

Montgomery Area Technical Coordinating Committee
Meeting Minutes
March 18, 2014

Members

Mr. Robert Smith MPO Staff)
Mr. Clint Andrews (FHWA)
Mr. Richie Beyer (Elmore County)
Mr. Locke (Bubba) Bowden) City of Montgomery)
Mr. David Bollie (ALDOT 6th Division)
Mr. David Bufkin (Autauga County)
Mr. Joel Duke (City of Prattville)
Mr. Patrick Dunson (City of Montgomery)
Mr. Kelvin Miller (MATS)
Mr. Jerry Peters (Town of Millbrook)
Mr. Stuart Peters (Town of Coosada)
Mr. David Robinson (City of Wetumpka)
Mr. Tommy Tyson (City of Montgomery)
Mr. Kenneth White (Town of Pike Road)

Guests

Mr. Alan Axford (CARPDC)
Ms. Karen Carr-Jones (ALDOT 6th Division)
Mr. Norman Holman (ALDOT)
Mr. Bob Portera (Neel-Schaffer)
Ms. Karen Mohammadi (Neel-Schaffer)
Ms. Lian Li (FHWA)

Staff

Mr. Kindell Anderson
Mr. James Askew
Mrs. April Delchamps
Mrs. Lisa Walters

At the regularly scheduled meeting of the Technical Coordinating Committee (TCC) on March 18, 2014 at 10 a.m. at the City of Montgomery Intermodal Transfer Facility in the conference room, 495 Molton Street, Montgomery, AL 36104, the aforementioned members were present. The meeting was called to order at 10:15 a.m. by Mr. Robert Smith. Mr. Smith announced that a quorum was present, with 13 voting members present.

Agenda Item 3: Introduction of Guests: (Mr. Bob Portera, and Karen Mohammadi of Neel-Schaffer.

Agenda Item 4: Minutes from the previous TCC Meeting. (Action Item) One correction to the minutes; Mr. Bowden was omitted from the sign in sheet; he was in attendance for the meeting.

After all necessary changes were done, Mr. Beyer made the motion to accept the minutes from the previous TCC Meeting, and Mr. Bowden seconded the motion. The agenda item passed unanimously and without any further discussion.

Agenda Item 5: FY 2012- 2015 TIP Amendments: (Action Item)

- Page 2 – City of Montgomery project for resurfacing Woodley Road from the South Blvd to McGehee Road, a distance of 0.94 miles. The funding source is Alabama Transportation Improvement Program (ATRIP). The federal portion is \$529,000 and the local match is \$132,400 for total cost of \$662,000. The project is in the Bicycle and Pedestrian Plan (Bicycles: No/ Pedestrians: Yes).
- Page 3- City of Montgomery project for resurfacing on Fairview Avenue from Airbase Blvd to I-65, a distance of 1.21 miles. The funding source is Alabama Transportation Improvement Program (ATRIP). The federal match will cover \$1,127,920 and the local match is \$281,980 for a total cost of \$1,409,900. The project is in the Bicycle and Pedestrian Plan (Bicycles: Yes/ Pedestrian: Yes).
- Page 4- City of Prattville project for Adaptive signal control technology for Cobbs Ford Road from I-65 to Shady Oak Lane (11 intersections), a distance of 2.78 miles. The funding source is Alabama Transportation Improvement Program (ATRIP) Funds. The federal match will cover \$400,000 and the local match is \$100,000 for a total cost \$500,000. The project is in the Bicycle and Pedestrian Plan (Bicycles: No/ Pedestrian Yes).
- Page 5- City of Prattville project for sidewalks on various streets serving the Prattville Elementary and Intermediate schools. The funding source is Transportation Alternatives Program Any Area (TAPAA) Funds. The federal match will cover \$184,092 and the local match will cover \$46,023 for a total cost of \$230,115. The project is not in the Bicycle and Pedestrian Plan.
- Page 6 –City of Wetumpka project for a Pedestrian connector on East Bridge St and the Hill St, Orline and Company Street intersection. The funding source is Transportation Alternatives Program Any Area (TAPAA) Funds. The federal match will cover \$377,200 and the local match is \$94,300 for a total cost \$471,500. The project is in the Bicycle and Pedestrian Plan (Bicycles: No/ Pedestrian: Yes).
- Page 7-Elmore County project for West Millbrook Corridor Study and Design from SR-14 to SR-7 with a funding source of Surface Transportation Program Other Area (STPOA) Funds. This project is proposed to be deleted.
- Page 8-Elmore County project for Intersection Study and Design of Coosada Parkway and Coosada Rd using Surface Transportation Program Other Area (STPOA) Funds. The project is in the Bicycle and Pedestrian Plan (Bicycles: No/ Pedestrian: Yes). The funding from the previously deleted project will be moved to this project.
- Page 9- City of Prattville project for widening and resurfacing on McQueen Smith Rd from US-31 S Memorial Drive to Cobbs Ford Rd. The funding source is Surface Transportation Program Other Area (STPOA) Funds. The federal match will cover \$811,135 and the local match is \$202,783 for a total cost \$1,013,918. The project is in the Bicycle and Pedestrian Plan (Bicycles: No/ Pedestrian: Yes). This project is for a cost increase from \$713,918 to \$1,013,918 due to increased engineering costs. Increase is a total of \$300,000 with \$240,000 and \$60,000 local funds.

- Page 10- State of Alabama project for resurfacing US-231 (SR-9) from the junction of I-85 to the junction of US-231 North, a distance of 4.46 miles. The funding source is Surface Transportation Program Any Area (STPAA) Funds. The federal match will cover \$4,163,976 and the state match is \$1,040,994 for a total cost of \$5,204,971. The project is in the Bicycle and Pedestrian Plan (Bicycles: No/ Pedestrian: Yes).
- Page 11- City of Prattville project for resurfacing CR-2 (Cobbs Ford Road) from SR-6 (US-82) to CR-75 (McQueen Smith Road), a distance of 0.9 miles. The funding source is Surface Transportation Program Other Area (STPOA) Funds. The project is in the Bicycle and Pedestrian Plan (Bicycles: Yes/ Pedestrian: Yes). This project is for a cost increase due to increased construction costs from \$502,791 to \$554,530. Total amount of increase is \$51,738 of which \$ 41,390 is federal and \$ 10,347 is local funds. Project has been authorized.
- Page 12-City of Prattville project for resurfacing Sheila Blvd from to SR-3 (US-31/S Memorial Dr.) to CR-2 (East Main Street), a distance of 1.4 miles. The funding source is Surface Transportation Program Other Area (STPOA) Funds. The federal match will cover \$521,175 and the local match is \$130,294 for a total cost of \$651,469. The project is in the Bicycle and Pedestrian Plan (Bicycles: Yes/ Pedestrian: Yes). This project is for a cost increase due to increased construction costs from \$310,960 to \$651,469. Total amount of increase is \$340,509 of which \$272,407 is federal and \$68,101 is local funds. Project has been authorized.

After presenting all projects to the TCC, and all projects are in balance; a motion was made by Mr. Bowden and seconded by Mr. Duke, the agenda item passed unanimously and without any further discussion.

Agenda Item 6- Draft Congestion Management Process (CMP) 2014-2018 (Action). The PowerPoint presentation is included as Attachment A. A motion was made by Mr. White to adopt the Congestion Management Draft, and seconded by Mr. Bowden. The agenda item passed unanimously and without any further discussions.

Agenda Item 7: 2035 LRTP Amendment -Discussion: At the request of the MPO, staff compiled information on the possibility of constructing an interchange on I-85 at wares Ferry Road. Staff submitted to the MPO the pages referencing the project from the 2035 Long Range Transportation Plan including scenario three with modeling outputs, the 2035 Needs Plan, and the 2035 Financially Constrained Plan. There was a brief discussion on the history of the project.

Agenda Item 8 : Transportation Project Status (ALDOT) David Primm

- The installation for the ITS Sign will take place in late May.
- The Montgomery Outer Loop is on schedule
- Perryhill Road is schedule for completion around the 21st of November 2014.
- Highway 82 in Prattville is behind schedule due to weather delay.
- Old Farm Lane is schedule for completion in September

Agenda Item 9: Any Other Issues/Business/Concerns: (a) The Right of Way project for Vaughn Road to Chantilly has been postponed until July 2014. (b) Performance Measures guidelines has change.

Agenda Item 10: (Adjournment) The TCC Meeting adjourned at 11:45 a.m.

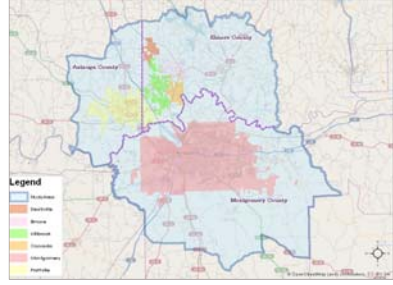

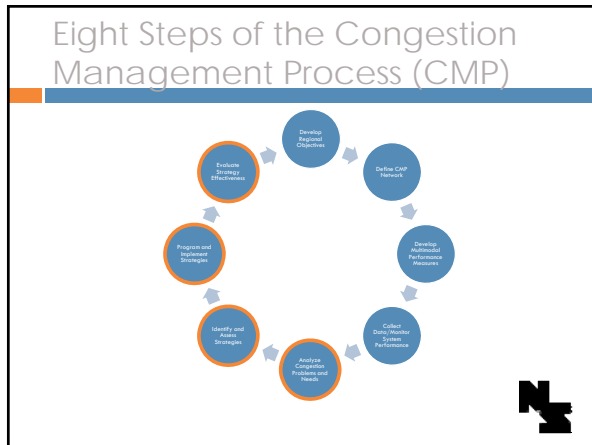
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CONGESTION MANAGEMENT PROCESS

April 2014 Montgomery Metropolitan Planning Organization


CMP Study Network

Performance Measures, Data Inventory and Analysis of Congested Areas

- Using the performance measure of volume to capacity counts and input from local agencies as a basis, routes were identified for inclusion in the travel time studies.
- These studies, combined with input from local agencies, allowed for the identification of 76 congested corridors and intersections.
- Of these, 25 were identified as "Priority 1" congested areas by MPO staff and local agencies.

Performance Measures/ Data Collected	
Travel Time/Delay on Corridor	
Number of Crashes	
Volume to Capacity Ratios	
Miles of Sidewalks and Bicycle Lanes	
Vehicle Occupancy Rates	
Transit Crowding	
Transit Usage on Corridor	
Number of Entrances	
Hours of Travel when Volume to Capacity >1.0	
Intersection Capacity	
Response and Clearance Times	



CMP Goals

Goal 1: To provide effective management of new and existing transportation facilities through use of travel demand reduction and operational management strategies.

- Objective 1: Reduce travel times on major routes.
- Objective 2: Reduce single occupancy travel and encourage other modes of travel.
- Objective 3: Utilize cost-effective, widening and non-widening solutions to improve capacity.
- Objective 4: Improve access management along major corridors.

Goal 2: Optimize the safety of the current transportation network.


- Objective 1: Identify areas that have an unacceptably high non-recurring congestion due to crashes
- Objective 2: Reduce impact from non-recurring congestion through efficient use of ITS.
- Objective 3: Reduce recurring congestion on corridors through mitigation techniques such as signal timing and capacity improvements.
- Objective 4: Reduce number of crashes on system.

Goal 3: Optimize the effectiveness and reliability of the regional transportation network.

- Objective 1: Reduce response and clearance times from non-recurring congestion.
- Objective 2: Reduce delays from recurring congestion on corridors.


Goal 4: Increase multimodal transportation access.

- Objective 1: Increase convenience of transit system trips.
- Objective 2: Increase safety and convenience of bicycle and pedestrian trips.




Priority 1 Areas

Street Name	From/At	To
1 Atlanta Hwy	S Burbank Dr	East Blvd West Service Rd
2 Carter Hill Rd	McGhee Rd	Vaughn Rd
3 Chantilly Pkwy (US-80)	Atlanta Hwy	Eastchase Pkwy
4 Chantilly Pkwy (US-80)	I-85	
5 Cobbs Ford Rd	US-82	I-65
6 E. Main St	I-65	Greystone Way
7 East Blvd	Carmichael Rd	
8 East Blvd	Carmichael Rd	Monticello Dr
9 East Blvd	WB I-85 Off Ramp	
10 Perry Hill Rd	Atlanta Hwy	I-85
11 Pike Rd	Vaughn Rd	
12 Ray Thorington Rd	Pike Rd	Vaughn Rd
13 South Blvd	Narrow Lane Rd	Troy Hwy (US-231)
14 South Blvd (US-82)	Woodley Rd	
15 SR-14	Grandview Rd (CR8/ CR10)	



Priority 1 Areas- cont.


	Street Name	From/At	To
	Main Street		
16	SR-14	I-45	
17	SR-14	I-45	Grandview Rd
18	SR-14	McQueen Smith Rd	
19	Taylor Rd	Halcyon Blvd	Vaughn Rd
20	Taylor Rd	I-85 EB On Ramp (from south)	Eastchase Pkwy
21	Taylor Rd	I-85 Ramps	
22	Troy Hwy (US-231)	Christine Elizabeth Curve/ Virginia Loop Rd	
23	Vaughn Rd	Taylor Rd	Halcyon Park Dr
24	Welumpka Hwy (US-231)	Jasmine Hill Rd	Anderson Rd
25	Welumpka Hwy (US-231)	Redland Rd	



Monitoring Program


- The MPO may provide readily available data for evaluation while the responsibility of collection data and evaluation of the data measuring the effectiveness of implemented strategies would fall to the local project sponsor.
- Documentation of the evaluation will be collected by the MPO to inform decision makers and the public.

Performance Measures/ Data Collected	Collecting Agency
Travel Time/Delay on Corridor	Local Sponsor
Hours of Travel when Volume to Capacity > 1.0	Local Sponsor/MPO
Transit Usage on Corridor	Local Sponsor/Transit Agency
Miles of Sidewalks and Bicycle Lanes	Local Sponsor
Vehicle Occupancy Rates	Local Sponsor
Transit Crowding	Local Sponsor/Transit Agency
Volume to Capacity Ratios	Local Sponsor/MPO
Number of Entrances	Local Sponsor
Number of Crashes	Local Sponsor
Intersection Capacity	Local Sponsor
Response and Clearance Times	Local Sponsor/Local Responder



Strategy Identification and Assessment


- For each congested corridor, appropriate mitigation strategies were suggested. These strategies will be discussed in the second part of the presentation.
- There are three main categories of strategies:
 - Add Capacity/ Physical Improvements
 - Use Existing Capacity More Efficiently/ Operational Improvements
 - Reduce Demand for Vehicle Travel



Monitoring Program


- Federal guidelines also encourage MPOs to conduct system-level performance evaluation to identify and report on the "improvement or degradation of the transportation system".
- The table at right provides clarification of responsibilities for data collection associated with this data.

Performance Measures/ Data Collected	Collecting Agency	Frequency of Collection
Travel Time/Delay on Corridor	MPO	Minimum of every 5 years
Volume to Capacity Ratios		Annually
Number of Crashes		Annually



Monitoring Program

- Federal regulation 23CFR 450.32 (c) 6 requires that the CMP include:
 - "Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation."
- This will include updating count data, travel time data and speed data and comparing the data sets over time.
- The MPO should coordinate with local project sponsors to conduct project-level analysis of conditions after the implementation of a congestion mitigation effort.



QUESTIONS?

