MEMPHIS MPO
2015
CONGESTION MANAGEMENT PROCESS (CMP)

TPB - August 27, 2015
Purpose

“To identify strategies aimed to address current and future congestion within the Memphis MPO planning area.”
What is Congestion and its Causes

What is Congestion?
• The Federal Highway Administration (FHWA) defines traffic congestion as the level at which transportation system performance is no longer acceptable due to excessive travel times and delays (23 CFR 500.109).
MPO Planning Process and CMP

- Incorporate CMP related Goals & Objectives of the RTP
- Develop Multimodal Performance Measures
- Incorporate into the RTP and TIP for project identification, evaluation, prioritization, and selection.
CMP Development Process

- Peer review of Best practices – 10 MPOs, for example
  - Capital Area Metropolitan Planning Organization (CAMPO), Austin, Texas
  - Puget Sound Regional Council (PSRC), Seattle, Washington
- Development of Strategy Toolbox to address mobility issues in the Memphis MPO Planning Area. Strategies are grouped into the four major categories
  - Demand Management
  - Operational Improvements
  - Multimodal Strategies
  - Strategic Capacity Enhancements
- Efforts to gather input from multiple stakeholders, incl. public
- Operational and Safety Audits – on some of the major corridors
- Incorporate CMP into the RTP for project identification, evaluation, prioritization, and selection.
AADT

2013 Average Annual Daily Traffic

- 0 - 1,000 (green)
- 1,001 - 2,500 (yellow)
- 2,501 - 5,000 (orange)
- 5,001 - 10,000 (red)
- 10,001 - 15,000
- 15,001 - 20,000

Buffer Index

- 0.25 - 0.5 (green)
- 0.5 - 1 (yellow)
- 1 - 1.5 (orange)
- 1 - 2 (red)
- 2 - 5
Level of Service (LOS)

Comments
CMP Outreach and Input

- Community remarks (online mapping)
- Input gained at RTP public meetings
- Mobility Summit
- Meetings with stakeholders
- RTP Survey
Congestion Management Strategies

**Demand Management**
1. Land Use *(Complete Streets)*
2. Commuter Programs *(Rideshare, Vanpool)*

**Operational Improvements**
3. Operational Improvements & ITS *(Access Management, Dynamic Message Signs (DMS))*
4. Incident Management *(Freeway Service Patrols, Special Event Planning)*
5. Intersection Improvements *(Roundabouts, Traffic Control Device Upgrades)*
6. Freight Improvements *(Freight Capacity Enhancements)*

**Multimodal Strategies**
7. Transit Improvements *(Dedicated Transit Travel Lanes)*
8. Bicycle and Pedestrian Facilities *(Cycle Tracks, Pedestrian Islands)*

**Strategic Capacity Enhancements**
9. Dedicated Lanes *(H.O.V. lanes)*
10. General Purpose Lanes *(New Roadways and Travel Lanes)*
Operational & Safety Audits

- Conducted from both a safety and operational perspective
- Checklist to perform audits on corridors and intersections throughout the region
- Items observed include but are not limited to the following:
  - Road Segments/Intersection
  - Signage
  - Pavement Markings
  - Pavement Condition
  - Drainage
  - Pedestrians/Bicyclist
  - Freight/Commercial Vehicles
  - Transit
  - Railroad Crossings
  - Special Events
  - Other
Next steps ......

• Incorporate CMP into RTP
• Publish Bi-Annual CMP Report
  • Snapshot of region’s congestion and mobility issues

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FY 2014-17 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECT TRACKING

TPB - August 27, 2015
## FY 2014-15 TIP Project Tracking

### Memphis MPO FY 2014-15 TIP Obligation Tracking

<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project Name</th>
<th>PIN #</th>
<th>Allocated Federal Funds</th>
<th>Federal Amount</th>
<th>Federal Amount</th>
<th>Obligation Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>Hwy 70 at Jetway Rd Improvements</td>
<td>120444.00</td>
<td>PE-N: $69,600, PE-D: $54,400</td>
<td>2014: $16,000</td>
<td>2015: $53,600</td>
<td>March 31 2015</td>
</tr>
<tr>
<td>Arlington</td>
<td>Bike and Pedestrian Connector</td>
<td>118513.00</td>
<td>CONST: $777,491</td>
<td></td>
<td>2014: $680,562</td>
<td>March 20 2015</td>
</tr>
<tr>
<td>Memphis</td>
<td>Plough Blvd</td>
<td>102619</td>
<td>PE-N/PE-D: $3,174,414</td>
<td></td>
<td>2014: $1,000,000</td>
<td>July 2 2015</td>
</tr>
<tr>
<td>Millington</td>
<td>Church Street at Navy Rd Intersection</td>
<td>114454.00</td>
<td>PE-D/ROW/CONST: $163,000</td>
<td></td>
<td>2014: $163,000</td>
<td>May 26 2015</td>
</tr>
<tr>
<td>Memphis</td>
<td>Memphis Sidewalk Program - Bike/Ped</td>
<td>118411.00</td>
<td>CONST: $500,000</td>
<td></td>
<td>2014: $160,000</td>
<td>July 1 2015</td>
</tr>
<tr>
<td>Memphis</td>
<td>South Memphis Greenline - Bike/Ped</td>
<td>121733.00</td>
<td>CONST: $222,857</td>
<td></td>
<td>2014: $28,800</td>
<td>June 2 2015</td>
</tr>
<tr>
<td>Collierville</td>
<td>Winchester Road Phase 2 Resurfacing</td>
<td>120035.00</td>
<td>CONST: $745,840</td>
<td>2014: $9,840</td>
<td>2015: $88,080</td>
<td>May 6 2015</td>
</tr>
<tr>
<td>Collierville</td>
<td>Bailey Station Resurfacing</td>
<td>120035.00</td>
<td>CONST: $293,440</td>
<td></td>
<td>2014: $88,080</td>
<td>May 6 2015</td>
</tr>
<tr>
<td>Collierville</td>
<td>Bray Station Resurfacing</td>
<td>120035.00</td>
<td>CONST: $294,800</td>
<td></td>
<td>2014: $88,080</td>
<td>May 6 2015</td>
</tr>
<tr>
<td>Memphis</td>
<td>Airways Resurfacing</td>
<td>120588.00</td>
<td>CONST: $2,376,022</td>
<td>2014: $2,376,022</td>
<td>2017: $401,600</td>
<td>June 2 2015</td>
</tr>
<tr>
<td>Memphis</td>
<td>Mendenhall Resurfacing</td>
<td>120588.00</td>
<td>CONST: $1,498,513</td>
<td></td>
<td>2014: $401,600</td>
<td>June 2 2015</td>
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<tr>
<td>Memphis</td>
<td>Getwell Resurfacing</td>
<td>120588.00</td>
<td>CONST: $1,727,766</td>
<td></td>
<td>2014: $401,600</td>
<td>June 2 2015</td>
</tr>
<tr>
<td>Memphis</td>
<td>Cooper Resurfacing</td>
<td>120588.00</td>
<td>CONST: $218,039</td>
<td></td>
<td>2014: $218,039</td>
<td>June 2 2015</td>
</tr>
<tr>
<td>Millington</td>
<td>Raleigh Millington Road: Amherst to Sikes Resurfacing</td>
<td>120497.00</td>
<td>CONST: $568,000</td>
<td>2014: $32,000</td>
<td>2015: $1,000,000</td>
<td>June 2 2015</td>
</tr>
<tr>
<td>Germantown</td>
<td>Wolf River Blvd Mill and Overlay</td>
<td>119745</td>
<td>CONST: $2,400,000</td>
<td>2014: $120,000</td>
<td>2015: $1,000,000</td>
<td>May 18 2015</td>
</tr>
<tr>
<td>Shelby County</td>
<td>Congestion Management Program - Signal</td>
<td>115241.00</td>
<td>PE-N/PE-D/ROW/CONST: $184,066,327</td>
<td>2014: $12,933,000</td>
<td>2015: $7,083,746</td>
<td>May 14 2015</td>
</tr>
<tr>
<td>Memphis</td>
<td>Central Library Pedestrian Access - TAP</td>
<td>120074.00</td>
<td>CONST: $75,000</td>
<td>2014: $75,000</td>
<td>2015: $9,000</td>
<td>June 23 2015</td>
</tr>
<tr>
<td>Desoto/MDOT</td>
<td>I-55/I-69 Interchange at Nail Road</td>
<td>120074.00</td>
<td>PE-N/PE-D: $225,000</td>
<td>2014: $225,000</td>
<td>2015: $225,000</td>
<td>June 24 2015</td>
</tr>
<tr>
<td>Hernando</td>
<td>West Commerce and Nesbit Rd Resurfacing</td>
<td>120074.00</td>
<td>PE/ROW/CONST: $336,582</td>
<td>2014: $336,582</td>
<td>2015: $66,539</td>
<td>June 3 2015</td>
</tr>
<tr>
<td>-------</td>
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<td>-------------------------------</td>
</tr>
<tr>
<td><strong>All FY 2014 &amp; FY 2015 Projects</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TN</td>
<td>$ 182,307,460</td>
<td>$ 47,464,286</td>
<td><strong>26.04%</strong></td>
<td>95</td>
<td>59</td>
<td><strong>62.11%</strong></td>
</tr>
<tr>
<td>MS</td>
<td>$ 15,041,941</td>
<td>$ 11,808,715</td>
<td><strong>78.51%</strong></td>
<td>14</td>
<td>6</td>
<td><strong>42.86%</strong></td>
</tr>
<tr>
<td><strong>FY 2014 &amp; FY 2015 Road Projects</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TN</td>
<td>$ 101,201,810</td>
<td>$ 19,498,019</td>
<td><strong>19.27%</strong></td>
<td>39</td>
<td>23</td>
<td><strong>58.97%</strong></td>
</tr>
<tr>
<td>MS</td>
<td>$ 11,556,611</td>
<td>$ 10,578,637</td>
<td><strong>91.54%</strong></td>
<td>5</td>
<td>4</td>
<td><strong>80.00%</strong></td>
</tr>
<tr>
<td><strong>FY 2014 &amp; FY 2015 Resurfacing Grouping</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TN</td>
<td>$ 24,629,128</td>
<td>$ 3,693,448</td>
<td>15.00%</td>
<td>11</td>
<td>9</td>
<td>81.82%</td>
</tr>
<tr>
<td>MS</td>
<td>$ 1,835,330</td>
<td>$ 1,230,078</td>
<td>67.02%</td>
<td>3</td>
<td>2</td>
<td>66.67%</td>
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<tr>
<td><strong>FY 2014 &amp; FY 2015 TAP Grouping</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TN</td>
<td>$ 2,312,609</td>
<td>$ 316,305</td>
<td>13.68%</td>
<td>10</td>
<td>3</td>
<td>30.00%</td>
</tr>
<tr>
<td>MS</td>
<td>$ 325,000</td>
<td>-</td>
<td>0.00%</td>
<td>2</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>FY 2014 &amp; FY 2015 Signalization Grouping</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TN</td>
<td>$ 11,842,750</td>
<td>$ 190,000</td>
<td>1.60%</td>
<td>5</td>
<td>5</td>
<td>100.00%</td>
</tr>
<tr>
<td>MS</td>
<td>$ 1,325,000</td>
<td>-</td>
<td>0.00%</td>
<td>4</td>
<td>0</td>
<td>0.00%</td>
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<tr>
<td><strong>FY 2014 &amp; FY 2015 Bike and Ped Grouping</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TN</td>
<td>$ 11,148,234</td>
<td>$ 1,043,540</td>
<td>9.36%</td>
<td>14</td>
<td>8</td>
<td>57.14%</td>
</tr>
<tr>
<td><strong>FY 2014 &amp; FY 2015 Bridge Grouping</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TN</td>
<td>$ 7,871,600</td>
<td>$ 1,281,184</td>
<td>16.28%</td>
<td>10</td>
<td>6</td>
<td>60.00%</td>
</tr>
<tr>
<td><strong>FY 2014 &amp; FY 2015 CMAQ</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TN</td>
<td>$ 23,077,204</td>
<td>$ 21,237,624</td>
<td><strong>92.03%</strong></td>
<td>4</td>
<td>3</td>
<td><strong>75.00%</strong></td>
</tr>
<tr>
<td><strong>FY 2014 &amp; FY 2015 SRTS Grouping</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>TN</td>
<td>$ 224,125</td>
<td>$ 204,166</td>
<td>91.09%</td>
<td>2</td>
<td>2</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Note: Funds for TN Grouping Projects are included in the FY 2014-15 Allocation
Obligation Percentages by Project Type

Tennessee Projects
- TN Signalization Projects ($20,602,624)
- TN Road Projects ($19,498,019)
- TN Resurfacing Projects ($3,693,448)
- TN Bike/Ped Projects ($2,389,011)
- TN Bridge Projects ($1,281,184)

Mississippi Projects
- MS Road Projects ($10,578,637)
- MS Resurfacing Projects ($1,230,078)
- MS Signalization Projects ($0)
- MS Bike/Ped Projects ($0)
## FY 2014 & 2015 Obligation Totals

<table>
<thead>
<tr>
<th>Obligation</th>
<th>FY 2014</th>
<th>FY 2015</th>
<th>Total FY 2014 &amp; 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>TN Obligations</td>
<td>$28,578,783</td>
<td>$18,885,503</td>
<td>$47,464,286 (26.0%)</td>
</tr>
<tr>
<td>MS Obligations</td>
<td>$11,492,244</td>
<td>$316,471</td>
<td>$11,808,715 (78.5%)</td>
</tr>
</tbody>
</table>

- Obligations since April 2015

  - TN – $9,125,047 ($5,083,746 - Shelby County CMAQ Signal Project)
  - MS - $291,539
Next Steps

• 2015 Fiscal Year ends September 30\textsuperscript{th}

• 2015 Annual Listing of Obligated Projects – November

• FY 2017-20 TIP Development
  • FY 2017-20 TIP Project Applications – End of the Year 2015
  • FY 2017-20 TIP Adopted – Fall 2016