

Strategies & Solutions Update & Dialogue

The purpose of this memorandum is to summarize the discussions from the Update meeting held with the project Advisory Committee on March 11, 2020 for the Beyond 77 Study.

Summary of Discussion

Mr. Adam Howell, the consultant team project manager, first provided an update on project efforts to date. This included informing the committee members of the analysis and work done to develop a comprehensive evaluation framework and an initial list of draft recommended strategies/solutions to improve mobility in and around the I-77 Corridor area.

The next section of the meeting looked at strategies and solutions that the project team considered critical for review by the Advisory Committee members. Below are summaries from each these discussions, grouped by:

- ‘Top’ performing strategies/solutions (showcasing high ranking outputs across both weighting scenarios)
- ‘Poor’ performing strategies/solutions (showcasing low ranking outputs across both weighting scenarios)
- ‘Variable’ performing strategies/solutions (showcasing different ranking outputs across both weighting scenarios)

‘Top’ performing strategies/solutions

The Steering Committee was asked for concurrence on 5 critical strategies/solutions currently on the list (level of concurrence taken from Mentimeter online polling):

- i. PM-7: Policy to Define Equitable Mobility (*Regional Partnerships*)
- ii. PM-28: Policies for Equity Factors in Planning (*Policies Enhancing Land-Mobility Connection*)
- iii. PM-25: 15-Minute City Policy (*Policies Enhancing Land-Mobility Connection*)
- iv. PR-8: Regional Coalition Supporting Integrated Corridor Management (ICM) (*Public-Public Partnerships*)
- v. ET-26: ITS Asset Management Database (*Data Management Systems/Smart City Concepts Solutions*)

All committee members indicated levels of concurrence that either agreed or strongly agreed with these 5 proposed strategies/solutions.

With regards to strategies/solutions that highlight emphasis or include language on improve equity in planning, discussions involved ensuring to define at some point the difference between equity and equality. The project indicated that once concepts of strategies and/or solutions reached final recommendations, portions of an implementation plan would call for action items to perform such an exercise with appropriate bodies to capture and codify equitable practices/methodologies in new policies/processes. The group asked for further clarification to define differentiation between local, urban and regional benefits from proposed strategies & solutions. Much of assigning of roles and responsibilities for recommended strategies and/solutions will come through implementation planning as a part of final steps for Beyond 77.

'Poor' performing strategies/solutions

- i. PM-19 (bottom): Freight Design Policies with Complete Streets (*Policies Enhancing Land-Mobility Connection*)
- ii. PM-24 (bottom): Multi-Purpose Bike Use Policy (*Policies Enhancing Land-Mobility Connection*)
- iii. PM-14 (bottom): Policy to Subsidize Rideshare Services (*Financial/Incentive Mobility Policy*)

One key highlight that stemmed from the Steering Committee is that these items are recognizing they are not technically poor performers that should be dismissed as result of low rankings, but acknowledging that these items are more 'single-dimensional' and only addressing a benefit to one specific mode. The evaluation framework is designed to favor multimodal and mode shift strategies/solutions. This notion applies to a majority of the freight-related strategies/solutions documented on the initial list. All appear to be critical for inclusion as defined and maintained for developing an implementation plan out of Beyond 77.

'Variable' performing strategies/solutions

- i. PM-22 (varied): Mobility Hub Parking Policies (*Policies Enhancing Land-Mobility Connection*)
- ii. PM-23 (varied): Development Travel Impact Plan Policy (*Policies Enhancing Land-Mobility Connection*)
- iii. PM-18 (varied): Bike Highway Policies Connecting Dead-End Streets (*Policies Enhancing Land-Mobility Connection*)
- iv. PR-45 (varied): Ramp Metering Study (*Mode of Infrastructure Specific Planning Studies*)
- v. PR-47 (varied): Corridor Access Management Plans (*Mode or Infrastructure Specific Planning Studies*)
- vi. PR-44 (varied): At-grade Rail Crossing & Bike/Ped Treatment Evaluation (*Mode of Infrastructure Specific Planning Studies*)

Overall, the feedback received from committee members was positive and that all were appropriate to be retained for inclusion in a final recommended list, pending public engagement feedback. Specifically, the project will need to review localized ramp metering studies to ensure no duplication.