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

2019

- May: Assessment of 2015 CMP Peer Agency CMP Review
- June: FAC/PLAC CMP Surveys
- July: Conference Calls/Discussions with Federal & State Partners
- Aug: Public Survey
- Sept: Review FHWA/Federal Certification Recommendations Related to the CMP
- Oct: CMP Steering Committee Meeting #1
- Nov: Individual Stakeholder Meetings
- Dec: Plan Development/Data Collection

2020

- Jan: CMP Steering Committee Meeting #2
- Feb: MDOT/TDOT Review Period
- Mar: FHWA Review Period
- Apr: ETC/TPB Review Period
- May: Public Review Period
- ETC/TPB Adoption

Memphis MPO
METROPOLITAN PLANNING ORGANIZATION
Strengthening Regional Transportation

Congestion Management Process

2020 Update
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?

- Long commute times: 5.9%
- Unreliable travel times: 47.1%
- Slow traffic speeds: 29.4%
- High traffic volumes: 17.7%
- Long delays at intersections: 4.7%
- Other (please specify): 29.4%
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)
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

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