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**City Transportation Issues Coordinating Council (A0030C)   
Strategic Plan**

**2023-2025**

**Purpose:** This Council promotes among the Technical Activities committees attention to the specific and unique circumstances related to providing transportation to and within municipalities and urbanized areas. All aspects of planning and providing transportation to and within cities are considered, including but not limited to planning, design, construction, operations and service provision, maintenance. This relates to transportation of both people and goods and service to urbanized communities, markets, and people.

**Service to TRB: How we achieve our goals**

* Annual Meeting
  + Identify sessions of interest to city-oriented attendees – develop a curated agenda
  + Propose timely city topics to our member committees for their meeting planning
  + Help identify speakers with city expertise for sessions (when requested)
* Paper Review
  + Support committees’ paper review with city expertise (particularly practitioners)
  + Conduct an annual survey of review capacity and expertise in city topics
  + Conduct outreach to committees so they know they can request additional reviewer names if they need city expertise in their reviewer pools
* Defining Expectations for Members and Supporting Committees
  + As our membership is primarily drawn from the membership of supporting committees, ask those committees to help advance the topics this Council identifies as timely.
    - Set an expectation of at least one city-oriented session every 3 years?
  + Have members provide regular updates to the Council on work occurring in their committee(s) that is relevant to this Council
  + Seek support for a city research needs conference if we choose to pursue one
  + Partner to submit webinar and research needs statements on topics the Council supports (and may provide as fully developed ideas to the relevant committees)
* Communications and Coordination
  + Monthly meetings with Council members and other Council leadership positions
  + Quarterly calls with the entire member and friend group to give updates on activities and provide a forum to share information
  + Maintain the [Google Group](https://groups.google.com/g/trb-major-cities-committee) and [website](http://www.trbmajorcities.org/)
    - Establish policies for what can be sent out to the entire list
* City Transportation Research Needs Conference / Engaging Cities in Research
  + Generate a city transportation research agenda
    - Explore a city transportation research needs conference/workshop (and associated ways to fund this work) to support agenda development
  + Host sessions on engaging cities in research, to increase awareness of funding mechanisms and research need identification

**Critical Issues: Where we focus**

1. **New Urban Metrics** –

The standard of practice for transportation performance measurement remains steeped in conventional traffic engineering. Such performance measures often leave projects – that would similarly seem to increase the overall mobility and accessibility of a city while reducing vehicle capacity – stuck in the planning process. Many cities have addressed these problems by creating alternatives to conventional performance measurement that better align with the empirical successes they are seeing with projects that feature walking, biking, and/or transit modes. By coordinating city test projects with researchers, cities can highlight these empirical successes, scrutinize conventional performance measures, and begin to better assess and measure real transportation improvements.

1. **Reallocation of Public Right-of-Way** –

Cities have unique constraints and demands on public space used for the movement of passengers and goods. Increasingly, cities are being asked to rethink how we use the public right-of-way and accommodate a greater number of demands beyond automobile travel, parking, and sidewalks. Cities require: better tools to assess curbside space management options with respect to operations, safety, multimodal accommodation, and financial impacts; more research on maximizing the value of this public space, joint public-private use, time of day assessments for balancing modal conflicts, and improved modeling of interactions with adjoining land uses.

1. **Emerging Mobility Services and Technologies** –

Technological innovation and the related new mobility services continue to compete with more traditional modes and disrupt the traditional landscape of urban transportation. Cities are also often the test beds for new transportation technologies because of the market opportunities they represent. Cities need to better understand the implications of these technologies and evolving transportation options. Research into these areas, however, will require innovative approaches to gathering or acquiring data as well as newfound public-private partnerships. Cities need to learn from one another in these endeavors and research to help ensure a positive evolution for our transportation systems and society.

1. **Harnessing “Big Data”** –

Technology and the wealth of new data now available are having a profound impact on the planning, operations, maintenance, and communication functions of multimodal travel in cities. Systems are emerging that are capable of collecting and analyzing data and providing information in ways that were simply not possible in the past. Cities would benefit from research related to the systems and data analytics strategies emerging from this space and/or data practices cities should establish (e.g. policies with respect to private companies, open data), as well as shared validation of emerging multimodal datasets.

1. **Revenue Replacement Strategies** –

With a trend toward reduced federal and state transportation funding, cities and regions must now take control of their own fiscal futures. While cities often find raising sufficient political support for such investments challenging, financial self-reliance can provide greater flexibility and opportunities for innovation. Research in this space should highlight the opportunities – as well as the challenges – of shifting away from the traditional financial models.

1. **Mitigating Societal Consequences of Transportation Disruptions** –

Cities face unique equity challenges with respect to responding to events causing transportation disruptions. These challenges not only include maintaining the multimodal infrastructure needed to move people and goods but also extend to preventing disruption to major facilities and the larger economic and social systems. Predicting and measuring transportation under disruptive events is complex, but cities need more information regarding the needs of their more vulnerable populations when such disruptions occur.

1. **Address Historical Inequities** –

Recent policy trends such at the Complete Streets movement are helping major cities better provide equal access and mobility for all road users. While promising, these efforts cannot erase the historic inequities caused by the deleterious impacts of some of our misguided approaches to transportation in cities over the years. Research into this topic will help cities remedy these past transgressions and promote greater equity in the future.