitan area.

	Response Count
	22
answered question	22
skipped question	31

145. Please list and describe any freight rail improvements that have been implemented in your metropolitan area.

	Response Count
	22
answered question	**22**
skipped question	**31**

146. Which of the following design guidelines have been implemented in your metropolitan area?

	Response Percent	Response Count
Maximum block lengths	22.7%	5
Building setbacks	40.9%	9
Streetscape enhancements	**54.5%**	**12**
Sidewalk widths	50.0%	11
There are others (please list in the following question)	4.5%	1
None of the above	27.3%	6
Other (please specify)		2
answered question		**22**
skipped question		**31**

147. Which of the following bicycle/pedestrian improvements have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Designated bike lanes by restriping existing roadways	22.7% (5)	**50.0% (11)**	4.5% (1)	27.3% (6)	4.5% (1)	22
Designated bike lanes using separate paths	27.3% (6)	**59.1% (13)**	0.0% (0)	18.2% (4)	4.5% (1)	22
Improved facilities (e.g. lighting, signing, etc)	4.5% (1)	**68.2% (15)**	4.5% (1)	22.7% (5)	4.5% (1)	22
New sidewalks	9.1% (2)	**72.7% (16)**	0.0% (0)	18.2% (4)	4.5% (1)	22
Wider sidewalks	36.4% (8)	**45.5% (10)**	4.5% (1)	13.6% (3)	0.0% (0)	22
Rails to trails developments	13.6% (3)	**50.0% (11)**	18.2% (4)	22.7% (5)	0.0% (0)	22
					answered question	**22**
					skipped question	**31**

148. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Designated bike lanes by restriping existing roadways	0.0% (0)	4.5% (1)	27.3% (6)	18.2% (4)	18.2% (4)	**31.8% (7)**	3.73	22
Designated bike lanes using separate paths	0.0% (0)	9.1% (2)	18.2% (4)	13.6% (3)	22.7% (5)	**36.4% (8)**	3.79	22
Improved facilities (e.g. lighting, signing, etc)	0.0% (0)	9.1% (2)	**36.4% (8)**	27.3% (6)	13.6% (3)	13.6% (3)	3.53	22
New sidewalks	0.0% (0)	4.5% (1)	**50.0% (11)**	18.2% (4)	13.6% (3)	13.6% (3)	3.47	22
Wider sidewalks	0.0% (0)	9.1% (2)	**36.4% (8)**	9.1% (2)	9.1% (2)	**36.4% (8)**	3.29	22
Rails to trails developments	4.5% (1)	13.6% (3)	**27.3% (6)**	18.2% (4)	9.1% (2)	**27.3% (6)**	3.19	22
							answered question	**22**
							skipped question	**31**

149. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Designated bike lanes by restriping existing roadways	0.0% (0)	4.5% (1)	**36.4% (8)**	27.3% (6)	9.1% (2)	22.7% (5)	3.53	22
Designated bike lanes using separate paths	0.0% (0)	**36.4% (8)**	27.3% (6)	9.1% (2)	0.0% (0)	27.3% (6)	2.63	22
Improved facilities (e.g. lighting, signing, etc)	0.0% (0)	4.5% (1)	**54.5% (12)**	31.8% (7)	4.5% (1)	4.5% (1)	3.38	22
New sidewalks	0.0% (0)	18.2% (4)	**50.0% (11)**	22.7% (5)	0.0% (0)	9.1% (2)	3.05	22
Wider sidewalks	0.0% (0)	22.7% (5)	27.3% (6)	18.2% (4)	0.0% (0)	**31.8% (7)**	2.93	22
Rails to trails developments	0.0% (0)	**50.0% (11)**	18.2% (4)	13.6% (3)	0.0% (0)	18.2% (4)	2.56	22
							answered question	**22**
							skipped question	**31**

150. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Designated bike lanes by restriping existing roadways	**75.0%**	**3**
Designated bike lanes using separate paths	50.0%	2
Improved facilities (e.g. lighting, signing, etc)	50.0%	2
New sidewalks	50.0%	2
Wider sidewalks	0.0%	0
Rails to trails developments	**75.0%**	**3**
	answered question	**4**
	skipped question	**49**

151. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Designated bike lanes by restriping existing roadways	0.0%	0
Designated bike lanes using separate paths	0.0%	0
Improved facilities (e.g. lighting, signing, etc)	0.0%	0
New sidewalks	0.0%	0
Wider sidewalks	0.0%	0
Rails to trails developments	0.0%	0
	answered question	**0**
	skipped question	**53**

152. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Designated bike lanes by restriping existing roadways	0.0%	0
Designated bike lanes using separate paths	0.0%	0
Improved facilities (e.g. lighting, signing, etc)	0.0%	0
New sidewalks	0.0%	0
Wider sidewalks	0.0%	0
Rails to trails developments	0.0%	0
	answered question	**0**
	skipped question	**53**

153. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Designated bike lanes by restriping existing roadways	0.0%	0
Designated bike lanes using separate paths	0.0%	0
Improved facilities (e.g. lighting, signing, etc)	0.0%	0
New sidewalks	0.0%	0
Wider sidewalks	0.0%	0
Rails to trails developments	0.0%	0
	answered question	**0**
	skipped question	**53**

154. Which of the following bicycle/pedestrian support services have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Bike racks at transit stations	9.1% (2)	**72.7% (16)**	4.5% (1)	13.6% (3)	4.5% (1)	22
Bike racks on transit vehicles	0.0% (0)	**86.4% (19)**	0.0% (0)	18.2% (4)	4.5% (1)	22
Bike racks at destinations	9.1% (2)	**63.6% (14)**	4.5% (1)	18.2% (4)	9.1% (2)	22
Lockers at transit stations	**59.1% (13)**	27.3% (6)	4.5% (1)	9.1% (2)	4.5% (1)	22
Lockers at destinations	**68.2% (15)**	18.2% (4)	0.0% (0)	9.1% (2)	9.1% (2)	22
Shower facilities at transit stations	**90.9% (20)**	0.0% (0)	0.0% (0)	4.5% (1)	9.1% (2)	22
Shower facilities at destinations	**77.3% (17)**	13.6% (3)	0.0% (0)	4.5% (1)	9.1% (2)	22
Route maps	18.2% (4)	**68.2% (15)**	0.0% (0)	13.6% (3)	4.5% (1)	22
Bike sharing	**77.3% (17)**	13.6% (3)	0.0% (0)	9.1% (2)	9.1% (2)	22
Coordinators	**59.1% (13)**	36.4% (8)	0.0% (0)	9.1% (2)	4.5% (1)	22
Supporting ordinances	40.9% (9)	**45.5% (10)**	0.0% (0)	9.1% (2)	9.1% (2)	22
Promotional campaigns	18.2% (4)	**59.1% (13)**	0.0% (0)	18.2% (4)	9.1% (2)	22
Promotional campaigns via media	**40.9% (9)**	36.4% (8)	0.0% (0)	18.2% (4)	9.1% (2)	22
Educational outreach	13.6% (3)	**68.2% (15)**	0.0% (0)	18.2% (4)	4.5% (1)	22
					answered question	**22**
					skipped question	**31**

155. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Bike racks at transit stations	0.0% (0)	18.2% (4)	**31.8% (7)**	13.6% (3)	13.6% (3)	22.7% (5)	3.29	22
Bike racks on transit vehicles	0.0% (0)	18.2% (4)	**40.9% (9)**	13.6% (3)	18.2% (4)	9.1% (2)	3.35	22
Bike racks at destinations	4.5% (1)	18.2% (4)	**27.3% (6)**	13.6% (3)	18.2% (4)	18.2% (4)	3.28	22
Lockers at transit stations	4.5% (1)	4.5% (1)	27.3% (6)	9.1% (2)	0.0% (0)	**54.5% (12)**	2.90	22
Lockers at destinations	4.5% (1)	4.5% (1)	22.7% (5)	4.5% (1)	0.0% (0)	**63.6% (14)**	2.75	22
Shower facilities at transit stations	4.5% (1)	0.0% (0)	18.2% (4)	0.0% (0)	0.0% (0)	**77.3% (17)**	2.60	22
Shower facilities at destinations	4.5% (1)	0.0% (0)	18.2% (4)	9.1% (2)	0.0% (0)	**68.2% (15)**	3.00	22
Route maps	4.5% (1)	9.1% (2)	**31.8% (7)**	9.1% (2)	22.7% (5)	22.7% (5)	3.47	22
Bike sharing	4.5% (1)	0.0% (0)	22.7% (5)	9.1% (2)	4.5% (1)	**59.1% (13)**	3.22	22
Coordinators	4.5% (1)	9.1% (2)	22.7% (5)	18.2% (4)	4.5% (1)	**40.9% (9)**	3.15	22
Supporting ordinances	4.5% (1)	9.1% (2)	22.7% (5)	18.2% (4)	4.5% (1)	**40.9% (9)**	3.15	22
Promotional campaigns	0.0% (0)	4.5% (1)	**36.4% (8)**	22.7% (5)	9.1% (2)	27.3% (6)	3.50	22
Promotional campaigns via media	4.5% (1)	4.5% (1)	27.3% (6)	9.1% (2)	9.1% (2)	**45.5% (10)**	3.25	22
Educational outreach	0.0% (0)	9.1% (2)	**36.4% (8)**	18.2% (4)	13.6% (3)	22.7% (5)	3.47	22
							answered question	**22**
							skipped question	**31**

156. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Bike racks at transit stations	0.0% (0)	4.5% (1)	18.2% (4)	**36.4% (8)**	22.7% (5)	18.2% (4)	3.94	22
Bike racks on transit vehicles	0.0% (0)	4.5% (1)	31.8% (7)	**36.4% (8)**	18.2% (4)	9.1% (2)	3.75	22
Bike racks at destinations	4.5% (1)	9.1% (2)	**27.3% (6)**	18.2% (4)	22.7% (5)	18.2% (4)	3.56	22
Lockers at transit stations	4.5% (1)	9.1% (2)	18.2% (4)	9.1% (2)	4.5% (1)	**54.5% (12)**	3.00	22
Lockers at destinations	4.5% (1)	4.5% (1)	22.7% (5)	9.1% (2)	4.5% (1)	**54.5% (12)**	3.10	22
Shower facilities at transit stations	9.1% (2)	13.6% (3)	9.1% (2)	0.0% (0)	0.0% (0)	**68.2% (15)**	2.00	22
Shower facilities at destinations	4.5% (1)	13.6% (3)	18.2% (4)	0.0% (0)	0.0% (0)	**63.6% (14)**	2.38	22
Route maps	4.5% (1)	4.5% (1)	13.6% (3)	**31.8% (7)**	27.3% (6)	18.2% (4)	3.89	22
Bike sharing	4.5% (1)	18.2% (4)	13.6% (3)	0.0% (0)	0.0% (0)	**63.6% (14)**	2.25	22
Coordinators	4.5% (1)	9.1% (2)	22.7% (5)	13.6% (3)	9.1% (2)	**40.9% (9)**	3.23	22
Supporting ordinances	4.5% (1)	9.1% (2)	22.7% (5)	18.2% (4)	4.5% (1)	**40.9% (9)**	3.15	22
Promotional campaigns	0.0% (0)	4.5% (1)	**27.3% (6)**	13.6% (3)	**27.3% (6)**	**27.3% (6)**	3.88	22
Promotional campaigns via media	4.5% (1)	9.1% (2)	18.2% (4)	4.5% (1)	18.2% (4)	**45.5% (10)**	3.42	22
Educational outreach	0.0% (0)	9.1% (2)	**31.8% (7)**	9.1% (2)	27.3% (6)	22.7% (5)	3.71	22
							answered question	**22**
							skipped question	**31**

157. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Bike racks at transit stations	**50.0%**	**1**
Bike racks on transit vehicles	**50.0%**	**1**
Bike racks at destinations	0.0%	0
Lockers at transit stations	0.0%	0
Lockers at destinations	0.0%	0
Shower facilities at transit stations	0.0%	0
Shower facilities at destinations	0.0%	0
Route maps	0.0%	0
Bike sharing	0.0%	0
Coordinators	0.0%	0
Supporting ordinances	0.0%	0
Promotional campaigns	0.0%	0
Promotional campaigns via media	0.0%	0
Educational outreach	0.0%	0
	answered question	**2**

skipped question	**51**

158. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Bike racks at transit stations	0.0%	0
Bike racks on transit vehicles	0.0%	0
Bike racks at destinations	0.0%	0
Lockers at transit stations	0.0%	0
Lockers at destinations	0.0%	0
Shower facilities at transit stations	0.0%	0
Shower facilities at destinations	0.0%	0
Route maps	0.0%	0
Bike sharing	0.0%	0
Coordinators	0.0%	0
Supporting ordinances	0.0%	0
Promotional campaigns	0.0%	0
Promotional campaigns via media	0.0%	0
Educational outreach	0.0%	0
	answered question	**0**

skipped question	**53**

159. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Bike racks at transit stations	0.0%	0
Bike racks on transit vehicles	0.0%	0
Bike racks at destinations	0.0%	0
Lockers at transit stations	0.0%	0
Lockers at destinations	0.0%	0
Shower facilities at transit stations	0.0%	0
Shower facilities at destinations	0.0%	0
Route maps	0.0%	0
Bike sharing	0.0%	0
Coordinators	0.0%	0
Supporting ordinances	0.0%	0
Promotional campaigns	0.0%	0
Promotional campaigns via media	0.0%	0
Educational outreach	0.0%	0
	answered question	**0**

skipped question	**53**

160. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Bike racks at transit stations	0.0%	0
Bike racks on transit vehicles	0.0%	0
Bike racks at destinations	0.0%	0
Lockers at transit stations	0.0%	0
Lockers at destinations	0.0%	0
Shower facilities at transit stations	0.0%	0
Shower facilities at destinations	0.0%	0
Route maps	0.0%	0
Bike sharing	0.0%	0
Coordinators	0.0%	0
Supporting ordinances	0.0%	0
Promotional campaigns	0.0%	0
Promotional campaigns via media	0.0%	0
Educational outreach	0.0%	0
	answered question	**0**

skipped question	**53**

161. Which of the following contracting strategies have been utilized in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Response Count
Allowable working days and working hours	**63.6% (14)**	27.3% (6)	0.0% (0)	9.1% (2)	22
Financial incentives/disincentives for high-priority projects	**59.1% (13)**	31.8% (7)	0.0% (0)	9.1% (2)	22
A+B bidding	**86.4% (19)**	9.1% (2)	0.0% (0)	4.5% (1)	22
Lane rentals	**95.5% (21)**	0.0% (0)	0.0% (0)	4.5% (1)	22
				Other (please specify)	1
				answered question	**22**
				skipped question	**31**

162. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Allowable working days and working hours	0.0% (0)	0.0% (0)	13.6% (3)	0.0% (0)	18.2% (4)	**68.2% (15)**	4.14	22
Financial incentives/disincentives for high-priority projects	0.0% (0)	0.0% (0)	13.6% (3)	9.1% (2)	13.6% (3)	**63.6% (14)**	4.00	22
A+B bidding	0.0% (0)	0.0% (0)	9.1% (2)	0.0% (0)	0.0% (0)	**90.9% (20)**	3.00	22
Lane rentals	0.0% (0)	0.0% (0)	4.5% (1)	0.0% (0)	0.0% (0)	**95.5% (21)**	3.00	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

163. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Allowable working days and working hours	0.0% (0)	4.5% (1)	18.2% (4)	0.0% (0)	9.1% (2)	**68.2% (15)**	3.43	22
Financial incentives/disincentives for high-priority projects	0.0% (0)	9.1% (2)	22.7% (5)	0.0% (0)	4.5% (1)	**63.6% (14)**	3.00	22
A+B bidding	0.0% (0)	0.0% (0)	9.1% (2)	0.0% (0)	0.0% (0)	**90.9% (20)**	3.00	22
Lane rentals	0.0% (0)	0.0% (0)	4.5% (1)	0.0% (0)	0.0% (0)	**95.5% (21)**	3.00	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

164. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Allowable working days and working hours	0.0%	0
Financial incentives/disincentives for high-priority projects	0.0%	0
A+B bidding	0.0%	0
Lane rentals	0.0%	0
	answered question	**0**
	skipped question	**53**

165. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Allowable working days and working hours	0.0%	0
Financial incentives/disincentives for high-priority projects	0.0%	0
A+B bidding	0.0%	0
Lane rentals	0.0%	0
	answered question	**0**
	skipped question	**53**

166. Which of the following strategies have been utilitzed in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Response Count
Work zone management	18.2% (4)	**72.7% (16)**	0.0% (0)	9.1% (2)	22
Warranty contracting	**54.5% (12)**	31.8% (7)	0.0% (0)	13.6% (3)	22
Advance information	27.3% (6)	**59.1% (13)**	0.0% (0)	13.6% (3)	22
Trailblazing/detours	40.9% (9)	**45.5% (10)**	0.0% (0)	13.6% (3)	22
Management plans	36.4% (8)	**50.0% (11)**	0.0% (0)	13.6% (3)	22
Design-build	31.8% (7)	**59.1% (13)**	0.0% (0)	9.1% (2)	22
Job order (on-call) contracting	**68.2% (15)**	18.2% (4)	0.0% (0)	13.6% (3)	22
				answered question	**22**
				skipped question	**31**

167. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Work zone management	0.0% (0)	4.5% (1)	22.7% (5)	**31.8% (7)**	13.6% (3)	27.3% (6)	3.75	22
Warranty contracting	0.0% (0)	0.0% (0)	13.6% (3)	18.2% (4)	4.5% (1)	**63.6% (14)**	3.75	22
Advance information	0.0% (0)	4.5% (1)	9.1% (2)	36.4% (8)	9.1% (2)	**40.9% (9)**	3.85	22
Trailblazing/detours	0.0% (0)	0.0% (0)	13.6% (3)	18.2% (4)	13.6% (3)	**54.5% (12)**	4.00	22
Management plans	0.0% (0)	0.0% (0)	13.6% (3)	22.7% (5)	13.6% (3)	**50.0% (11)**	4.00	22
Design-build	0.0% (0)	4.5% (1)	22.7% (5)	31.8% (7)	4.5% (1)	**36.4% (8)**	3.57	22
Job order (on-call) contracting	0.0% (0)	0.0% (0)	13.6% (3)	9.1% (2)	0.0% (0)	**77.3% (17)**	3.40	22
							answered question	**22**
							skipped question	**31**

168. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Work zone management	0.0% (0)	4.5% (1)	27.3% (6)	**36.4% (8)**	4.5% (1)	27.3% (6)	3.56	22
Warranty contracting	0.0% (0)	4.5% (1)	18.2% (4)	13.6% (3)	0.0% (0)	**63.6% (14)**	3.25	22
Advance information	0.0% (0)	4.5% (1)	9.1% (2)	31.8% (7)	9.1% (2)	**45.5% (10)**	3.83	22
Trailblazing/detours	0.0% (0)	4.5% (1)	13.6% (3)	18.2% (4)	9.1% (2)	**54.5% (12)**	3.70	22
Management plans	0.0% (0)	4.5% (1)	13.6% (3)	27.3% (6)	4.5% (1)	**50.0% (11)**	3.64	22
Design-build	4.5% (1)	4.5% (1)	22.7% (5)	22.7% (5)	0.0% (0)	**45.5% (10)**	3.17	22
Job order (on-call) contracting	0.0% (0)	4.5% (1)	9.1% (2)	9.1% (2)	0.0% (0)	**77.3% (17)**	3.20	22
							answered question	**22**
							skipped question	**31**

169. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Work zone management	0.0%	0
Warranty contracting	0.0%	0
Advance information	0.0%	0
Trailblazing/detours	0.0%	0
Management plans	0.0%	0
Design-build	0.0%	0
Job order (on-call) contracting	0.0%	0
	answered question	**0**
	skipped question	**53**

170. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Work zone management	0.0%	0
Warranty contracting	0.0%	0
Advance information	0.0%	0
Trailblazing/detours	0.0%	0
Management plans	0.0%	0
Design-build	0.0%	0
Job order (on-call) contracting	0.0%	0
	answered question	**0**
	skipped question	**53**

171. Which of the following work schedule changes have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Flextime	22.7% (5)	**59.1% (13)**	0.0% (0)	18.2% (4)	0.0% (0)	22
Compressed work week	27.3% (6)	**54.5% (12)**	0.0% (0)	18.2% (4)	0.0% (0)	22
Staggered work hours	36.4% (8)	**45.5% (10)**	4.5% (1)	18.2% (4)	0.0% (0)	22
Telecommuting	18.2% (4)	**63.6% (14)**	0.0% (0)	18.2% (4)	0.0% (0)	22
					Other (please specify)	1
					answered question	**22**
					skipped question	**31**

172. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Flextime	0.0% (0)	9.1% (2)	**31.8% (7)**	22.7% (5)	4.5% (1)	**31.8% (7)**	3.33	22
Compressed work week	0.0% (0)	9.1% (2)	**31.8% (7)**	18.2% (4)	9.1% (2)	**31.8% (7)**	3.40	22
Staggered work hours	0.0% (0)	9.1% (2)	22.7% (5)	27.3% (6)	4.5% (1)	**36.4% (8)**	3.43	22
Telecommuting	0.0% (0)	9.1% (2)	**31.8% (7)**	27.3% (6)	4.5% (1)	27.3% (6)	3.38	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

173. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Flextime	0.0% (0)	0.0% (0)	22.7% (5)	**36.4% (8)**	4.5% (1)	**36.4% (8)**	3.71	22
Compressed work week	0.0% (0)	4.5% (1)	18.2% (4)	**36.4% (8)**	4.5% (1)	**36.4% (8)**	3.64	22
Staggered work hours	0.0% (0)	4.5% (1)	18.2% (4)	31.8% (7)	4.5% (1)	**40.9% (9)**	3.62	22
Telecommuting	0.0% (0)	0.0% (0)	**31.8% (7)**	27.3% (6)	9.1% (2)	**31.8% (7)**	3.67	22
						Other (please specify)		1
						answered question		**22**
						skipped question		**31**

174. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Flextime	0.0%	0
Compressed work week	0.0%	0
Staggered work hours	0.0%	0
Telecommuting	0.0%	0
	answered question	**0**
	skipped question	**53**

175. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Flextime	0.0%	0
Compressed work week	0.0%	0
Staggered work hours	0.0%	0
Telecommuting	0.0%	0
	answered question	**0**
	skipped question	**53**

176. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Flextime	0.0%	0
Compressed work week	0.0%	0
Staggered work hours	0.0%	0
Telecommuting	0.0%	0
	answered question	**0**
	skipped question	**53**

177. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Flextime	0.0%	0
Compressed work week	0.0%	0
Staggered work hours	0.0%	0
Telecommuting	0.0%	0
	answered question	**0**
	skipped question	**53**

178. Which of the following land use development strategies have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Mixed-use developments	18.2% (4)	**50.0% (11)**	4.5% (1)	27.3% (6)	0.0% (0)	22
Infill and densification	18.2% (4)	**50.0% (11)**	9.1% (2)	22.7% (5)	0.0% (0)	22
Transit-oriented developments	22.7% (5)	18.2% (4)	**40.9% (9)**	18.2% (4)	0.0% (0)	22
					Other (please specify)	0
					answered question	**22**
					skipped question	**31**

179. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Mixed-use developments	0.0% (0)	13.6% (3)	**27.3% (6)**	13.6% (3)	18.2% (4)	**27.3% (6)**	3.50	22
Infill and densification	0.0% (0)	4.5% (1)	**36.4% (8)**	13.6% (3)	13.6% (3)	31.8% (7)	3.53	22
Transit-oriented developments	0.0% (0)	9.1% (2)	18.2% (4)	9.1% (2)	13.6% (3)	**50.0% (11)**	3.55	22
						Other (please specify)		0
						answered question		**22**
						skipped question		**31**

180. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Mixed-use developments	9.1% (2)	**31.8% (7)**	22.7% (5)	13.6% (3)	0.0% (0)	22.7% (5)	2.53	22
Infill and densification	13.6% (3)	22.7% (5)	**31.8% (7)**	4.5% (1)	0.0% (0)	27.3% (6)	2.38	22
Transit-oriented developments	4.5% (1)	36.4% (8)	18.2% (4)	0.0% (0)	0.0% (0)	**40.9% (9)**	2.23	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

181. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Mixed-use developments	0.0%	0
Infill and densification	0.0%	0
Transit-oriented developments	0.0%	0
answered question		**0**
skipped question		**53**

182. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Mixed-use developments	0.0%	0
Infill and densification	0.0%	0
Transit-oriented developments	0.0%	0
	answered question	**0**
	skipped question	**53**

183. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Mixed-use developments	0.0%	0
Infill and densification	0.0%	0
Transit-oriented developments	0.0%	0
	answered question	**0**
	skipped question	**53**

184. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Mixed-use developments	0.0%	0
Infill and densification	0.0%	0
Transit-oriented developments	0.0%	0
	answered question	**0**
	skipped question	**53**

185. Which of the following ridesharing/vanpool strategies have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
HOV parking discount incentives	**86.4% (19)**	0.0% (0)	0.0% (0)	13.6% (3)	0.0% (0)	22
Subsidized service incentives	**72.7% (16)**	18.2% (4)	0.0% (0)	9.1% (2)	0.0% (0)	22
Marketing and promotions	13.6% (3)	**63.6% (14)**	4.5% (1)	18.2% (4)	0.0% (0)	22
Ridematching services	18.2% (4)	**59.1% (13)**	4.5% (1)	18.2% (4)	0.0% (0)	22
Guaranteed ride home	18.2% (4)	**63.6% (14)**	0.0% (0)	18.2% (4)	0.0% (0)	22
					Other (please specify)	0
					answered question	**22**
					skipped question	**31**

186. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
HOV parking discount incentives	0.0% (0)	0.0% (0)	13.6% (3)	4.5% (1)	0.0% (0)	**81.8% (18)**	3.25	22
Subsidized service incentives	0.0% (0)	0.0% (0)	13.6% (3)	13.6% (3)	0.0% (0)	**72.7% (16)**	3.50	22
Marketing and promotions	0.0% (0)	13.6% (3)	**31.8% (7)**	27.3% (6)	4.5% (1)	22.7% (5)	3.29	22
Ridematching services	0.0% (0)	13.6% (3)	27.3% (6)	**36.4% (8)**	4.5% (1)	18.2% (4)	3.39	22
Guaranteed ride home	0.0% (0)	9.1% (2)	**36.4% (8)**	27.3% (6)	4.5% (1)	22.7% (5)	3.35	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

187. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
HOV parking discount incentives	0.0% (0)	4.5% (1)	13.6% (3)	0.0% (0)	0.0% (0)	**81.8% (18)**	2.75	22
Subsidized service incentives	0.0% (0)	0.0% (0)	18.2% (4)	4.5% (1)	4.5% (1)	**72.7% (16)**	3.50	22
Marketing and promotions	4.5% (1)	4.5% (1)	**40.9% (9)**	18.2% (4)	13.6% (3)	18.2% (4)	3.39	22
Ridematching services	0.0% (0)	13.6% (3)	**36.4% (8)**	18.2% (4)	18.2% (4)	13.6% (3)	3.47	22
Guaranteed ride home	0.0% (0)	9.1% (2)	**31.8% (7)**	22.7% (5)	13.6% (3)	22.7% (5)	3.53	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

188. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
HOV parking discount incentives	0.0%	0
Subsidized service incentives	0.0%	0
Marketing and promotions	**100.0%**	**1**
Ridematching services	**100.0%**	**1**
Guaranteed ride home	**100.0%**	**1**
	answered question	**1**
	skipped question	**52**

189. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
HOV parking discount incentives	0.0%	0
Subsidized service incentives	0.0%	0
Marketing and promotions	0.0%	0
Ridematching services	0.0%	0
Guaranteed ride home	0.0%	0
	answered question	**0**
	skipped question	**53**

190. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
HOV parking discount incentives	0.0%	0
Subsidized service incentives	0.0%	0
Marketing and promotions	0.0%	0
Ridematching services	0.0%	0
Guaranteed ride home	0.0%	0
	answered question	**0**
	skipped question	**53**

191. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
HOV parking discount incentives	0.0%	0
Subsidized service incentives	0.0%	0
Marketing and promotions	0.0%	0
Ridematching services	0.0%	0
Guaranteed ride home	0.0%	0
	answered question	**0**
	skipped question	**53**

192. Which of the following parking management strategies have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
On-street parking and standing restrictions	22.7% (5)	**59.1% (13)**	0.0% (0)	13.6% (3)	4.5% (1)	22
Peak-period prohibitions to free lane capacity	**59.1% (13)**	27.3% (6)	0.0% (0)	9.1% (2)	4.5% (1)	22
Employer/landlord parking agreements	**59.1% (13)**	31.8% (7)	0.0% (0)	4.5% (1)	4.5% (1)	22
Increased parking fees	**63.6% (14)**	22.7% (5)	4.5% (1)	4.5% (1)	4.5% (1)	22
Preferential HOV/carpool/vanpool parking	**63.6% (14)**	31.8% (7)	0.0% (0)	4.5% (1)	0.0% (0)	22
Discounted HOV/carpool/vanpool parking	**77.3% (17)**	13.6% (3)	0.0% (0)	4.5% (1)	4.5% (1)	22
Location specific parking ordinances	**45.5% (10)**	**45.5% (10)**	0.0% (0)	4.5% (1)	4.5% (1)	22
					Other (please specify)	0
					answered question	**22**
					skipped question	**31**

193. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
On-street parking and standing restrictions	0.0% (0)	0.0% (0)	27.3% (6)	18.2% (4)	9.1% (2)	**45.5% (10)**	3.67	22
Peak-period prohibitions to free lane capacity	0.0% (0)	4.5% (1)	18.2% (4)	0.0% (0)	4.5% (1)	**72.7% (16)**	3.17	22
Employer/landlord parking agreements	0.0% (0)	0.0% (0)	18.2% (4)	4.5% (1)	0.0% (0)	**77.3% (17)**	3.20	22
Increased parking fees	0.0% (0)	0.0% (0)	13.6% (3)	4.5% (1)	9.1% (2)	**72.7% (16)**	3.83	22
Preferential HOV/carpool/vanpool parking	0.0% (0)	4.5% (1)	18.2% (4)	4.5% (1)	0.0% (0)	**72.7% (16)**	3.00	22
Discounted HOV/carpool/vanpool parking	0.0% (0)	0.0% (0)	9.1% (2)	4.5% (1)	0.0% (0)	**86.4% (19)**	3.33	22
Location specific parking ordinances	0.0% (0)	9.1% (2)	18.2% (4)	9.1% (2)	4.5% (1)	**59.1% (13)**	3.22	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

194. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
On-street parking and standing restrictions	4.5% (1)	9.1% (2)	27.3% (6)	9.1% (2)	9.1% (2)	**40.9% (9)**	3.15	22
Peak-period prohibitions to free lane capacity	0.0% (0)	4.5% (1)	22.7% (5)	4.5% (1)	4.5% (1)	**63.6% (14)**	3.25	22
Employer/landlord parking agreements	0.0% (0)	9.1% (2)	18.2% (4)	0.0% (0)	0.0% (0)	**72.7% (16)**	2.67	22
Increased parking fees	0.0% (0)	4.5% (1)	13.6% (3)	9.1% (2)	0.0% (0)	**72.7% (16)**	3.17	22
Preferential HOV/carpool/vanpool parking	0.0% (0)	0.0% (0)	18.2% (4)	9.1% (2)	4.5% (1)	**68.2% (15)**	3.57	22
Discounted HOV/carpool/vanpool parking	0.0% (0)	0.0% (0)	13.6% (3)	4.5% (1)	0.0% (0)	**81.8% (18)**	3.25	22
Location specific parking ordinances	0.0% (0)	13.6% (3)	22.7% (5)	4.5% (1)	9.1% (2)	**50.0% (11)**	3.18	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

195. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
On-street parking and standing restrictions	0.0%	0
Peak-period prohibitions to free lane capacity	0.0%	0
Employer/landlord parking agreements	0.0%	0
Increased parking fees	0.0%	0
Preferential HOV/carpool/vanpool parking	**100.0%**	**1**
Discounted HOV/carpool/vanpool parking	0.0%	0
Location specific parking ordinances	0.0%	0
	answered question	**1**
	skipped question	**52**

196. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
On-street parking and standing restrictions	0.0%	0
Peak-period prohibitions to free lane capacity	0.0%	0
Employer/landlord parking agreements	0.0%	0
Increased parking fees	0.0%	0
Preferential HOV/carpool/vanpool parking	0.0%	0
Discounted HOV/carpool/vanpool parking	0.0%	0
Location specific parking ordinances	0.0%	0
	answered question	**0**
	skipped question	**53**

197. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
On-street parking and standing restrictions	0.0%	0
Peak-period prohibitions to free lane capacity	0.0%	0
Employer/landlord parking agreements	0.0%	0
Increased parking fees	0.0%	0
Preferential HOV/carpool/vanpool parking	0.0%	0
Discounted HOV/carpool/vanpool parking	0.0%	0
Location specific parking ordinances	0.0%	0
	answered question	**0**
	skipped question	**53**

198. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
On-street parking and standing restrictions	0.0%	0
Peak-period prohibitions to free lane capacity	0.0%	0
Employer/landlord parking agreements	0.0%	0
Increased parking fees	0.0%	0
Preferential HOV/carpool/vanpool parking	0.0%	0
Discounted HOV/carpool/vanpool parking	0.0%	0
Location specific parking ordinances	0.0%	0
	answered question	**0**
	skipped question	**53**

199. Which of the following new community design (smart growth) strategies have been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Density standards	**59.1% (13)**	27.3% (6)	13.6% (3)	4.5% (1)	0.0% (0)	22
Site reclamation and reuse	**40.9% (9)**	**40.9% (9)**	18.2% (4)	4.5% (1)	0.0% (0)	22
Incentives to develop in areas with existing infrastructure	**45.5% (10)**	31.8% (7)	9.1% (2)	13.6% (3)	0.0% (0)	22
Mixed use zoning regulations	31.8% (7)	**50.0% (11)**	9.1% (2)	13.6% (3)	0.0% (0)	22
Jobs/housing development zoning requlations	**77.3% (17)**	18.2% (4)	0.0% (0)	4.5% (1)	0.0% (0)	22
Transit oriented development density standards	**59.1% (13)**	22.7% (5)	9.1% (2)	9.1% (2)	0.0% (0)	22
Transit oriented development design requirements	**68.2% (15)**	18.2% (4)	4.5% (1)	9.1% (2)	0.0% (0)	22
Transit oriented development bicycle/pedestrian access	**54.5% (12)**	31.8% (7)	4.5% (1)	9.1% (2)	0.0% (0)	22
Intergovernmental agreements for corridor land use and transportation coordination	**63.6% (14)**	22.7% (5)	9.1% (2)	4.5% (1)	0.0% (0)	22
					Other (please specify)	0
					answered question	**22**
					skipped question	**31**

200. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Density standards	0.0% (0)	9.1% (2)	18.2% (4)	9.1% (2)	0.0% (0)	**63.6% (14)**	3.00	22
Site reclamation and reuse	0.0% (0)	4.5% (1)	22.7% (5)	13.6% (3)	9.1% (2)	**50.0% (11)**	3.55	22
Incentives to develop in areas with existing infrastructure	0.0% (0)	9.1% (2)	18.2% (4)	9.1% (2)	9.1% (2)	**54.5% (12)**	3.40	22
Mixed use zoning regulations	0.0% (0)	4.5% (1)	27.3% (6)	18.2% (4)	4.5% (1)	**45.5% (10)**	3.42	22
Jobs/housing development zoning requlations	0.0% (0)	4.5% (1)	18.2% (4)	0.0% (0)	4.5% (1)	**72.7% (16)**	3.17	22
Transit oriented development density standards	0.0% (0)	9.1% (2)	13.6% (3)	4.5% (1)	4.5% (1)	**68.2% (15)**	3.14	22
Transit oriented development design requirements	0.0% (0)	9.1% (2)	13.6% (3)	4.5% (1)	0.0% (0)	**72.7% (16)**	2.83	22
Transit oriented development bicycle/pedestrian access	0.0% (0)	4.5% (1)	18.2% (4)	9.1% (2)	4.5% (1)	**63.6% (14)**	3.38	22
Intergovernmental agreements for corridor land use and transportation coordination	0.0% (0)	4.5% (1)	18.2% (4)	9.1% (2)	4.5% (1)	**63.6% (14)**	3.38	22
						Other (please specify)		0
						answered question		**22**
						skipped question		**31**

201. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Density standards	0.0% (0)	4.5% (1)	27.3% (6)	0.0% (0)	0.0% (0)	**68.2% (15)**	2.86	22
Site reclamation and reuse	9.1% (2)	4.5% (1)	31.8% (7)	4.5% (1)	0.0% (0)	**50.0% (11)**	2.64	22
Incentives to develop in areas with existing infrastructure	0.0% (0)	18.2% (4)	18.2% (4)	9.1% (2)	0.0% (0)	**54.5% (12)**	2.80	22
Mixed use zoning regulations	0.0% (0)	9.1% (2)	31.8% (7)	13.6% (3)	0.0% (0)	**45.5% (10)**	3.08	22
Jobs/housing development zoning requlations	0.0% (0)	18.2% (4)	18.2% (4)	0.0% (0)	0.0% (0)	**63.6% (14)**	2.50	22
Transit oriented development density standards	0.0% (0)	13.6% (3)	18.2% (4)	4.5% (1)	0.0% (0)	**63.6% (14)**	2.75	22
Transit oriented development design requirements	0.0% (0)	4.5% (1)	18.2% (4)	9.1% (2)	0.0% (0)	**68.2% (15)**	3.14	22
Transit oriented development bicycle/pedestrian access	0.0% (0)	0.0% (0)	31.8% (7)	9.1% (2)	0.0% (0)	**59.1% (13)**	3.22	22
Intergovernmental agreements for corridor land use and transportation coordination	0.0% (0)	13.6% (3)	18.2% (4)	9.1% (2)	0.0% (0)	**59.1% (13)**	2.89	22
						Other (please specify)		0
						answered question		**22**
						skipped question		**31**

202. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Density standards	0.0%	0
Site reclamation and reuse	0.0%	0
Incentives to develop in areas with existing infrastructure	0.0%	0
Mixed use zoning regulations	0.0%	0
Jobs/housing development zoning requlations	0.0%	0
Transit oriented development density standards	0.0%	0
Transit oriented development design requirements	0.0%	0
Transit oriented development bicycle/pedestrian access	0.0%	0
Intergovernmental agreements for corridor land use and transportation coordination	0.0%	0
	answered question	**0**
	skipped question	**53**

203. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Density standards	0.0%	0
Site reclamation and reuse	0.0%	0
Incentives to develop in areas with existing infrastructure	0.0%	0
Mixed use zoning regulations	0.0%	0
Jobs/housing development zoning requlations	0.0%	0
Transit oriented development density standards	0.0%	0
Transit oriented development design requirements	0.0%	0
Transit oriented development bicycle/pedestrian access	0.0%	0
Intergovernmental agreements for corridor land use and transportation coordination	0.0%	0
	answered question	**0**
	skipped question	**53**

204. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Density standards	0.0%	0
Site reclamation and reuse	0.0%	0
Incentives to develop in areas with existing infrastructure	0.0%	0
Mixed use zoning regulations	0.0%	0
Jobs/housing development zoning requlations	0.0%	0
Transit oriented development density standards	0.0%	0
Transit oriented development design requirements	0.0%	0
Transit oriented development bicycle/pedestrian access	0.0%	0
Intergovernmental agreements for corridor land use and transportation coordination	0.0%	0
	answered question	**0**
	skipped question	**53**

205. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Percent	Response Count
Density standards	0.0%	0
Site reclamation and reuse	0.0%	0
Incentives to develop in areas with existing infrastructure	0.0%	0
Mixed use zoning regulations	0.0%	0
Jobs/housing development zoning requlations	0.0%	0
Transit oriented development density standards	0.0%	0
Transit oriented development design requirements	0.0%	0
Transit oriented development bicycle/pedestrian access	0.0%	0
Intergovernmental agreements for corridor land use and transportation coordination	0.0%	0
	answered question	**0**
	skipped question	**53**

206. Have any car sharing programs been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Car Sharing	**50.0% (11)**	31.8% (7)	13.6% (3)	4.5% (1)	0.0% (0)	22
					answered question	**22**
					skipped question	**31**

207. Please rate the success of this strategy at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Car Sharing	0.0% (0)	4.5% (1)	18.2% (4)	9.1% (2)	0.0% (0)	**68.2% (15)**	3.14	22
							answered question	**22**
							skipped question	**31**

208. Please rate the ease of implementation for this strategy.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Car Sharing	0.0% (0)	9.1% (2)	13.6% (3)	9.1% (2)	0.0% (0)	**68.2% (15)**	3.00	22
							answered question	**22**
							skipped question	**31**

209. Please identify barriers encountered for this strategy.

	Response Count
	0
answered question	0
skipped question	53

210. Please identify the solutions to the barriers encountered for these strategies.

	Response Count
	0
answered question	0
skipped question	53

211. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Count
	0
answered question	0
skipped question	53

212. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Response Count
	0
answered question	**0**
skipped question	**53**

213. Have any of the following trip reduction strategies or ordinances been implemented in your metropolitan area?

	Not Implemented in My Region	Implemented in My Region	Not Implemented, but Planned	Implemented Previously & Future Plans	Technical Documents Are Available	Response Count
Special use permits	**86.4% (19)**	9.1% (2)	0.0% (0)	4.5% (1)	0.0% (0)	22
Negotiated agreements	**90.9% (20)**	4.5% (1)	0.0% (0)	4.5% (1)	0.0% (0)	22
Trip reduction goal programs	**77.3% (17)**	13.6% (3)	0.0% (0)	9.1% (2)	0.0% (0)	22
Conditions of approval for new construction	**86.4% (19)**	4.5% (1)	0.0% (0)	9.1% (2)	0.0% (0)	22
Mandated programs	**90.9% (20)**	4.5% (1)	0.0% (0)	4.5% (1)	0.0% (0)	22
Transportation management districts	**86.4% (19)**	9.1% (2)	0.0% (0)	4.5% (1)	0.0% (0)	22
					Other (please specify)	1
					answered question	**22**
					skipped question	**31**

214. Please rate the success of these strategies at mitigating congestion in your region.

	Very Unsuccessful	Somewhat Unsuccessful	Average	Somewhat Successful	Very Successful	N/A	Rating Average	Response Count
Special use permits	0.0% (0)	0.0% (0)	9.1% (2)	4.5% (1)	0.0% (0)	**86.4% (19)**	3.33	22
Negotiated agreements	0.0% (0)	0.0% (0)	9.1% (2)	4.5% (1)	0.0% (0)	**86.4% (19)**	3.33	22
Trip reduction goal programs	0.0% (0)	9.1% (2)	9.1% (2)	4.5% (1)	0.0% (0)	**77.3% (17)**	2.80	22
Conditions of approval for new construction	0.0% (0)	0.0% (0)	13.6% (3)	4.5% (1)	0.0% (0)	**81.8% (18)**	3.25	22
Mandated programs	0.0% (0)	0.0% (0)	9.1% (2)	0.0% (0)	0.0% (0)	**90.9% (20)**	3.00	22
Transportation management districts	0.0% (0)	0.0% (0)	13.6% (3)	0.0% (0)	4.5% (1)	**81.8% (18)**	3.50	22
							Other (please specify)	0
							answered question	**22**
							skipped question	**31**

215. Please rate the ease of implementation for these strategies.

	Very Difficult	Somewhat Difficult	Neutral	Somewhat Easy	Very Easy	N/A	Rating Average	Response Count
Special use permits	4.5% (1)	0.0% (0)	13.6% (3)	4.5% (1)	0.0% (0)	**77.3% (17)**	2.80	22
Negotiated agreements	4.5% (1)	0.0% (0)	13.6% (3)	4.5% (1)	0.0% (0)	**77.3% (17)**	2.80	22
Trip reduction goal programs	4.5% (1)	0.0% (0)	22.7% (5)	4.5% (1)	0.0% (0)	**68.2% (15)**	2.86	22
Conditions of approval for new construction	4.5% (1)	4.5% (1)	18.2% (4)	0.0% (0)	0.0% (0)	**72.7% (16)**	2.50	22
Mandated programs	4.5% (1)	9.1% (2)	4.5% (1)	0.0% (0)	0.0% (0)	**81.8% (18)**	2.00	22
Transportation management districts	4.5% (1)	13.6% (3)	4.5% (1)	0.0% (0)	0.0% (0)	**77.3% (17)**	2.00	22
						Other (please specify)		0
						answered question		**22**
						skipped question		**31**

216. Please identify barriers encountered for these strategies.

	Response Percent	Response Count
Special use permits	0.0%	0
Negotiated agreements	0.0%	0
Trip reduction goal programs	0.0%	0
Conditions of approval for new construction	0.0%	0
Mandated programs	0.0%	0
Transportation management districts	0.0%	0
	answered question	**0**
	skipped question	**53**

217. Please identify the solutions to the barriers encountered for these strategies.

	Response Percent	Response Count
Special use permits	0.0%	0
Negotiated agreements	0.0%	0
Trip reduction goal programs	0.0%	0
Conditions of approval for new construction	0.0%	0
Mandated programs	0.0%	0
Transportation management districts	0.0%	0
	answered question	**0**
	skipped question	**53**

218. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Response Percent	Response Count
Special use permits	0.0%	0
Negotiated agreements	0.0%	0
Trip reduction goal programs	0.0%	0
Conditions of approval for new construction	0.0%	0
Mandated programs	0.0%	0
Transportation management districts	0.0%	0
	answered question	**0**
	skipped question	**53**

219. Please identify the calculated or documented benefit/cost raio or a range for these strategies.

	Response Percent	Response Count
Special use permits	0.0%	0
Negotiated agreements	0.0%	0
Trip reduction goal programs	0.0%	0
Conditions of approval for new construction	0.0%	0
Mandated programs	0.0%	0
Transportation management districts	0.0%	0
	answered question	**0**
	skipped question	**53**

Page 1, Q1. Please enter your contact information (Agency information is required).

	Name:	
1	[redacted]	Mar 23, 2011 4:28 PM
2	[redacted]	Mar 22, 2011 7:53 AM
3	[redacted]	Mar 22, 2011 5:40 AM
4	[redacted]	Mar 21, 2011 11:46 AM
5	[redacted]	Mar 21, 2011 9:18 AM
6	[redacted]	Mar 18, 2011 10:27 AM
7	[redacted]	Mar 18, 2011 8:50 AM
8	[redacted]	Mar 17, 2011 9:10 AM
9	[redacted]	Mar 17, 2011 7:56 AM
10	[redacted]	Mar 16, 2011 4:46 PM
11	[redacted]	Mar 16, 2011 4:30 PM
12	[redacted]	Mar 16, 2011 4:18 PM
13	[redacted]	Mar 15, 2011 3:05 PM
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15	[redacted]	Mar 15, 2011 11:28 AM
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17	[redacted]	Mar 15, 2011 9:54 AM
18	[redacted]	Mar 14, 2011 10:04 AM
19	[redacted]	Mar 14, 2011 7:17 AM
20	[redacted]	Mar 11, 2011 9:55 AM

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21	[redacted]	Mar 11, 2011 8:15 AM
22	[redacted]	Mar 10, 2011 12:48 PM
23	[redacted]	Mar 10, 2011 9:27 AM
24	[redacted]	Mar 10, 2011 7:05 AM
25	[redacted]	Mar 9, 2011 8:38 PM
26	[redacted]	Mar 9, 2011 5:56 PM
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28	[redacted]	Mar 9, 2011 12:44 PM
29	[redacted]	Mar 9, 2011 11:28 AM
30	[redacted]	Mar 9, 2011 11:02 AM
31	[redacted]	Mar 9, 2011 8:04 AM
32	[redacted]	Mar 9, 2011 7:27 AM
33	[redacted]	Mar 9, 2011 7:21 AM
34	[redacted]	Mar 9, 2011 7:08 AM
35	[redacted]	Mar 9, 2011 6:17 AM
36	[redacted]	Mar 8, 2011 5:14 PM
37	[redacted]	Mar 8, 2011 3:06 PM
38	[redacted]	Mar 8, 2011 12:54 PM
39	[redacted]	Mar 8, 2011 12:32 PM
40	[redacted]	Mar 8, 2011 11:29 AM
41	[redacted]	Mar 8, 2011 10:36 AM

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42	[redacted]	Mar 8, 2011 10:36 AM
43	[redacted]	Mar 8, 2011 10:01 AM
44	[redacted]	Mar 8, 2011 9:24 AM
45	[redacted]	Mar 8, 2011 9:02 AM
46	[redacted]	Mar 8, 2011 8:58 AM
47	[redacted]	Mar 8, 2011 8:53 AM
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49	[redacted]	Mar 8, 2011 8:05 AM
50	[redacted]	Mar 8, 2011 7:14 AM
51	[redacted]	Mar 8, 2011 6:54 AM
52	[redacted]	Mar 8, 2011 6:50 AM
53	[redacted]	Mar 8, 2011 5:50 AM
	Agency:	
1	Pima Association of Governments	Mar 23, 2011 4:28 PM
2	Greensboro MPO	Mar 22, 2011 7:53 AM
3	York County Planning Commission	Mar 22, 2011 5:40 AM
4	Hampton Roads Transportation Planning Organization	Mar 21, 2011 11:46 AM
5	Corridor MPO	Mar 21, 2011 9:18 AM
6	Reading MPO	Mar 18, 2011 10:27 AM
7	Ashland Area MPO/FIVCO ADD	Mar 18, 2011 8:50 AM
8	Tyler Area MPO	Mar 17, 2011 9:10 AM

Page 1, Q1. Please enter your contact information (Agency information is required).		
9	Tri County Regional Planning Commission	Mar 17, 2011 7:56 AM
10	semcog	Mar 16, 2011 4:46 PM
11	San Joaquin Council of Governments	Mar 16, 2011 4:30 PM
12	Mountainland Assoc. Of Governments	Mar 16, 2011 4:18 PM
13	San Joaquin Council of Governments	Mar 15, 2011 3:05 PM
14	Maricopa Association of Governments	Mar 15, 2011 3:02 PM
15	Indianapolis Metropolitan Planning Organization	Mar 15, 2011 11:28 AM
16	Southwestern PA Commission	Mar 15, 2011 10:15 AM
17	Chittenden County MPO	Mar 15, 2011 9:54 AM
18	Southern California Assn. of Governments	Mar 14, 2011 10:04 AM
19	Champaign County Regional Planning Commission	Mar 14, 2011 7:17 AM
20	Bi-State Regional Commission	Mar 11, 2011 9:55 AM
21	FBRMPO	Mar 11, 2011 8:15 AM
22	KYOVA IPC	Mar 10, 2011 12:48 PM
23	Morgantown Monongalia MPO	Mar 10, 2011 9:27 AM
24	Hillsborough County MPO	Mar 10, 2011 7:05 AM
25	CHICAGO METROPOLITAN AGENCY FOR PLANNING	Mar 9, 2011 8:38 PM
26	CRCOG	Mar 9, 2011 5:56 PM
27	Lafayette Consolidated Government	Mar 9, 2011 4:29 PM
28	Denver Regional Council of Govts.	Mar 9, 2011 12:44 PM
29	Liberty Consolidated Commission (MPO)	Mar 9, 2011 11:28 AM

Page 1, Q1. Please enter your contact information (Agency information is required).		
30	tri-County regional planning commission	Mar 9, 2011 11:02 AM
31	Reading Area Transportation Study	Mar 9, 2011 8:04 AM
32	Valley COG	Mar 9, 2011 7:27 AM
33	Waco MPO	Mar 9, 2011 7:21 AM
34	Rockford Metropolitan Agency for Planning	Mar 9, 2011 7:08 AM
35	ATRC	Mar 9, 2011 6:17 AM
36	Lane Council of Governments	Mar 8, 2011 5:14 PM
37	Brown County Planning Commission/Green Bay MPO	Mar 8, 2011 3:06 PM
38	MVRPC	Mar 8, 2011 12:54 PM
39	Lanc. County Planning Comm.	Mar 8, 2011 12:32 PM
40	Capitol Region Council of Governments	Mar 8, 2011 11:29 AM
41	Capital District Transportation Committee	Mar 8, 2011 10:36 AM
42	FMATS	Mar 8, 2011 10:36 AM
43	Carson Area MPO	Mar 8, 2011 10:01 AM
44	Sumter Area Transportation Study (SUATS)-MPO	Mar 8, 2011 9:24 AM
45	Altoona MPO	Mar 8, 2011 9:02 AM
46	MWVCoG / SKATS	Mar 8, 2011 8:58 AM
47	Genesee Transportation Council	Mar 8, 2011 8:53 AM
48	[redacted]	Mar 8, 2011 8:48 AM
49	North Jersey Transportation Planning Authority	Mar 8, 2011 8:05 AM
50	Victoria MPO / City of Victoria	Mar 8, 2011 7:14 AM

Page 1, Q1. Please enter your contact information (Agency information is required).		
51	Mid-America Regional Council	Mar 8, 2011 6:54 AM
52	Amarillo MPO	Mar 8, 2011 6:50 AM
53	Columbus Area MPO	Mar 8, 2011 5:50 AM
	State:	
1	AZ	Mar 23, 2011 4:28 PM
2	NC	Mar 22, 2011 7:53 AM
3	PA	Mar 22, 2011 5:40 AM
4	VA	Mar 21, 2011 11:46 AM
5	IA	Mar 21, 2011 9:18 AM
6	PA	Mar 18, 2011 10:27 AM
7	KY	Mar 18, 2011 8:50 AM
8	TX	Mar 17, 2011 9:10 AM
9	IL	Mar 17, 2011 7:56 AM
10	MI	Mar 16, 2011 4:46 PM
11	CA	Mar 16, 2011 4:30 PM
12	UT	Mar 16, 2011 4:18 PM
13	CA	Mar 15, 2011 3:05 PM
14	AZ	Mar 15, 2011 3:02 PM
15	IN	Mar 15, 2011 11:28 AM
16	PA	Mar 15, 2011 10:15 AM
17	VT	Mar 15, 2011 9:54 AM

Page 1, Q1. Please enter your contact information (Agency information is required).		
18	CA	Mar 14, 2011 10:04 AM
19	IL	Mar 14, 2011 7:17 AM
20	IA	Mar 11, 2011 9:55 AM
21	NC	Mar 11, 2011 8:15 AM
22	WV	Mar 10, 2011 12:48 PM
23	WV	Mar 10, 2011 9:27 AM
24	FL	Mar 10, 2011 7:05 AM
25	IL	Mar 9, 2011 8:38 PM
26	CT	Mar 9, 2011 5:56 PM
27	LA	Mar 9, 2011 4:29 PM
28	CO	Mar 9, 2011 12:44 PM
29	GA	Mar 9, 2011 11:28 AM
30	MI	Mar 9, 2011 11:02 AM
31	PA	Mar 9, 2011 8:04 AM
32	CT	Mar 9, 2011 7:27 AM
33	TX	Mar 9, 2011 7:21 AM
34	IL	Mar 9, 2011 7:08 AM
35	ME	Mar 9, 2011 6:17 AM
36	OR	Mar 8, 2011 5:14 PM
37	WI	Mar 8, 2011 3:06 PM
38	OH	Mar 8, 2011 12:54 PM

Page 1, Q1. Please enter your contact information (Agency information is required).		
39	PA	Mar 8, 2011 12:32 PM
40	CT	Mar 8, 2011 11:29 AM
41	NY	Mar 8, 2011 10:36 AM
42	AK	Mar 8, 2011 10:36 AM
43	NV	Mar 8, 2011 10:01 AM
44	SC	Mar 8, 2011 9:24 AM
45	PA	Mar 8, 2011 9:02 AM
46	OR	Mar 8, 2011 8:58 AM
47	NY	Mar 8, 2011 8:53 AM
48	MA	Mar 8, 2011 8:48 AM
49	NJ	Mar 8, 2011 8:05 AM
50	TX	Mar 8, 2011 7:14 AM
51	MO	Mar 8, 2011 6:54 AM
52	TX	Mar 8, 2011 6:50 AM
53	IN	Mar 8, 2011 5:50 AM
	Email Address:	
1	[redacted]	Mar 23, 2011 4:28 PM
2	[redacted]	Mar 22, 2011 7:53 AM
3	[redacted]	Mar 22, 2011 5:40 AM
4	[redacted]	Mar 21, 2011 11:46 AM
5	[redacted]	Mar 21, 2011 9:18 AM

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6	[redacted]	Mar 18, 2011 10:27 AM
7	[redacted]	Mar 18, 2011 8:50 AM
8	[redacted]	Mar 17, 2011 9:10 AM
9	[redacted]	Mar 17, 2011 7:56 AM
10	[redacted]	Mar 16, 2011 4:46 PM
11	[redacted]	Mar 16, 2011 4:30 PM
12	[redacted]	Mar 16, 2011 4:18 PM
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14	[redacted]	Mar 15, 2011 3:02 PM
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24	[redacted]	Mar 10, 2011 7:05 AM
25	[redacted]	Mar 9, 2011 8:38 PM
26	[redacted]	Mar 9, 2011 5:56 PM

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43	[redacted]	Mar 8, 2011 10:01 AM
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45	[redacted]	Mar 8, 2011 9:02 AM
46	[redacted]	Mar 8, 2011 8:58 AM
47	[redacted]	Mar 8, 2011 8:53 AM

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49	[redacted]	Mar 8, 2011 8:05 AM
50	[redacted]	Mar 8, 2011 7:14 AM
51	[redacted]	Mar 8, 2011 6:54 AM
52	[redacted]	Mar 8, 2011 6:50 AM
53	[redacted]	Mar 8, 2011 5:50 AM
	Phone Number:	
1	[redacted]	Mar 23, 2011 4:28 PM
2	[redacted]	Mar 22, 2011 7:53 AM
3	[redacted]	Mar 22, 2011 5:40 AM
4	[redacted]	Mar 21, 2011 11:46 AM
5	[redacted]	Mar 21, 2011 9:18 AM
6	[redacted]	Mar 18, 2011 10:27 AM
7	[redacted]	Mar 18, 2011 8:50 AM
8	[redacted]	Mar 17, 2011 9:10 AM
9	[redacted]	Mar 17, 2011 7:56 AM
10	[redacted]	Mar 16, 2011 4:46 PM
11	[redacted]	Mar 16, 2011 4:30 PM
12	[redacted]	Mar 16, 2011 4:18 PM
13	[redacted]	Mar 15, 2011 3:05 PM
14	[redacted]	Mar 15, 2011 3:02 PM

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16	[redacted]	Mar 15, 2011 10:15 AM
17	[redacted]	Mar 15, 2011 9:54 AM
18	[redacted]	Mar 14, 2011 10:04 AM
19	[redacted]	Mar 14, 2011 7:17 AM
20	[redacted]	Mar 11, 2011 9:55 AM
21	[redacted]	Mar 11, 2011 8:15 AM
22	[redacted]	Mar 10, 2011 12:48 PM
24	[redacted]	Mar 10, 2011 7:05 AM
25	[redacted]	Mar 9, 2011 8:38 PM
26	[redacted]	Mar 9, 2011 5:56 PM
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28	[redacted]	Mar 9, 2011 12:44 PM
29	[redacted]	Mar 9, 2011 11:28 AM
30	[redacted]	Mar 9, 2011 11:02 AM
31	[redacted]	Mar 9, 2011 8:04 AM
32	[redacted]	Mar 9, 2011 7:27 AM
33	[redacted]	Mar 9, 2011 7:21 AM
34	[redacted]	Mar 9, 2011 7:08 AM
35	[redacted]	Mar 9, 2011 6:17 AM
36	[redacted]	Mar 8, 2011 5:14 PM

Page 1, Q1. Please enter your contact information (Agency information is required).		
37	[redacted]	Mar 8, 2011 3:06 PM
38	[redacted]	Mar 8, 2011 12:54 PM
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40	[redacted]	Mar 8, 2011 11:29 AM
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42	[redacted]	Mar 8, 2011 10:36 AM
44	[redacted]	Mar 8, 2011 9:24 AM
45	[redacted]	Mar 8, 2011 9:02 AM
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50	[redacted]	Mar 8, 2011 7:14 AM
51	[redacted]	Mar 8, 2011 6:54 AM
52	[redacted]	Mar 8, 2011 6:50 AM
53	[redacted]	Mar 8, 2011 5:50 AM

Page 3, Q1. Which of the following techniques have been used in your metropolitan area to increase the number of lanes without widening?		
1	Reversible lane use	Mar 23, 2011 4:32 PM
2	Reversible Lanes	Mar 22, 2011 5:53 AM

Page 3, Q4. Please identify barriers encountered for these strategies.

	Lane width reduction	
1	Necessary ROW	Mar 23, 2011 4:32 PM
2	Financial support availability	Mar 22, 2011 5:53 AM
3	N/A	Mar 21, 2011 12:01 PM
4	Roadway geometry can be challenging. For example, a lane width reduction on Kessler Avenue was satisfactory for much of its length, but a winding portion of the roadway poses challenges for the reduced width.	Mar 15, 2011 11:37 AM
5	safety, trucks and transit vehicles	Mar 15, 2011 10:22 AM
6	Safety concerns, particularly for large vehicles	Mar 15, 2011 9:56 AM
7	Done on some arterials. Not fully implemented.	Mar 14, 2011 10:35 AM
8	lake of public support	Mar 11, 2011 1:56 PM
9	Constructablity while maintaining traffic operation.	Mar 10, 2011 9:30 AM
10	Hesitation by state DOT, some business concerns re. access (lots of citizen support)	Mar 10, 2011 7:13 AM
11	POLICY PREFERS 12' LANES	Mar 9, 2011 8:45 PM
12	additional cartway widening usually required	Mar 9, 2011 8:13 AM
13	Opposition by first responders (specifically Fire Departments)	Mar 9, 2011 7:37 AM
14	N/A	Mar 9, 2011 7:09 AM
15	Areas this was proposed also had heavy truck traffic	Mar 8, 2011 9:08 AM
	Conversion of median to travel lane(s)	
1	NA	Mar 23, 2011 4:32 PM
2	Financial support availability	Mar 22, 2011 5:53 AM
3	N/A	Mar 21, 2011 12:01 PM

Page 3, Q4. Please identify barriers encountered for these strategies.		
4	I am thinking here of Fall Creek Blvd, where a median lane has been converted to a reversible travel lane. Some safety problems are associated (it is affectionately referred to as a "suicide lane").	Mar 15, 2011 11:37 AM
5	construction cost, potential for induced travel demand	Mar 15, 2011 10:22 AM
7	Freeway medians - bridge supports needed to be moved, road surface needed to be completely rebuilt.	Mar 14, 2011 10:35 AM
8	lake of public support	Mar 11, 2011 1:56 PM
11	ROW. STRUCTURES.	Mar 9, 2011 8:45 PM
12	median usually converted to turn lane	Mar 9, 2011 8:13 AM
13	Not yet considered by our region	Mar 9, 2011 7:37 AM
14	N/A	Mar 9, 2011 7:09 AM
15	Loss of greenery and median drainage	Mar 8, 2011 9:08 AM
	Shoulder conversion	
1	NA	Mar 23, 2011 4:32 PM
2	Financial support availability	Mar 22, 2011 5:53 AM
3	N/A	Mar 21, 2011 12:01 PM
4	Has been done for portions of interstate system. Accidents can pose a risk of snarling traffic.	Mar 15, 2011 11:37 AM
5	safety, administrative approval	Mar 15, 2011 10:22 AM
7	n/a	Mar 14, 2011 10:35 AM
8	lake of public support	Mar 11, 2011 1:56 PM
11	ROW. STRUCTURES. INTERCHANGE TRAFFIC.	Mar 9, 2011 8:45 PM
12	cost, shoulder not wide enough, not enough right-of-way	Mar 9, 2011 8:13 AM
13	Some reluctance by TxDOT district. Only applies to FM road system, shoulders elsewhere are not able to carry heavy loads.	Mar 9, 2011 7:37 AM

Page 3, Q4. Please identify barriers encountered for these strategies.		
14	N/A	Mar 9, 2011 7:09 AM
15	Loss of parking and perceived tight fit	Mar 8, 2011 9:08 AM
	Shoulder used for part-time travel lane	
1	NA	Mar 23, 2011 4:32 PM
2	Financial support availability	Mar 22, 2011 5:53 AM
3	Geometric deficiencies	Mar 21, 2011 12:01 PM
5	safety, unfamiliarity with drivers	Mar 15, 2011 10:22 AM
7	n/a	Mar 14, 2011 10:35 AM
8	lake of public support	Mar 11, 2011 1:56 PM
11	POLICY PREFERS FULL AVAILABILITY OF SHOULDER.	Mar 9, 2011 8:45 PM
12	cost, shoulder not wide enough, reconstruction necessary, not enough right-of-way	Mar 9, 2011 8:13 AM
13	Same issues as shoulder conversion	Mar 9, 2011 7:37 AM
14	N/A	Mar 9, 2011 7:09 AM
15	Not used or considered as yet	Mar 8, 2011 9:08 AM

Page 3, Q5. Please identify the solutions to the barriers encountered for these strategies.

	Lane width reduction	
1	Implement where possible, ROW purchase when necessary	Mar 23, 2011 4:32 PM
2	N/A	Mar 21, 2011 12:01 PM
3	Not implemented.	Mar 15, 2011 11:37 AM
5	Reduced speeds, in some cases going back to wider lanes with narrowed center turn lane	Mar 15, 2011 9:56 AM
6	Wider outside lane for buses than on inside lanes.	Mar 14, 2011 10:35 AM
7	lake of public support	Mar 11, 2011 1:56 PM
8	no median, a few refuge islands, public outreach	Mar 10, 2011 7:13 AM
9	NA	Mar 9, 2011 8:45 PM
10	some cartway widening along with lane width reduction	Mar 9, 2011 8:13 AM
11	Fire trucks are 8 feet wide, lanes as narrow as 9 feet (combined with reduced speed limits) should still be acceptable width.	Mar 9, 2011 7:37 AM
12	N/A	Mar 9, 2011 7:09 AM
13	Change from normal experience for motorists	Mar 8, 2011 10:03 AM
14	Went with shoulder conversion	Mar 8, 2011 9:08 AM
	Conversion of median to travel lane(s)	
1	NA	Mar 23, 2011 4:32 PM
2	N/A	Mar 21, 2011 12:01 PM
3	Signalization, overhead lane directional signs.	Mar 15, 2011 11:37 AM
6	Moved bridge supports and rebuilt median to accomodate vehicle weights.	Mar 14, 2011 10:35 AM
7	lake of public support	Mar 11, 2011 1:56 PM

Page 3, Q5. Please identify the solutions to the barriers encountered for these strategies.		
9	MONEY	Mar 9, 2011 8:45 PM
10	consistent width of median over long distance	Mar 9, 2011 8:13 AM
11	n/a	Mar 9, 2011 7:37 AM
12	N/A	Mar 9, 2011 7:09 AM
14	Traffic needs overruled aesthetics; drainage was redirected	Mar 8, 2011 9:08 AM
	Shoulder conversion	
1	NA	Mar 23, 2011 4:32 PM
2	N/A	Mar 21, 2011 12:01 PM
3	Special pull-over areas for accidents are identified.	Mar 15, 2011 11:37 AM
4	illustrate examples of successful applications	Mar 15, 2011 10:22 AM
6	n/a	Mar 14, 2011 10:35 AM
7	lake of public support	Mar 11, 2011 1:56 PM
9	MONEY	Mar 9, 2011 8:45 PM
10	$$	Mar 9, 2011 8:13 AM
11	Outside of FM road system, additional pavement depth would be required to handle heavy loads.	Mar 9, 2011 7:37 AM
12	N/A	Mar 9, 2011 7:09 AM
14	Parking was relocated (underused driveways). Perception changed with use.	Mar 8, 2011 9:08 AM
	Shoulder used for part-time travel lane	
1	NA	Mar 23, 2011 4:32 PM
2	Emergency pull-off areas were added, ramps were redesigned, and static and changeable signage was added.	Mar 21, 2011 12:01 PM
6	n/a	Mar 14, 2011 10:35 AM

Page 3, Q5. Please identify the solutions to the barriers encountered for these strategies.		
7	lake of public support	Mar 11, 2011 1:56 PM
9	NA	Mar 9, 2011 8:45 PM
10	$$	Mar 9, 2011 8:13 AM
11	Same issues as shoulder conversion	Mar 9, 2011 7:37 AM
12	N/A	Mar 9, 2011 7:09 AM
14	Not used or considered yet	Mar 8, 2011 9:08 AM

Page 3, Q6. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Lane width reduction	
1	Not sure	Mar 23, 2011 4:32 PM
2	N/A	Mar 21, 2011 12:01 PM
4	Don't know	Mar 15, 2011 11:37 AM
5	minimal striping costs - $10,000-$50,000/mile	Mar 14, 2011 10:35 AM
6	$5 million	Mar 10, 2011 9:30 AM
7	done in conjunction w/resurfacing ~$11million for 3 miles	Mar 10, 2011 7:13 AM
8	NA	Mar 9, 2011 8:45 PM
9	unknown	Mar 9, 2011 8:13 AM
10	$10,000 to $15,000 per linear mile in 2010 (depends upon inclusion of bicycle and/or transit lanes)	Mar 9, 2011 7:37 AM
11	N/A	Mar 9, 2011 7:09 AM
12	cost saving compared to widening road further	Mar 8, 2011 10:03 AM
	Conversion of median to travel lane(s)	
1	NA	Mar 23, 2011 4:32 PM
2	N/A	Mar 21, 2011 12:01 PM
3	About $3.0 million per centerline mile - adds a lane in each direction and closes median.	Mar 15, 2011 3:04 PM
4	Don't know	Mar 15, 2011 11:37 AM
5	full project costs were over $100million/mile on existing freeways in urban areas.	Mar 14, 2011 10:35 AM
8	?	Mar 9, 2011 8:45 PM
9	unknown	Mar 9, 2011 8:13 AM
10	n/a	Mar 9, 2011 7:37 AM

Page 3, Q6. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).		
11	N/A	Mar 9, 2011 7:09 AM
	Shoulder conversion	
1	NA	Mar 23, 2011 4:32 PM
2	N/A	Mar 21, 2011 12:01 PM
4	Don't know	Mar 15, 2011 11:37 AM
8	?	Mar 9, 2011 8:45 PM
9	unknown	Mar 9, 2011 8:13 AM
10	For FM road system: ~$10,000 per mile. Other roads - up to $500,000 for each shoulder per mile ($1,000,000 per mile for both directions). Both in 2010	Mar 9, 2011 7:37 AM
11	N/A	Mar 9, 2011 7:09 AM
	Shoulder used for part-time travel lane	
1	NA	Mar 23, 2011 4:32 PM
2	Not sure, VDOT implemented the project.	Mar 21, 2011 12:01 PM
4	Don't know	Mar 15, 2011 11:37 AM
8	NA	Mar 9, 2011 8:45 PM
9	unknown	Mar 9, 2011 8:13 AM
10	See shoulder conversion	Mar 9, 2011 7:37 AM
11	N/A	Mar 9, 2011 7:09 AM

Page 3, Q7. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Lane width reduction	
1	Unavailable	Mar 23, 2011 4:32 PM
2	N/A	Mar 21, 2011 12:01 PM
3	Don't know	Mar 15, 2011 11:37 AM
4	??	Mar 14, 2011 10:35 AM
5	NA	Mar 10, 2011 9:30 AM
6	not yet calculated, awaiting report from FDOT, but crash reduction ~40%	Mar 10, 2011 7:13 AM
7	NA	Mar 9, 2011 8:45 PM
8	unknown	Mar 9, 2011 8:13 AM
9	None performed	Mar 9, 2011 7:37 AM
10	N/A	Mar 9, 2011 7:09 AM
	Conversion of median to travel lane(s)	
1	NA	Mar 23, 2011 4:32 PM
2	N/A	Mar 21, 2011 12:01 PM
3	Don't know	Mar 15, 2011 11:37 AM
4	as an HOV lane 10:1 http://www.hovworld.com/publications_assets/MTAHOVexecsum.pdf	Mar 14, 2011 10:35 AM
7	NOT AVAILABLE	Mar 9, 2011 8:45 PM
8	unknown	Mar 9, 2011 8:13 AM
9	n/a	Mar 9, 2011 7:37 AM
10	N/A	Mar 9, 2011 7:09 AM
	Shoulder conversion	

Page 3, Q7. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.		
1	NA	Mar 23, 2011 4:32 PM
2	N/A	Mar 21, 2011 12:01 PM
3	Don't know	Mar 15, 2011 11:37 AM
7	NOT AVAILABLE.	Mar 9, 2011 8:45 PM
8	unknown	Mar 9, 2011 8:13 AM
9	None Performed	Mar 9, 2011 7:37 AM
10	N/A	Mar 9, 2011 7:09 AM
Shoulder used for part-time travel lane		
1	NA	Mar 23, 2011 4:32 PM
2	Not sure. We are not aware of any study that was done at the time.	Mar 21, 2011 12:01 PM
3	Don't know	Mar 15, 2011 11:37 AM
7	NA	Mar 9, 2011 8:45 PM
8	unknown	Mar 9, 2011 8:13 AM
9	None Performed	Mar 9, 2011 7:37 AM
10	N/A	Mar 9, 2011 7:09 AM

Page 4, Q4. Please identify barriers encountered for these strategies.		
1	Ramp removal - business interests can be in opposition Reconfiguration can be costly	Mar 23, 2011 4:34 PM
2	Funding for Interstate construction projects has been difficult to obtain in recent years, and ramps have been reconfigured as part of major roadway improvement projects.	Mar 21, 2011 12:07 PM
3	political	Mar 16, 2011 4:54 PM
4	ROW acquisition and cost. A planned reconfiguration will require reworking of local street system.	Mar 15, 2011 11:39 AM
5	public backlash, right-of-way and construction costs (for reconfigurations)	Mar 15, 2011 10:24 AM
6	LOCAL COMMERCIAL CONCERNS ABOUT LOSS OF FREEWAY ACCESS.	Mar 9, 2011 8:47 PM
7	Cost, funding, design challenges	Mar 9, 2011 8:18 AM
8	Ramp removals generally opposed by businesses in immediate vicinity of the ramp to be removed. Perceived reduction of access to/from main lanes is projected to harm business. Reconfigurations are generally viewed to help access.	Mar 9, 2011 7:47 AM
9	N/A	Mar 9, 2011 7:10 AM
10	Public opinion against ramp removal or closure	Mar 8, 2011 6:54 AM
11	Funding was the primary issue with getting this accomplished.	Mar 8, 2011 5:59 AM

Page 4, Q5. Please identify the solutions to the barriers encountered for these strategies.		
1	Outreach and education early in process.	Mar 23, 2011 4:34 PM
2	N/A	Mar 21, 2011 12:07 PM
3	education	Mar 16, 2011 4:54 PM
4	Folding local street system reconfiguration into project.	Mar 15, 2011 11:39 AM
5	simulation models showing expected results	Mar 15, 2011 10:24 AM
6	COMPROMISE	Mar 9, 2011 8:47 PM
7	mix of funding strategies, working with adjacent property owners, finding design solutions	Mar 9, 2011 8:18 AM
8	For ramp removals, better or improved signage, multi-laned ramps help, continuous frontage roads are also needed.	Mar 9, 2011 7:47 AM
9	N/A	Mar 9, 2011 7:10 AM
10	The Governor leased the I-70 Tollway and we got this and one other project (very big) funded in our area.	Mar 8, 2011 5:59 AM

Page 4, Q6. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).		
1	Not sure about removal costs. Reconfiguration can run into the tens of millions if ramps and bridges need to be rebuilt.	Mar 23, 2011 4:34 PM
2	Not sure.	Mar 21, 2011 12:07 PM
3	Don't know.	Mar 15, 2011 11:39 AM
4	?	Mar 9, 2011 8:47 PM
5	unknown	Mar 9, 2011 8:18 AM
6	$10,000 per 1000 feet of ramp to be removed. Ramp reconfigurations: $30,000,000 to reconfigure a diamond interchange to a multi-level interchange. $10,000,000 for vice-versa. All costs in year 2010.	Mar 9, 2011 7:47 AM
7	N/A	Mar 9, 2011 7:10 AM

Page 4, Q6. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).		
8	FFY 2010 at 6.633 million dollars	Mar 8, 2011 5:59 AM

Page 4, Q7. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.		
1	Unavailable	Mar 23, 2011 4:34 PM
2	Not sure.	Mar 21, 2011 12:07 PM
3	Don't know.	Mar 15, 2011 11:39 AM
4	?	Mar 9, 2011 8:47 PM
5	unknown	Mar 9, 2011 8:18 AM
6	None calculated	Mar 9, 2011 7:47 AM
7	N/A	Mar 9, 2011 7:10 AM
8	This project was selected at the INDOT Central Office using their IPOC scoring process. This selection process scores projects on a number of factors to include economic impact. This project is the interchange for major Indiana industry park and thus scored well.	Mar 8, 2011 5:59 AM

Page 5, Q4. Please identify barriers encountered for these strategies.		
1	Funding is often the main barrier	Mar 23, 2011 4:38 PM
2	Obtaining funding for roadway projects is an issue. Other issues related to construction are also an issue such as obtaining right-of-way, environmental permits, etc. Another barrier is that most of our bottlenecks are bridges and tunnels in our region, so construction costs to alleviate these bottlenecks are much higher than other roadway projects.	Mar 21, 2011 12:20 PM
3	Physical barriers (bridge carrying multiple overhead railroad tracks) Cost (adding capacity to end-of-freeway bottleneck) NEPA issues (preserved ag. parcels, historical and environmental concerns)	Mar 18, 2011 10:33 AM
4	funding	Mar 16, 2011 4:54 PM
5	Primary strategy I am thinking of here is roundabouts, which have been implemented in a variety of suburban communities to replace four-way stops, and even traffic signals in limited circumstances. It takes time for people to get used to them.	Mar 15, 2011 11:43 AM
6	right-of-way, construction costs, utilities, railroad coordination, maintenance & protection of traffic during construction	Mar 15, 2011 10:25 AM
7	Right of way issues with businesses located along arterials. Stormwater permitting.	Mar 15, 2011 9:59 AM
8	Costs. In an urban built out environment, the costs for ROW . Technical Documents for both freeway and arterial can be found at http://www.scag.ca.gov/corridor/	Mar 14, 2011 10:35 AM
9	COST. COMMUNITY OPPOSITION	Mar 9, 2011 8:49 PM
10	Certain intersections were bottleneck due to lane merge and complex geometric road configuration. Lane addition and safety improvements done by CT DOT has highly improved traffic mobility and congestion along the corridor.	Mar 9, 2011 6:06 PM
11	n/a	Mar 9, 2011 8:19 AM
12	No barriers identified for freeways. Generally few, if any, bottlenecks on the arterial system in our region.	Mar 9, 2011 7:51 AM
13	The only barrier was cost. We had a substandard freeway to freeway connection which backed up traffic for miles.	Mar 9, 2011 7:13 AM
14	Minor ROW	Mar 8, 2011 8:51 AM

Page 5, Q5. Please identify the solutions to the barriers encountered for these strategies.		
1	N/A.	Mar 21, 2011 12:20 PM
2	Clear signage and lane markings indicating through- vs. turn lanes, priority vehicles, signaling when exiting the roundabout.	Mar 15, 2011 11:43 AM
3	ITS	Mar 15, 2011 10:25 AM
4	Legal remedies sought for ROW. Increases costs for additional stormwater avoidance and mitigation.	Mar 15, 2011 9:59 AM
5	CONTEXT SENSITIVE SOLUTIONS	Mar 9, 2011 8:49 PM
6	NA	Mar 9, 2011 6:06 PM
7	n/a	Mar 9, 2011 8:19 AM
8	n/a	Mar 9, 2011 7:51 AM
9	The Illinois Tollway took the lead and raised tolls at the Illinois-Wisconsin State line to pay for the improvements.	Mar 9, 2011 7:13 AM
10	Lane drop followed by close lane addition was graded out to continuous 2 lanes on main interstate	Mar 8, 2011 8:51 AM

Page 5, Q6. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).		
1	Depending on the strategy implemented. I am aware of TI reconstructions and freeway widening as well as arterial lane reconfiguration and reconstruction	Mar 23, 2011 4:38 PM
2	Not sure.	Mar 21, 2011 12:20 PM
3	Costs vary widely depending on ROW requirements. A typical cost is about $100-500K.	Mar 15, 2011 11:43 AM
4	?	Mar 9, 2011 8:49 PM
5	NA	Mar 9, 2011 6:06 PM
6	n/a	Mar 9, 2011 8:19 AM
7	$1,500,000 to $20,000,000 to extend frontage roads. Varies depending upon distance and feature to be crossed (largest and most expensive bottleneck is IH-35 over Brazos River). All costs in year 2010.	Mar 9, 2011 7:51 AM
8	I do not know the exact amount, but the total project was roughly $75 million.	Mar 9, 2011 7:13 AM
9	NA	Mar 8, 2011 8:51 AM

Page 5, Q7. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.		
1	Unknown	Mar 23, 2011 4:38 PM
2	Not sure.	Mar 21, 2011 12:20 PM
3	N/A	Mar 15, 2011 11:43 AM
4	?	Mar 9, 2011 8:49 PM
5	NA	Mar 9, 2011 6:06 PM
6	n/a	Mar 9, 2011 8:19 AM
7	None calculated	Mar 9, 2011 7:51 AM
8	I do not know.	Mar 9, 2011 7:13 AM

Page 5, Q7. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.		
9	NA	Mar 8, 2011 8:51 AM

Page 6, Q4. Please identify the solutions to the barriers encountered for these strategies.		
	Widen road to accomodate shoulders	
1	ROW purchase	Mar 23, 2011 4:43 PM
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY,	Mar 9, 2011 8:56 PM
6	More right of way	Mar 9, 2011 8:02 AM
7	i	Mar 9, 2011 7:30 AM
	Additional turn lanes at intersections	
2	Devoted funding pots such as CMAQ.	Mar 21, 2011 12:37 PM
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY,	Mar 9, 2011 8:56 PM
6	More right of way	Mar 9, 2011 8:02 AM
8	Public Education	Mar 9, 2011 6:24 AM
	Lengthened turn lanes at intersection for queueing	
2	Devoted funding pots such as CMAQ.	Mar 21, 2011 12:37 PM
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY	Mar 9, 2011 8:56 PM
6	More right of way	Mar 9, 2011 8:02 AM
8	Public Education	Mar 9, 2011 6:24 AM
	Improved sight distances at intersections	
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY	Mar 9, 2011 8:56 PM

Page 6, Q4. Please identify the solutions to the barriers encountered for these strategies.		
6	n/a	Mar 9, 2011 8:02 AM
	Diverging diamond intersections	
4	Signal timing; reconfiguration to single-point interchange	Mar 15, 2011 11:47 AM
5	MONEY, CONTEXT SENSITIVE SOLUTIONS	Mar 9, 2011 8:56 PM
6	n/a	Mar 9, 2011 8:02 AM
	Jughandles at intersections	
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY, CONTEXT SENSITIVE SOLUTIONS	Mar 9, 2011 8:56 PM
6	n/a	Mar 9, 2011 8:02 AM
	Median U-turn crossovers	
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY, CONTEXT SENSITIVE SOLUTIONS	Mar 9, 2011 8:56 PM
6	Generally incorporated in grade separated interchange design by TxDOT	Mar 9, 2011 8:02 AM
	Continuous flow intersections	
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY, CONTEXT SENSITIVE SOLUTIONS	Mar 9, 2011 8:56 PM
6	n/a	Mar 9, 2011 8:02 AM
	Auxiliary lanes for merging and diverging	
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY	Mar 9, 2011 8:56 PM
6	n/a	Mar 9, 2011 8:02 AM

Page 6, Q4. Please identify the solutions to the barriers encountered for these strategies.

	Intersection channelization	
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY	Mar 9, 2011 8:56 PM
6	n/a	Mar 9, 2011 8:02 AM
	Bus turnouts	
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY	Mar 9, 2011 8:56 PM
6	More right of way	Mar 9, 2011 8:02 AM
	Commercial vehicle accommodations	
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY, CONTEXT SENSITIVE SOLUTIONS	Mar 9, 2011 8:56 PM
6	n/a	Mar 9, 2011 8:02 AM
	Grade separations (street-rail)	
2	Obtaining funding for this type of high-cost project.	Mar 21, 2011 12:37 PM
3	funding	Mar 16, 2011 4:58 PM
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY, CONTEXT SENSITIVE SOLUTIONS	Mar 9, 2011 8:56 PM
6	More accomodation by railroads	Mar 9, 2011 8:02 AM
	Grade separations (street-street)	
2	Obtaining funding for this type of high-cost project.	Mar 21, 2011 12:37 PM
3	funding	Mar 16, 2011 4:58 PM

Page 6, Q4. Please identify the solutions to the barriers encountered for these strategies.		
4	N/A	Mar 15, 2011 11:47 AM
5	MONEY, CONTEXT SENSITIVE SOLUTIONS	Mar 9, 2011 8:56 PM
6	More consideration of other design concepts by TxDOT (e.g. roundabouts)	Mar 9, 2011 8:02 AM

Page 6, Q5. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).		
	Widen road to accomodate shoulders	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	$500,000 per mile (2010)	Mar 9, 2011 8:02 AM
4	i	Mar 9, 2011 7:30 AM
	Additional turn lanes at intersections	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	$250,000 per intersection (all 4 approaches)(2010)	Mar 9, 2011 8:02 AM
5	$100,000 $2009	Mar 9, 2011 6:24 AM
	Lengthened turn lanes at intersection for queueing	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	$100,000 per approach (2010)	Mar 9, 2011 8:02 AM
5	$100,000 $2008	Mar 9, 2011 6:24 AM
	Improved sight distances at intersections	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	Varies considerably	Mar 9, 2011 8:02 AM
	Diverging diamond intersections	
1	Not sure	Mar 21, 2011 12:37 PM

Page 6, Q5. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).		
2	N/A	Mar 15, 2011 11:47 AM
3	n/a	Mar 9, 2011 8:02 AM
	Jughandles at intersections	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	n/a	Mar 9, 2011 8:02 AM
	Median U-turn crossovers	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	Generally incorporated in grade separated interchange design by TxDOT	Mar 9, 2011 8:02 AM
	Continuous flow intersections	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	n/a	Mar 9, 2011 8:02 AM
	Auxiliary lanes for merging and diverging	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	n/a	Mar 9, 2011 8:02 AM
	Intersection channelization	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM

Page 6, Q5. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).		
3	n/a	Mar 9, 2011 8:02 AM
	Bus turnouts	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	$100,000 per turnout (2010)	Mar 9, 2011 8:02 AM
	Commercial vehicle accommodations	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	n/a	Mar 9, 2011 8:02 AM
	Grade separations (street-rail)	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	$5,000,000 per grade separation (2010)	Mar 9, 2011 8:02 AM
	Grade separations (street-street)	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	$10,000,000 per interchange (includes on & off-ramps) (2010)	Mar 9, 2011 8:02 AM

Page 6, Q6. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Widen road to accomodate shoulders	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM
4	i	Mar 9, 2011 7:30 AM
	Additional turn lanes at intersections	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM
	Lengthened turn lanes at intersection for queueing	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM
	Improved sight distances at intersections	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM
	Diverging diamond intersections	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM

Page 6, Q6. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Jughandles at intersections	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM
	Median U-turn crossovers	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM
	Continuous flow intersections	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM
	Auxiliary lanes for merging and diverging	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM
	Intersection channelization	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM
	Bus turnouts	

Page 6, Q6. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.		
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM
	Commercial vehicle accommodations	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM
	Grade separations (street-rail)	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM
	Grade separations (street-street)	
1	Not sure	Mar 21, 2011 12:37 PM
2	N/A	Mar 15, 2011 11:47 AM
3	None performed	Mar 9, 2011 8:02 AM

Page 7, Q1. Which of the following overall street improvements have been implemented in your metropolitan area.		
1	Michigan turn intersections along specific corridor	Mar 23, 2011 4:46 PM
2	I have no knowledge of any of the above.	Mar 9, 2011 6:15 PM

Page 7, Q4. Please identify barriers encountered for these strategies.

	Superstreets (series of non-freeway grade separations)	
1	Costs and right-of-way acquisition.	Mar 21, 2011 12:46 PM
4	N/A	Mar 15, 2011 11:49 AM
5	?	Mar 9, 2011 9:01 PM
6	n/a	Mar 9, 2011 8:11 AM
	Complete streets	
1	Costs.	Mar 21, 2011 12:46 PM
2	Had to be done as a full reconstruction, including sidewalks, drainage, parking, bike/ped/transit accommodations	Mar 18, 2011 10:43 AM
4	N/A	Mar 15, 2011 11:49 AM
5	COST, ROW	Mar 9, 2011 9:01 PM
6	Opposition by some questioning need for bicycle / pedestrian facilities	Mar 9, 2011 8:11 AM
7	ROW, user education	Mar 8, 2011 8:55 AM
8	Lack of solid technical guidance (i.e. AASHTO Guide to Bike Facilities is disgracefully bad.)	Mar 8, 2011 6:06 AM
	Improving street continuity	
1	Costs.	Mar 21, 2011 12:46 PM
4	N/A	Mar 15, 2011 11:49 AM
5	COST, ROW	Mar 9, 2011 9:01 PM
6	n/a	Mar 9, 2011 8:11 AM
8	NIMBY	Mar 8, 2011 6:06 AM
	Two-way to One-way conversion	
1	Public and political acceptance.	Mar 21, 2011 12:46 PM

Page 7, Q4. Please identify barriers encountered for these strategies.		
3	parking	Mar 16, 2011 4:59 PM
4	Opposition from merchants	Mar 15, 2011 11:49 AM
5	LOSS OF ACCESS	Mar 9, 2011 9:01 PM
6	Opposed by property owners due to deterioration of access and increased speeds	Mar 9, 2011 8:11 AM
	One-way to Two-way conversion	
3	parking	Mar 16, 2011 4:59 PM
4	N/A	Mar 15, 2011 11:49 AM
5	NONE	Mar 9, 2011 9:01 PM
6	Opposed by property owners due to perceived reduction of capacity and traffic volumes	Mar 9, 2011 8:11 AM

Page 7, Q5. Please identify the solutions to the barriers encountered for these strategies.

	Superstreets (series of non-freeway grade separations)	
3	N/A	Mar 15, 2011 11:49 AM
4	NA	Mar 9, 2011 9:01 PM
5	n/a	Mar 9, 2011 8:11 AM
	Complete streets	
2	Complete them as new construction; reconstruction of existing is difficult, expensive and time consuming	Mar 18, 2011 10:43 AM
3	N/A	Mar 15, 2011 11:49 AM
4	PLANNING FOR WHOLE STREET	Mar 9, 2011 9:01 PM
5	Better education on benefits and needs	Mar 9, 2011 8:11 AM
6	Lots of research, benchmarking European approaches	Mar 8, 2011 6:06 AM
	Improving street continuity	
1	Obtaining funding for these type projects.	Mar 21, 2011 12:46 PM
3	N/A	Mar 15, 2011 11:49 AM
4	ACCESS MANAGMENT STRATEGY	Mar 9, 2011 9:01 PM
5	n/a	Mar 9, 2011 8:11 AM
6	Lots of public input and meetings.	Mar 8, 2011 6:06 AM
	Two-way to One-way conversion	
3	N/A	Mar 15, 2011 11:49 AM
4	NONE	Mar 9, 2011 9:01 PM
5	We generally no longer support these conversions	Mar 9, 2011 8:11 AM
	One-way to Two-way conversion	

Page 7, Q5. Please identify the solutions to the barriers encountered for these strategies.		
3	N/A	Mar 15, 2011 11:49 AM
4	N.A.	Mar 9, 2011 9:01 PM
5	Better education on benefits	Mar 9, 2011 8:11 AM

Page 7, Q6. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).

	Superstreets (series of non-freeway grade separations)	
1	Not sure	Mar 21, 2011 12:46 PM
2	N/A	Mar 15, 2011 11:49 AM
3	n/a	Mar 9, 2011 8:11 AM
	Complete streets	
1	Not sure	Mar 21, 2011 12:46 PM
2	N/A	Mar 15, 2011 11:49 AM
3	$10,000 to $200,000 per mile (depends upon need for bike / ped and/or transit lanes)(2010)	Mar 9, 2011 8:11 AM
	Improving street continuity	
1	Not sure	Mar 21, 2011 12:46 PM
2	N/A	Mar 15, 2011 11:49 AM
3	n/a	Mar 9, 2011 8:11 AM
	Two-way to One-way conversion	
1	Not sure	Mar 21, 2011 12:46 PM
2	N/A	Mar 15, 2011 11:49 AM
3	We generally no longer support these conversions	Mar 9, 2011 8:11 AM
	One-way to Two-way conversion	
1	Not sure	Mar 21, 2011 12:46 PM
2	N/A	Mar 15, 2011 11:49 AM
3	$150,000 to $250,000 per mile (depends upon number of signalized intersections)(2010)	Mar 9, 2011 8:11 AM

Page 7, Q7. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.

	Superstreets (series of non-freeway grade separations)	
1	Not sure	Mar 21, 2011 12:46 PM
2	N/A	Mar 15, 2011 11:49 AM
3	None performed	Mar 9, 2011 8:11 AM
	Complete streets	
1	Not sure	Mar 21, 2011 12:46 PM
2	N/A	Mar 15, 2011 11:49 AM
3	None performed	Mar 9, 2011 8:11 AM
	Improving street continuity	
1	Not sure	Mar 21, 2011 12:46 PM
2	N/A	Mar 15, 2011 11:49 AM
3	None performed	Mar 9, 2011 8:11 AM
	Two-way to One-way conversion	
1	Not sure	Mar 21, 2011 12:46 PM
2	N/A	Mar 15, 2011 11:49 AM
3	None performed	Mar 9, 2011 8:11 AM
	One-way to Two-way conversion	
1	Not sure	Mar 21, 2011 12:46 PM
2	N/A	Mar 15, 2011 11:49 AM
3	None performed	Mar 9, 2011 8:11 AM

Page 8, Q1. Have any of the following time-of-day policies been implemented in your metropolitan area to mitigate congestion?		
1	If it says not impleemented, I don't know, but am required to put a response.	Mar 28, 2011 2:17 PM

Page 8, Q4. Please identify barriers encountered for these strategies.		
	Auto turning restrictions on streets	
1	Enforcement.	Mar 21, 2011 12:50 PM
3	N/A	Mar 15, 2011 11:50 AM
	Auto parking restrictions on streets	
3	One parked vehicle can mess up traffic flow	Mar 15, 2011 11:50 AM
4	LACK OF ENFORCEMENT; COMMERCIAL INTEREST AND COMMUNITY OPPOSITION	Mar 9, 2011 9:08 PM
	Truck shipping/delivery schedules	
3	N/A	Mar 15, 2011 11:50 AM
4	N.A.	Mar 9, 2011 9:08 PM
	Truck peak period bans on arterials	
1	Concerns from the freight community.	Mar 21, 2011 12:50 PM
3	N/A	Mar 15, 2011 11:50 AM
4	COMMERCIAL OPPOSITION. COMMERCIAL OPERATIONS WON'T FACILITATE THIS.	Mar 9, 2011 9:08 PM
	Truck management strategies	
3	N/A	Mar 15, 2011 11:50 AM
4	ATTAINING INDUSTRY COOPERATION	Mar 9, 2011 9:08 PM
	Truck freight and delivery consolidation	
3	N/A	Mar 15, 2011 11:50 AM
4	LOGISTICS	Mar 9, 2011 9:08 PM
	Designated truck routes	
2	political	Mar 16, 2011 5:00 PM

Page 8, Q4. Please identify barriers encountered for these strategies.		
3	N/A	Mar 15, 2011 11:50 AM
4	MAY ADD TO CONGESTION BY ADDING TRUCK VMT	Mar 9, 2011 9:08 PM

Page 8, Q5. Please identify the solutions to the barriers encountered for these strategies.		
	Auto turning restrictions on streets	
1	Enforcement	Mar 15, 2011 11:50 AM
	Auto parking restrictions on streets	
1	Increased enforcement	Mar 15, 2011 11:50 AM
	Truck shipping/delivery schedules	
1	N/A	Mar 15, 2011 11:50 AM
	Truck peak period bans on arterials	
1	N/A	Mar 15, 2011 11:50 AM
	Truck management strategies	
1	N/A	Mar 15, 2011 11:50 AM
2	FREIGHT COMMITTEE HAS BEEN ESTABLISHED TO WORK THROUGH THESE ISSUES	Mar 9, 2011 9:08 PM
	Truck freight and delivery consolidation	
1	N/A	Mar 15, 2011 11:50 AM
	Designated truck routes	
1	N/A	Mar 15, 2011 11:50 AM
2	COMMUNITY COOPERATION	Mar 9, 2011 9:08 PM

Page 8, Q6. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).		
	Auto turning restrictions on streets	
1	N/A	Mar 15, 2011 11:50 AM
	Auto parking restrictions on streets	
1	N/A	Mar 15, 2011 11:50 AM
	Truck shipping/delivery schedules	
1	N/A	Mar 15, 2011 11:50 AM
	Truck peak period bans on arterials	
1	N/A	Mar 15, 2011 11:50 AM
	Truck management strategies	
1	N/A	Mar 15, 2011 11:50 AM
	Truck freight and delivery consolidation	
1	N/A	Mar 15, 2011 11:50 AM
	Designated truck routes	
1	N/A	Mar 15, 2011 11:50 AM

Page 8, Q7. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.		
	Auto turning restrictions on streets	
1	N/A	Mar 15, 2011 11:50 AM
	Auto parking restrictions on streets	
1	N/A	Mar 15, 2011 11:50 AM
	Truck shipping/delivery schedules	
1	N/A	Mar 15, 2011 11:50 AM
	Truck peak period bans on arterials	
1	N/A	Mar 15, 2011 11:50 AM
	Truck management strategies	
1	N/A	Mar 15, 2011 11:50 AM
	Truck freight and delivery consolidation	
1	N/A	Mar 15, 2011 11:50 AM
	Designated truck routes	
1	N/A	Mar 15, 2011 11:50 AM

Page 9, Q1. Which of the following access management strategies have been implemented in your metropolitan area?		
1	SCAG does not implement. All these are local responsibility.	Mar 28, 2011 2:18 PM

Page 9, Q4. Please identify barriers encountered for these strategies.

	Driveway spacing standards Driveway consolidation	
1	political	Mar 16, 2011 5:03 PM
3	Property owner perceived needs vs. benefit to the adjacent roadway	Mar 9, 2011 7:24 AM
4	Owner foresight/cooperation	Mar 8, 2011 9:02 AM
	Driveway sharing and cross-access	
1	business	Mar 16, 2011 5:03 PM
3	Property owner perceived needs vs. benefit to the adjacent roadway. Also cost sharing of future mailtenance.	Mar 9, 2011 7:24 AM
4	Owner foresight/cooperation	Mar 8, 2011 9:02 AM
	Sidestreet/alley/backage road access	
4	ROW/space	Mar 8, 2011 9:02 AM
	Raised median policies and standards Two-way-left-turn-lanes	
4	Safety concerns	Mar 8, 2011 9:02 AM
	Raised median installation	
4	Business objections to reduced access / longer paths	Mar 8, 2011 9:02 AM
	Frontage roads on arterial streets	
4	ROW/space	Mar 8, 2011 9:02 AM
	Left-turn restrictions	
3	Citizen opposition, especially in residential areas	Mar 9, 2011 7:24 AM
4	Business and citizen objections to reduced access / longer paths	Mar 8, 2011 9:02 AM

Page 9, Q4. Please identify barriers encountered for these strategies.		
	Interchange modifications (such as full clover leaf to partial clover leaf) Minimum street intersection spacing Minimum freeway interchange spacing	
2	Political pressure to increase number of interchanges in built-up areas	Mar 15, 2011 11:53 AM

Page 9, Q5. Please identify the solutions to the barriers encountered for these strategies.

	Driveway spacing standards	
	Driveway consolidation	
1	Enlightened encouragement	Mar 8, 2011 9:02 AM
	Driveway sharing and cross-access	
1	Enlightened encouragement	Mar 8, 2011 9:02 AM
	Sidestreet/alley/backage road access	
1	Plan ahead	Mar 8, 2011 9:02 AM
	Raised median policies and standards	
	Two-way-left-turn-lanes	
1	Keep them wide,long and marked	Mar 8, 2011 9:02 AM
	Raised median installation	
1	Enlightened encouragement, often accepted	Mar 8, 2011 9:02 AM
	Frontage roads on arterial streets	
1	Plan ahead	Mar 8, 2011 9:02 AM
	Left-turn restrictions	
1	Put in place amd monitor reaction/usage	Mar 8, 2011 9:02 AM
	Interchange modifications (such as full clover leaf to partial clover leaf)	
	Minimum street intersection spacing	
	Minimum freeway interchange spacing	

Page 10, Q4. Please identify barriers encountered for these strategies.		
	Ramp metering - localized	
1	political	Mar 16, 2011 5:04 PM
	Ramp metering - demand responsive Ramp metering - coordinated Ramp metering - HOV bypass	
2	These were used then removed in favor of dual ramp meter lights. HOV bypass had major safety issues.	Mar 15, 2011 3:13 PM

Page 10, Q5. Please identify the solutions to the barriers encountered for these strategies.		
	Ramp metering - localized	
1	political	Mar 16, 2011 5:04 PM
	Ramp metering - demand responsive Ramp metering - coordinated Ramp metering - HOV bypass	

Page 11, Q4. Please identify barriers encountered for these strategies.		
	Real-time speed via web/smartphone	
	Transit vehicle schedule progress	
1	Technical coordination with transit AVL system, data quality and consistency	Mar 23, 2011 5:02 PM
	Highway information systems	
2	Availability needs to be known; access whiel traveling can be difficult/dangerous	Mar 8, 2011 9:04 AM
	511 traveler information systems	
1	Coordination between state and local agencies to provide comprehensive data for travelers	Mar 23, 2011 5:02 PM
2	Availability needs to be known; access whiel traveling can be difficult/dangerous	Mar 8, 2011 9:04 AM
	Website traveler information systems	
2	Availability needs to be known; access whiel traveling can be difficult/dangerous	Mar 8, 2011 9:04 AM
	Travel time message for travelers	
	Freight shipper congestion information	
	National traffic and road closure information	

Page 11, Q5. Please identify the solutions to the barriers encountered for these strategies.		
	Real-time speed via web/smartphone Transit vehicle schedule progress	
1	Committment	Mar 23, 2011 5:02 PM
	Highway information systems 511 traveler information systems	
1	Getting state system to allow data input from local agencies	Mar 23, 2011 5:02 PM
	Website traveler information systems Travel time message for travelers Freight shipper congestion information National traffic and road closure information	

Page 13, Q4. Please identify barriers encountered for these strategies.		
	Speed harmonization Temporary shoulder use	
1	These barriers were listed previously in the study.	Mar 21, 2011 12:58 PM
	Queue warning Dynamic merge control Construction site management	
3	Safety in setup	Mar 8, 2011 9:06 AM
	Dynamic truck restrictions Dynamic traveler information and rerouting	
3	Public trust; timeliness of information, before and after incident	Mar 8, 2011 9:06 AM
	Automated enforcement	
1	Political and public concerns.	Mar 21, 2011 12:58 PM
2	Photo speed enforcement on highways used, showed safety benefits but public/political issues caused removal.	Mar 15, 2011 3:16 PM

Page 14, Q4. Please identify barriers encountered for these strategies.

	Retiming	
1	Set up as regional program, run by MPO. Coordination among agencies is a barrier.	Mar 23, 2011 5:18 PM
3	Takes a lot a staff hours to collect data in the field	Mar 9, 2011 7:29 AM
4	Resources	Mar 8, 2011 9:07 AM
	Coordination	
3	Need a communications backbone	Mar 9, 2011 7:29 AM
4	Resources	Mar 8, 2011 9:07 AM
	Equipment upgrade	
1	Coordination among multiple agencies is a challenge. Funding.	Mar 23, 2011 5:18 PM
2	Obtaining funding.	Mar 21, 2011 1:00 PM
3	Cost	Mar 9, 2011 7:29 AM
4	Resources	Mar 8, 2011 9:07 AM
	Adaptive signal controls/demand responsive	
1	Limited benefits. Extensive detection requirements.	Mar 23, 2011 5:18 PM

Page 14, Q5. Please identify the solutions to the barriers encountered for these strategies.		
	Retiming	
1	Coordination and buy-in	Mar 23, 2011 5:18 PM
2	Regional funding.	Mar 21, 2011 1:00 PM
4	Done when possible	Mar 8, 2011 9:07 AM
	Coordination	
2	Regional funding.	Mar 21, 2011 1:00 PM
3	Seek grants	Mar 9, 2011 7:29 AM
4	Done when possible	Mar 8, 2011 9:07 AM
	Equipment upgrade	
1	Grouped projects organized by MPO had better chance at getting TIP funding	Mar 23, 2011 5:18 PM
4	Done when possible	Mar 8, 2011 9:07 AM
	Adaptive signal controls/demand responsive	
1	TBD	Mar 23, 2011 5:18 PM

Page 14, Q6. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).		
	Retiming	
1	$110,000 $2008	Mar 9, 2011 6:32 AM
	Coordination	
1	$365,000 $2010	Mar 9, 2011 6:32 AM
	Equipment upgrade	

Page 14, Q6. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).		
1	$100,000 $2009	Mar 9, 2011 6:32 AM
	Adaptive signal controls/demand responsive	

Page 14, Q7. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.		
	Retiming	
1	avg 7% reduction in delays, 2-3% reduction in fuel use, 3-16% reduction in various emissions	Mar 23, 2011 5:18 PM
	Coordination Equipment upgrade Adaptive signal controls/demand responsive	

Page 15, Q5. Please identify barriers encountered for these strategies.		
1	Resistance from business and neighborhood groups. City council ultimately eliminated use of reversible lanes in Tucson. Education is a challenge. Properly informing winter visitors can be a challenge.	Mar 23, 2011 5:21 PM
2	Manpower needed to implement traffic management plans after special events.	Mar 21, 2011 1:01 PM
3	Accident-prone	Mar 15, 2011 11:57 AM

Page 15, Q6. Please identify the solutions to the barriers encountered for these strategies.		
1	Close work with business community and neighborhood groups. Treatments to reduce neighborhood cut throughs and ease access to businesses.	Mar 23, 2011 5:21 PM

Page 15, Q6. Please identify the solutions to the barriers encountered for these strategies.		
2	Proper signage and signals for informing on direction.	Mar 15, 2011 11:57 AM

Page 15, Q7. Please identify the costs ($) for these strategies and note which year these represent (e.g., $100,000 $2008).		
1	Not sure	Mar 23, 2011 5:21 PM

Page 15, Q8. Please identify the calculated or documented benefit/cost ratio or a range for these strategies.		
1	Don't have this on hand	Mar 23, 2011 5:21 PM

Page 16, Q4. Please identify barriers encountered for these strategies.		
1	State run program. Not sure of details.	Mar 23, 2011 5:22 PM

Page 19, Q4. Please identify barriers encountered for these strategies.		
1	Obtaining funding for TDM strategies.	Mar 21, 2011 1:07 PM
2	Resources, public education	Mar 8, 2011 9:10 AM

Page 19, Q5. Please identify the solutions to the barriers encountered for these strategies.		
1	The region allocates $1 million annually from CMAQ funds to Traffix, the regional TDM program.	Mar 21, 2011 1:07 PM

Page 19, Q5. Please identify the solutions to the barriers encountered for these strategies.		
2	Outside firms doing some work (with advertiser support)	Mar 8, 2011 9:10 AM

Page 21, Q5. Please identify barriers encountered for these strategies.		
	Camera monitoring	
2	Lack of operational staff to perform real-time monitoring	Mar 15, 2011 10:12 AM
	Raodway detectors/surveillance	
2	Failure of detection devices	Mar 15, 2011 10:12 AM
	Traffic/courtesy patrols Response teams	
1	Keeping the safety service patrol program funded.	Mar 21, 2011 1:12 PM
	Responder vehicle priority	
4	Some counter-congestion increases	Mar 8, 2011 9:12 AM
	Alternative route planning	
3	Takes a lot of work, training and coordination with multiple agencies	Mar 9, 2011 7:33 AM
	Variable message signs	
1	Maintenance.	Mar 21, 2011 1:12 PM
2	Few alternate routes available for detours around incidents	Mar 15, 2011 10:12 AM
4	Acknowledment/use	Mar 8, 2011 9:12 AM
	Advisory radio	
1	Obtaining a signal that is strong enough to be heard over a large area.	Mar 21, 2011 1:12 PM

Page 21, Q6. Please identify the solutions to the barriers encountered for these strategies.		
	Camera monitoring Raodway detectors/surveillance Traffic/courtesy patrols Response teams Responder vehicle priority Alternative route planning	
1	State DOT make a priority and provide ITS funds	Mar 9, 2011 7:33 AM
	Variable message signs Advisory radio	

Page 22, Q2. Please describe the barriers faced with implementation of these capital improvements and the solutions that overcame those barriers.		
1	money	Mar 16, 2011 5:17 PM
2	Primarily funding.	Mar 15, 2011 12:03 PM
3	CT Transit does most of the transit related work.	Mar 9, 2011 6:44 PM
4	Lack of Funding	Mar 9, 2011 6:40 AM
5	Limited resources versus wish to upgrade with replacements	Mar 8, 2011 9:21 AM

Page 22, Q3. Please provide descriptions and related costs of the transit capital improvements noted in the previous question that were made in the past five years.		
1	Automatic Vehicle Locators have been implemented. Bus sizes, in general, are going down (to medium-size buses). Hybrid and electric buses have been experimented with, with unsatisfactory results.	Mar 15, 2011 12:03 PM
2	Purchase of 3 new buses	Mar 9, 2011 6:40 AM
3	Us replacements as possible, as many hybrid types as possible	Mar 8, 2011 9:21 AM

Page 22, Q5. Please describe the barriers faced with implementation of these support facilities and the solutions that overcame those barriers.		
1	money row for park and ride lots	Mar 16, 2011 5:17 PM
2	Primarily lack of funding. PNR's are not dedicated facilities, but rather shared parking lots with cooperative churches and shopping centers.	Mar 15, 2011 12:03 PM
3	Funding was the open point until ARRA solved that.	Mar 8, 2011 6:22 AM

Page 22, Q6. Please provide descriptions and related costs of the transit support facilities noted in the previous question that were made in the past five years.		
1	Transit transfer station to include inside waiting room, restrooms, and shelter for bus pull up. $888,815	Mar 8, 2011 6:22 AM

Page 22, Q8. Please describe the barriers faced with implementation of these exclusive right-of-way facilities and the solutions that overcame those barriers.		
1	Construction of the first leg of the regional light rail system has been plagued with cost overruns.	Mar 21, 2011 1:18 PM
2	CRCOG and CT DOT had to do a lots of public outreach and information sessions to educated general public and elected officials about the benefits of Busway and so on.	Mar 9, 2011 6:44 PM

Page 22, Q8. Please describe the barriers faced with implementation of these exclusive right-of-way facilities and the solutions that overcame those barriers.		
3	We have BRT without exclusive right of way. Funding has been a barrier. Yet we are opening the system in April.	Mar 8, 2011 11:08 AM
4	Commuter rail parking, timing/information, service dependability, sustained subsidization vs. consuder attitudes and expectations	Mar 8, 2011 9:21 AM

Page 22, Q11. Please describe the barriers faced with implementation of these transit operational improvements and the solutions that overcame those barriers.		
1	Funding has been difficult for our regional transit agencies to obtain, especially since a large portion of their funding is obtained from their member cities.	Mar 21, 2011 1:18 PM
2	dollars	Mar 16, 2011 5:17 PM
3	Many of the above strategies are in the planning phase, but a lack of funding is hindering implementation.	Mar 15, 2011 12:03 PM
4	CT Transit operates transit buses. Although we work together in many transit related areas, CT Transit would be better equipped to provide better response.	Mar 9, 2011 6:44 PM
5	Funding	Mar 9, 2011 6:40 AM
6	The transit riders have difficulty with route restructuring especially when ineffective routes are cut, yet the restructuring has been very successful and has increased ridership.	Mar 8, 2011 11:08 AM
7	Public expectations versus degree of subsidy; degree of demand for services (perceived versus actual); perceived possible improvements in operations versus reality of funding and direct operational considerations not obvious to general public. Operators always try to do their best with resources available anddeal with public as bset as possible.	Mar 8, 2011 9:21 AM
8	We are completing an ITS plan at the moment, next steps will be GPS tracking of busses and electronic fair cards in order to collect better data for route changes.	Mar 8, 2011 6:22 AM

Page 22, Q14. Please describe the barriers faced with implementation of these transit policy strategies and the solutions that overcame those barriers.		
1	Price Chopper (food store chain) has implemented gasoline discounts with their advantage card, which has been expanded to transit pass discounts in coordination with CDTA (Capital District Transportation Authority).	Mar 8, 2011 11:08 AM
2	Resistance to abandoning personal space/vehicles; bus travel environment, perecived and actual; limited scope of transit system, as restrcited by demand and resources	Mar 8, 2011 9:21 AM
3	Despite our low fairs, fair discounts for bulk purchasing are very popular. Our ridership is captive and fairly dependent upon the service due to their socioeconomic status.	Mar 8, 2011 6:22 AM

Page 22, Q16. Please list and describe any multimodal transportation centers that have been built in your metropolitan area.		
1	Ronstadt Transit Center etc	Mar 23, 2011 5:30 PM
2	--	Mar 22, 2011 6:21 AM
3	Williamsburg Transportation Center, with plans for a center in Norfolk.	Mar 21, 2011 1:18 PM
4	BARTA Transportation Center combines central transit facility, taxi waiting area and parking garage	Mar 18, 2011 11:11 AM
5	Rosa PArks	Mar 16, 2011 5:17 PM
6	Nono	Mar 15, 2011 3:23 PM
7	N/A	Mar 15, 2011 12:03 PM
8	n/a	Mar 15, 2011 10:14 AM
9	Huntington, WV Ironton, Ohio	Mar 11, 2011 2:03 PM
10	?	Mar 9, 2011 9:29 PM
11	Union Station in Hartford. There are plans for more such centers.	Mar 9, 2011 6:44 PM
12	Downtown and MSU GAroiund Trasnmportation Centers	Mar 9, 2011 11:25 AM
13	N/A but being planned	Mar 9, 2011 7:36 AM
14	i	Mar 9, 2011 7:35 AM
15	Fixed Route Bus Station also houses Intercity Bus	Mar 9, 2011 6:40 AM
16	A new downtown bus station is currently planned for completion in fall 2013.	Mar 8, 2011 2:23 PM
17	NA	Mar 8, 2011 1:08 PM
18	Queen Street bus station	Mar 8, 2011 12:59 PM
19	The Albany-Rensselaer Amtrak Station is operated by CDTA	Mar 8, 2011 11:08 AM
20	Rebuilt Union Staion has commuter rail/Amtrak/ Interstate bus	Mar 8, 2011 9:21 AM
21	There are numerous multimodal transportation centers for freight in the Kansas City metropolitan area.	Mar 8, 2011 7:31 AM

Page 22, Q16. Please list and describe any multimodal transportation centers that have been built in your metropolitan area.		
22	See question six above.	Mar 8, 2011 6:22 AM

Page 22, Q17. Please list and describe any freight rail improvements that have been implemented in your metropolitan area.		
1	NA	Mar 23, 2011 5:30 PM
2	--	Mar 22, 2011 6:21 AM
3	Construction is underway on a rail overpass over Hampton Boulevard leading into Norfolk International Terminals.	Mar 21, 2011 1:18 PM
4	Clearance improvements to allow for double-stack containers	Mar 18, 2011 11:11 AM
5	West Detroit	Mar 16, 2011 5:17 PM
6	None	Mar 15, 2011 3:23 PM
7	N/A	Mar 15, 2011 12:03 PM
8	n/a	Mar 15, 2011 10:14 AM
9	None	Mar 11, 2011 2:03 PM
10	CREATE PROGRAM	Mar 9, 2011 9:29 PM
11	We do have rail lines that carries freight. I don't have any knowledge of recent improvements made. There are plans to upgrade rail lines in CT.	Mar 9, 2011 6:44 PM
12	none	Mar 9, 2011 11:25 AM
13	N/A	Mar 9, 2011 7:36 AM
14	i	Mar 9, 2011 7:35 AM
15	None	Mar 9, 2011 6:40 AM
16	N/A	Mar 8, 2011 2:23 PM
17	NA	Mar 8, 2011 1:08 PM
18	Dillerville Yard - Norfolk Southern - relocation & expansion	Mar 8, 2011 12:59 PM
19	Limited capital projects	Mar 8, 2011 11:08 AM
20	Workiing on furthering doublestack in Central MA	Mar 8, 2011 9:21 AM

Page 22, Q17. Please list and describe any freight rail improvements that have been implemented in your metropolitan area.		
21	There have been numerous freight rail improvements in the Kansas City metropolitan area.	Mar 8, 2011 7:31 AM
22	Only by the rail company itself.	Mar 8, 2011 6:22 AM

Page 22, Q18. Which of the following design guidelines have been implemented in your metropolitan area?		
1	None county-wide	Mar 22, 2011 6:21 AM
2	We are working on guidelines	Mar 9, 2011 7:36 AM

Page 23, Q4. Please identify barriers encountered for these strategies.

	Designated bike lanes by restriping existing roadways	
1	Done more for safety than congestion relief.	Mar 15, 2011 12:07 PM
2	Funding	Mar 9, 2011 6:44 AM
4	Good technical guidance on bike lanes is non-existant	Mar 8, 2011 6:28 AM
	Designated bike lanes using separate paths	
2	Funding	Mar 9, 2011 6:44 AM
4	The federal project development process is a nightmare of non-value adding paperwork.	Mar 8, 2011 6:28 AM
	Improved facilities (e.g. lighting, signing, etc)	
3	Resources	Mar 8, 2011 9:24 AM
4	Do it ourselves locally, pretty easy	Mar 8, 2011 6:28 AM
	New sidewalks	
3	Resources	Mar 8, 2011 9:24 AM
4	Our road crews do a decent amount of this for us, not too difficult.	Mar 8, 2011 6:28 AM
	Wider sidewalks	
	Rails to trails developments	
1	Trails are popular destinations; increase congestion at roadway crossing points and popular access points. ROW acquisition can be difficult.	Mar 15, 2011 12:07 PM
2	Public acceptance	Mar 9, 2011 6:44 AM
3	Resources. ROW	Mar 8, 2011 9:24 AM

Page 23, Q11. Please identify barriers encountered for these strategies.		
	Bike racks at transit stations	
2	All of the above mentioned were relatively easily implemented.	Mar 8, 2011 6:28 AM
	Bike racks on transit vehicles	
1	Racks only fit 2 bicyclists - many times need additional space	Mar 15, 2011 10:16 AM
	Bike racks at destinations	
	Lockers at transit stations	
	Lockers at destinations	
	Shower facilities at transit stations	
	Shower facilities at destinations	
	Route maps	
	Bike sharing	
	Coordinators	
	Supporting ordinances	
	Promotional campaigns	
	Promotional campaigns via media	
	Educational outreach	

Page 24, Q1. Which of the following contracting strategies have been utilized in your metropolitan area?		
1	I have no knowledge any of the above.	Mar 9, 2011 6:50 PM

Page 25, Q1. Which of the following work schedule changes have been implemented in your metropolitan area?		
1	Some agencies have flextime and telecommuting policies.	Mar 9, 2011 6:51 PM

Page 25, Q3. Please rate the ease of implementation for these strategies.		
1	THIS IS A PRIVATE ACTIVITY.	Mar 9, 2011 9:40 PM

Page 27, Q4. Please identify barriers encountered for these strategies.		
	HOV parking discount incentives Subsidized service incentives Marketing and promotions	
1	People want to use their individual vehicles	Mar 8, 2011 9:27 AM
	Ridematching services	
1	People want to use their individual vehicles	Mar 8, 2011 9:27 AM
	Guaranteed ride home	
1	People want to use their individual vehicles	Mar 8, 2011 9:27 AM

Page 28, Q4. Please identify barriers encountered for these strategies.		
	On-street parking and standing restrictions Peak-period prohibitions to free lane capacity Employer/landlord parking agreements Increased parking fees Preferential HOV/carpool/vanpool parking	
1	Voluntary, small-scale deployments limit impact.	Mar 8, 2011 7:42 AM

Page 28, Q4. Please identify barriers encountered for these strategies.
Discounted HOV/carpool/vanpool parking
Location specific parking ordinances

Page 31, Q1. Have any of the following trip reduction strategies or ordinances been implemented in your metropolitan area?		
1	I have no knowledge of most of the above items.	Mar 9, 2011 6:58 PM