

Steering Committee Meeting

January 31st, 2020

Congestion Management Process



2020 Update

Roll Call



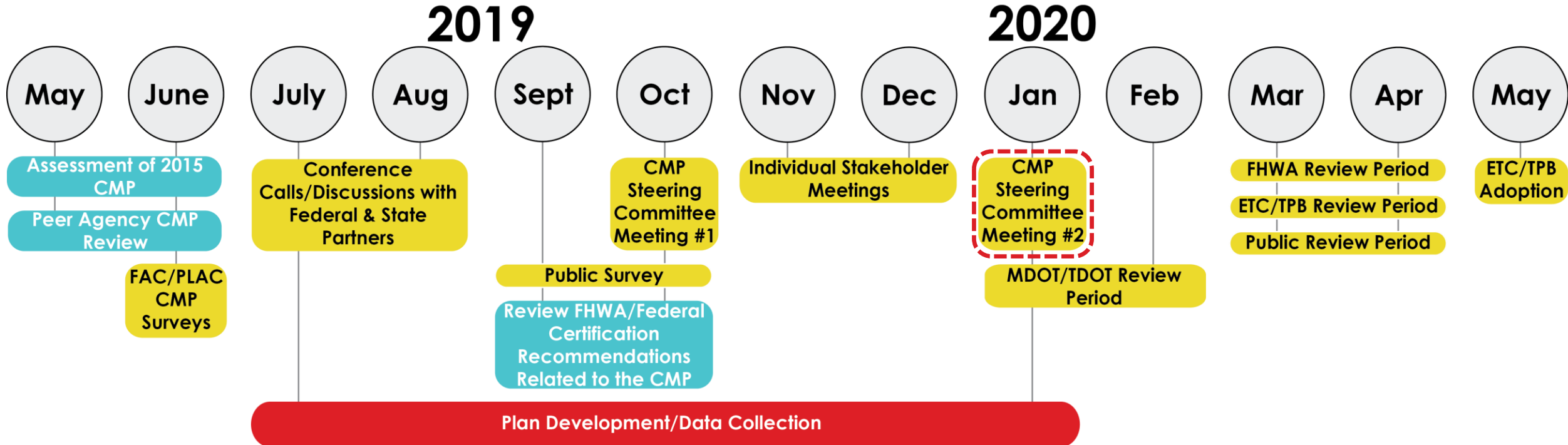
Meeting #1 Recap & Project Timeline



Recap of CMP Steering Committee Meeting #1

- FHWA guidance/peer agency experiences
- Updated CMP goals & objectives
- Redefined CMP network: corridor-based approach
- New datasets & performance measures
- Updated definition for congestion & congestion indicators/metrics
- Updated CMP strategies toolbox

Project Timeline



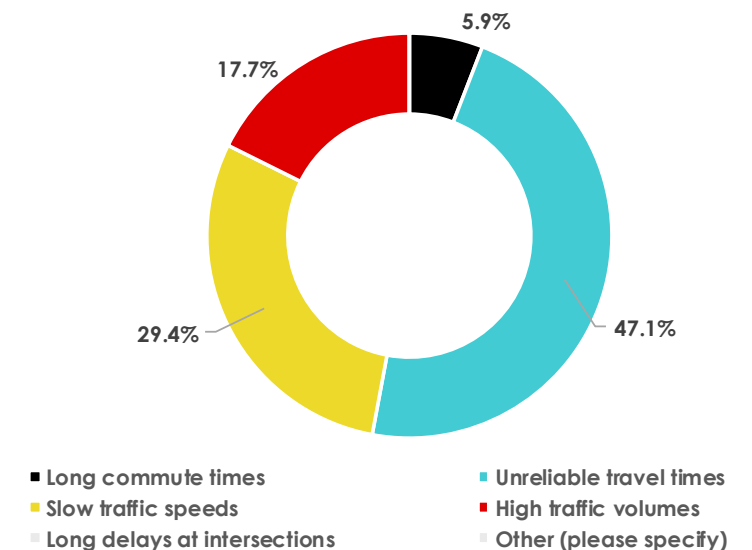
Public & Stakeholder Outreach



Public & Committee Survey Results

- Unreliable travel times most closely associated with respondents definition for congestion
- Most frequently mentioned issues contributing to congestion:
 - Crashes/traffic incidents
 - Lack of alternative transportation options
 - Ineffective traffic signals/poor signal coordination (public)
 - High volume of freight vehicles (advisory committees)
- Implementation priorities/preferences to address congestion:
 - Improving transit service
 - Improving signal coordination
 - Improving bicycle & pedestrian facilities (public)
 - Adding roadway/intersection/interchange capacity (advisory committees)

Which of the following best fits your definition of traffic congestion?



Individual Stakeholder Meetings: Overarching Congestion Issues

- Construction/work zone management
- High volume of freight traffic
- Non-motorized traveler safety
- Special events
- Traffic bottlenecks
- Distracted drivers & erratic driving behavior

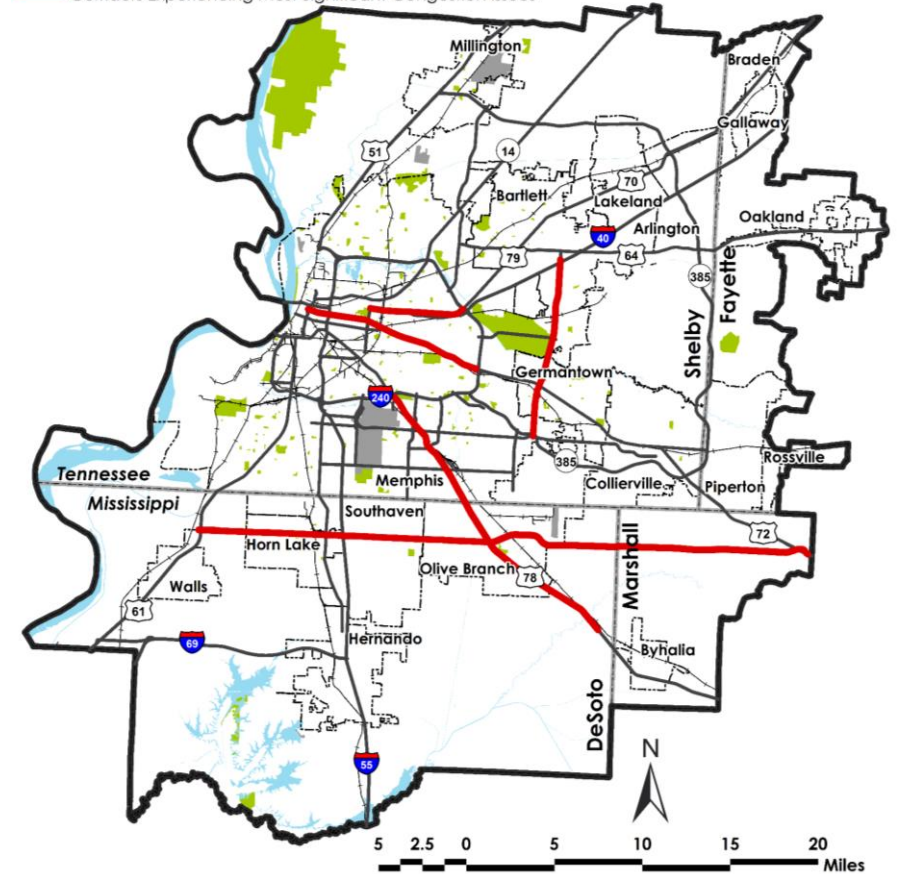
Individual Stakeholder Meetings: Corridors Experiencing Significant Congestion Issues

- Germantown Road/Parkway (I-40 to SR-385)
- U.S. 72/Poplar Avenue (U.S. 51 to eastern portion of the I-240 loop)
- U.S. 78/Lamar Avenue (Southern portion of the I-240 loop to Red Banks River Road)
- Goodman Road (U.S. 61 to U.S 72)
- Summer Avenue (U.S. 64 to I-40)

Map Elements

— CMP Network

— Corridors Experiencing Most Significant Congestion Issues



Individual Stakeholder Meetings: Overarching Implementation Barriers

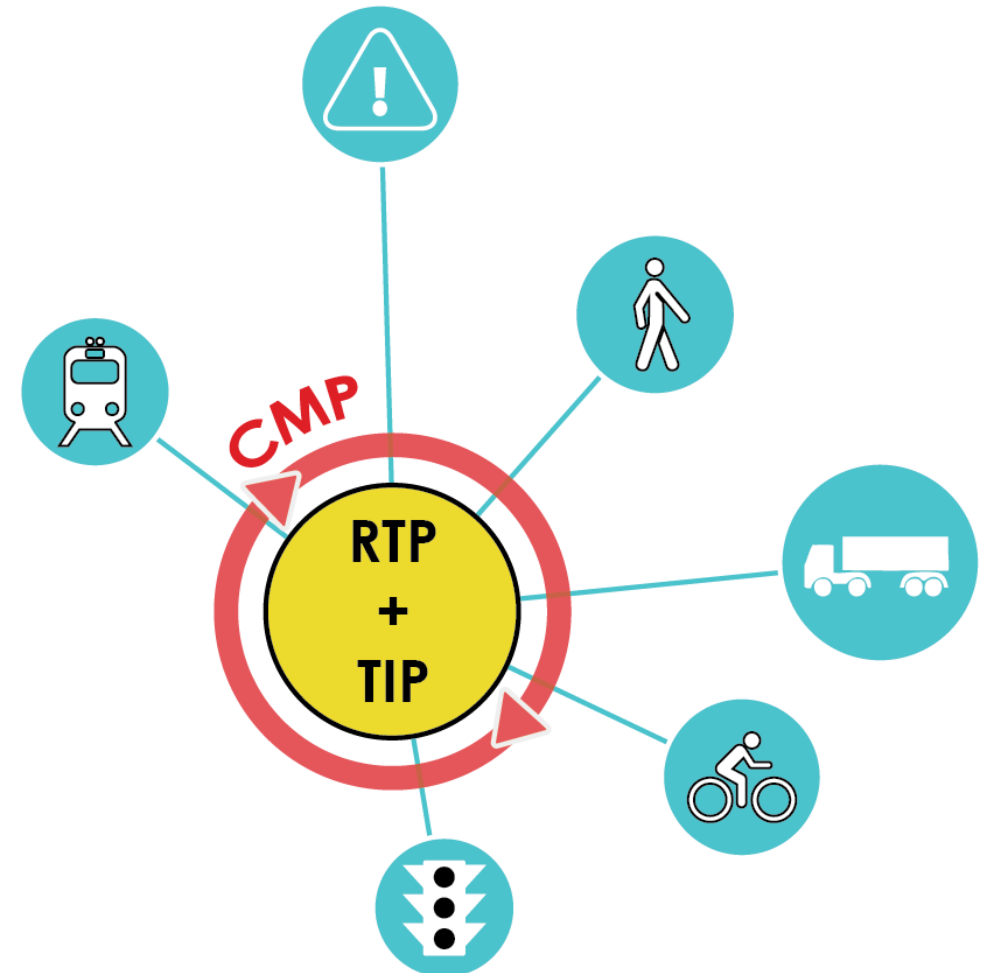
- Formal interagency coordination in matters related to congestion management, data sharing, work zone management, & incident management
- Traveler behavior, preferences, & education
- Ensuring the region is in position to meet the demands of emerging technologies

CMP Implementation & Evaluation



Implementation of the CMP & CMP Strategies

- Alignment with FHWA 8-step CMP Process Model
- The RTP & TIP currently serve as the MPO's primary instruments for implementing the corridor/project level strategies included in the CMP strategies toolbox
 - RTP/TIP project evaluation criteria
 - TIP project groupings
- Identify areas to expand/enhance the implementation of policy/program/system level strategies



System Monitoring & Project/Strategy Evaluation

- Annual CMP report
- “Candidate” evaluation projects
- Will continue to explore areas in which additional analysis tools can be integrated into the CMP
 - Simulation models
 - Sketch planning tools
 - Analytical/deterministic tools
 - Traffic signal optimization tools
 - Corridor studies/safety & operational audits
 - Surveys

Performance Measure	Analysis Area	2015	2016	2017	2018	Trend
% of person-miles traveled on the Interstate that are reliable	National Highway System	89.8%	89.9%	96.4%	91.5%	
% of person-miles traveled on the non-Interstate National Highway System that are reliable		64.9%	90.6%	92.5%	91.5%	
Annual hours of peak hour excessive delay per capita	National Highway System (within the Memphis TN-MS-AR Urbanized Area)	7.0	10.0	7.1	8.3	
Average travel time to work (minutes)	Memphis TN-MS-AR Urbanized Area	23.9	24.0	24.1	22.7	
% Incidents cleared within 30 minutes	TDOT Region 4 HELP Service Area	68%	80%	79%	N/A*	
Truck travel time reliability index	Interstate System	1.50	1.44	1.33	1.42	

Future Alterations to the CMP

- The CMP is intended to be a process, and the 2020 CMP Plan Update is designed to provide the framework for that process
 - Alterations to the CMP network, datasets, performance measures, & the CMP strategies toolbox will be made administratively using the processes outlined in the document
 - Alterations to the CMP goals & objectives or the regional definition for congestion will require approval from the ETC & TPB

Future Coordination

- Establish a formal “Traffic Operations Advisory Committee” to assist with interagency coordination
 - Intended to facilitate coordination in areas related to congestion management, ITS, and data sharing
 - Membership based on CMP Steering Committee, with several additions
 - Meetings held annually

Questions?



Next Steps

- State DOT review period
 - February, 2020
- Federal/Partner Agency/Public review period
 - March-April, 2020
- CMP adoption
 - May, 2020