

# 2016 BIENNIAL CONGESTION MANAGEMENT REPORT

*Memphis Urban Area Metropolitan Planning Organization*



## PG. 2 CONGESTION REPORT

The **Memphis Urban Area Metropolitan Planning Organization** has prepared the **2016 Congestion Management Process (CMP) Biennial Report**, which examines congestion in the Memphis Metropolitan Planning Area.

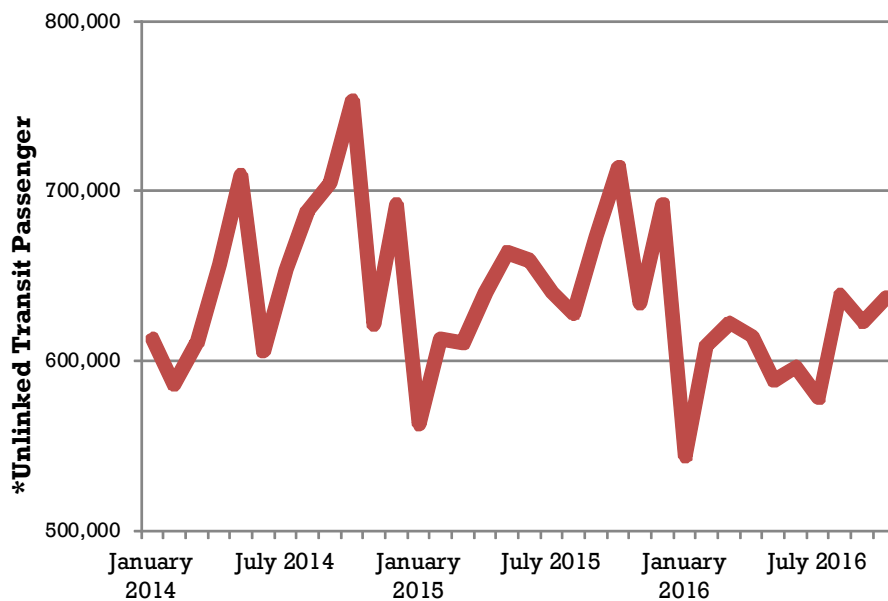
### U.S. Cities Comparison

The congestion level measures actual travel times compared to a free-flowing traffic scenario. In Memphis, average travel times are **16%** longer due to congestion.

Congestion U.S Rank	City	Congestion Level*	Increase from Previous Year	Morning Peak	Evening Peak
1	Los Angeles	41%	↑ 2%	60%	81%
10	Chicago	26%	↓ 1%	38%	58%
11	Houston	25%	0%	43%	66%
13	Atlanta	24%	0%	45%	60%
18	Baton Rouge	23%	0%	29%	63%
19	Nashville	22%	↑ 2%	44%	61%
20	New Orleans	22%	↓ 1%	31%	49%
<b>41</b>	<b>Memphis</b>	<b>16%</b>	<b>↓ 1%</b>	<b>22%</b>	<b>34%</b>
43	Charlotte	16%	↓ 2%	26%	46%
59	Birmingham	13%	↓ 1%	26%	36%

Source: TomTom Traffic Index, 2015

### Memphis Area Transit Authority Monthly Ridership



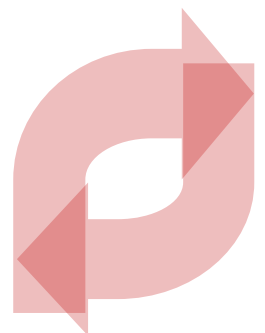
**22.5** min

average commute time (in minutes), 10th shortest among the 30 largest U.S. cities

NYC Economic Brief, March 2015

\*Unlinked Transit Passenger: is a trip on one transit vehicle regardless of the type of fare paid or transfer

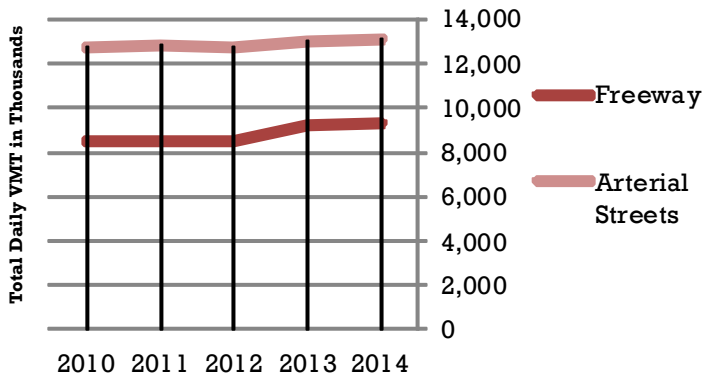
Source: National Transit Database,



# PG. 3 CONGESTION REPORT

## Daily Vehicle Miles Traveled (VMT)

VMT measures the amount of travel for all vehicles in a geographic region over a given period of time, typically a one year period. VMT is calculated by adding all the miles driven by all cars and trucks on the roadways in the region. Following national trends, the region has seen increasing VMT since 2012.



Source: INRIX Insights, TTI Mobility Report, 2015

## 2016 Rideshare Program (Vanpool)

The Memphis Area Rideshare, offered through the Shelby County Air Quality Improvement Branch, provides information to individuals and employers to help create transportation options for area workers. The table below displays details on trip elimination as well as reductions in fuel spending and miles traveled.

Memphis Area Rideshare Program	
2016 Trips Eliminated	107,957
2016 Miles Eliminated	4,414,169
Fuel Saved (Gallons Per Year)	175,165
Fuel Savings (Dollars Per Year)	\$332,814
Carbon Monoxide Reduction (Tons Per Year)	66.0

Source: Shelby County Air Quality Improvement Branch, 2016

## Travel Time Index (TTI)

The TTI indicates how much longer it takes to travel during peak travel periods compared with free-flow conditions. The region ranks 42nd out of 101 urban areas. A value of 1.19 indicates that a 20 minute free flow trip takes 23.8 minutes in the peak travel times.

	2010	2011	2012	2013	2014
<b>Travel Time Index</b>	1.18	1.18	1.18	1.18	1.19
<b>Rank</b>	42	43	42	45	42

INRIX Insights, TTI Mobility Report, 2015

Congestion Measurements	2004	Urban Area Rank	2014	Urban Area Rank
Congestion Cost	\$1.05 billion	37	\$939 million	40
Per Auto Commuter	\$1,207	20	\$1,080	29
Annual Hours of Delay	33,745	38	37,824	40
Per Auto Commuter (hrs.)	42	33	43	35

Source: INRIX Insights, TTI Mobility Report, 2015

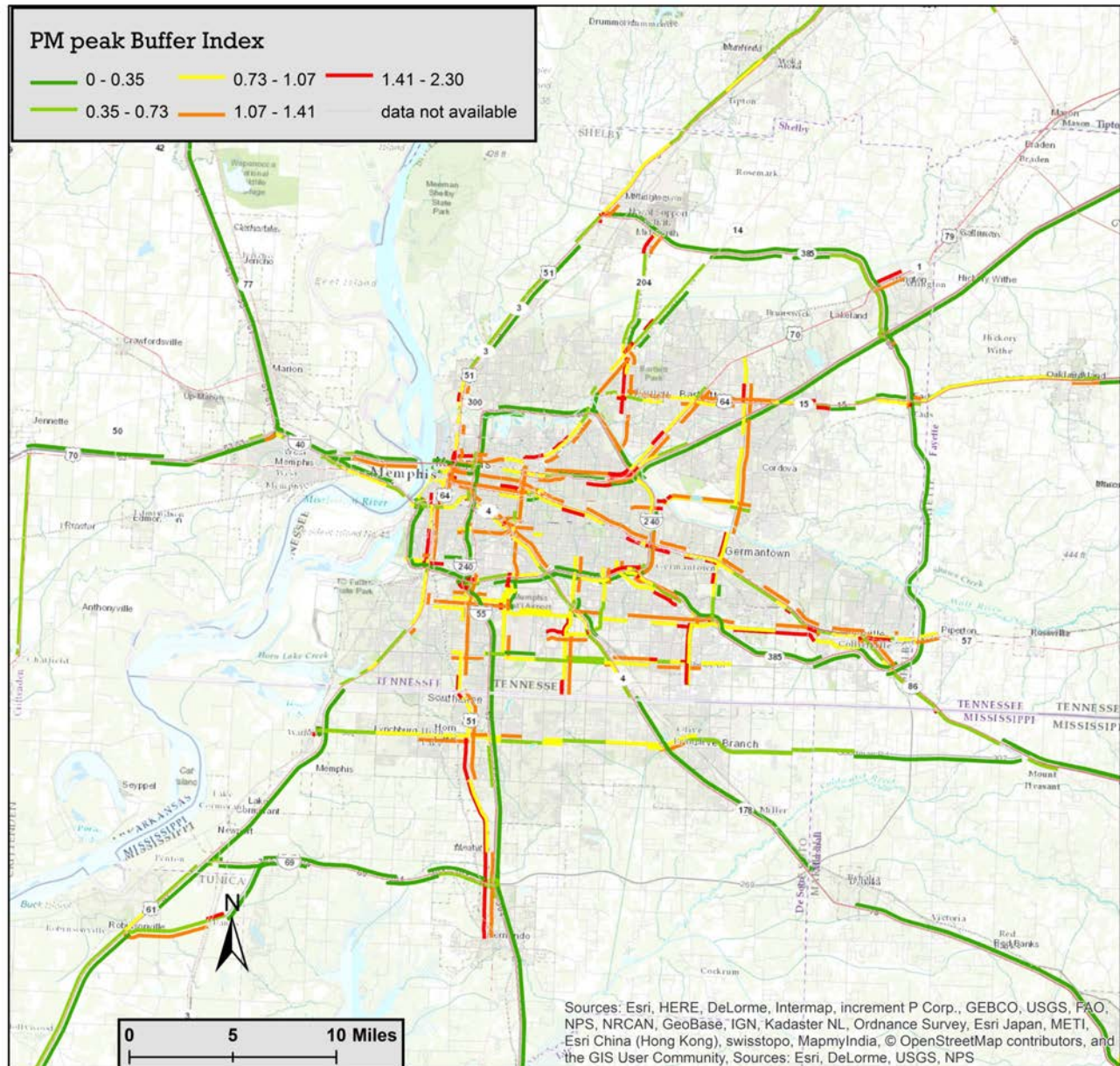


# PG. 4 CONGESTION REPORT

## Buffer Index

The buffer index represents the extra time that travelers must add to their average travel time when planning trips to ensure on-time arrival, in order to account for possible congested traffic. For a 20-minute trip, a 0.35 buffer index means that an additional 7 minutes should be included in the travel time. This is a measure of the reliability of the transportation network. The highest percentages indicate road segments that have an extreme difference between free-flow and peak hour traffic. These segments represent bottlenecks in the network.

Travel Time Reliability Publication, FHWA, 2015



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