**Montgomery Area Technical Coordinating Committee**
**Meeting Minutes**
**January 21, 2014**

**Members**
Mr. Robert Smith MPO Staff)
Mr. Richie Beyer (Elmore County
Mr. David Bollie (ALDOT 6th Division)
Mr. David Bufkin (Autauga County)
Mr. Greg Clark (CARPDC)
Mr. Joel Duke (City of Prattville)
Mr. Patrick Dunson (City of Montgomery)
Mr. James Kelley (Montgomery County)
Mr. John McCarthy (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)

**Guests**
Mr. Alan Axford (CARPDC)
Ms. Karen Carr-Jones (ALDOT 6th Division)
Mr. Bob Portera (Neel-Schaffer)
Ms. Karen Mohammad (Neel-Schaffer)
Ms. Becky Malenke (Neel-Schaffer)

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

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At the regularly scheduled meeting of the Technical Coordinating Committee (TCC) on January 21, 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 10:08 a.m. by Mr. Robert Smith. Mr. Smith announced that a quorum was present, with 14 voting members present.

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

Agenda Item 4: Minutes from the previous TCC Meeting. (Action Item) There were no corrections or amended to the minutes; therefore Mr. Bollie made the motion to accept the minutes from the previous TCC Meeting, and Mr. Dunson 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 – is a City of Montgomery project for resurfacing Alabama River Parkway from Northern Blvd to North of Coosada Ferry Road, a distance of 1.72 miles. The funding source Alabama Transportation Improvement Program (ATRIP) Funds, the federal match will cover $1,124,080 and local match $281,020 total cost $1,405,100. The Bicycle and Pedestrian plan included, no for bicycles, yes for pedestrian.
- Page 3- is an Autauga County Commission project for Bridge replacement on CR-85 over Pine Level Branch BIN#10077. The funding source Alabama Transportation Improvement (ATRIP) Fund, the federal match will cover $360,000 and local match $90,000 total cost $450,000. The Bicycle and Pedestrian plan included, yes for bicycles and no for pedestrian.
- Page 4- Is an Autauga County Commission project for resurfacing CR-57 from CR-40 to Chilton County Line, a distance of 10.01 miles? The funding source Alabama Transportation Improvement Program (ATRIP) Funds. The federal match will cover $1,200,000 and local match $300,000 total cost $1,500,000. The bicycle and pedestrian plan is not included for bicycles or pedestrians.
- Page 5- is an Autauga County Commission project for bridge replacement on CR-85 over South Mortar Creek and Mortar Creek (BIN#9760, #9761). The funding source Alabama Transportation Improvement Program (ATRIP) Funds; the federal match will cover $720,000 and local match funds $180,000 total cost $900,000. The bicycle and pedestrian plan included, not for bicycles or pedestrian.
- Page 6 –is a City of Prattville project for resurfacing Cobbs Ford Road from McQueen Smith Rd to US-82, a distance of 0.9 miles. This is an existing project, the funding source Surface Transportation Other Program Other (STPOA) Funds. Federal match will cover $410,800 and local match $102,200 total cost $513,000. The Bicycle and Pedestrian Plan included, yes for bicycles and no for pedestrian (**This project is for a cost increase from $502,791 to $ 513,000 to cover increased construction cost. Total increase is $10,209 of which $8,249 is federal and $2,041 is local match.**

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

Agenda Item 6- Final Draft Public Participation Plan (PPP) and Public Involvement Summary (Action required)- The draft 2013 details federal guidelines which govern the transportation planning process and how the public can become involved in the tri-county transportation process; there were no comments or adjustments to be done to the plan. A motion was made by Mr. Bowden to adopt the final draft for the 2013 PPP, and was seconded by Mr. Beyer. Therefore, the agenda item passed unanimously and without any further discussion.

Agenda Item 7: Congestion Management System Update: SEE ATTACHED ITEM!

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

- The Eastern Bypass completion date has not been determine
- US 82 in Prattville, has  no exact completion date
- The ALDOT funding is limited, only doing resurfacing projects.
- Perry Hill Road is progressing and on schedule.
-

Agenda Item 9:  Any Other Issues/Business/Concerns: There were no other issues or business matters that needed discussing.

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

# Montgomery MPO Resolution Final Public Participation Plan

## Montgomery Metropolitan Planning Organization (MPO) Adopting the Final Public Participation Plan as Prepared by the Montgomery MPO Transportation Planning Staff

**WHEREAS**, the Montgomery Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134, and 135 (amended by MAP-21, Section 1201 and 1202, July 2012); 42 USC 2000d-1,42 USC 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and

**WHEREAS**, the U.S. Department of Transportation requires all urbanized areas, as established by the U.S. Bureau of the Census, doing area-wide urban transportation planning that involves more than one Department of Transportation operating administration, to submit a {ublic Participation Plan as a condition for meeting the provisions of Title 23, U.S. Code, Section 134; and,

**WHEREAS,** consistent with the declaration of these provisions, the Montgomery Metropolitan Planning Organization Transportation Planning Staff, in cooperation with the Alabama Department of Transportation, has prepared a Final Public Particpation Plan; and,

**WHEREAS,** pursuant to its duties, functions, and responsibilities, the Montgomery Metropolitan Planning Organization (MPO) on this the 24th Day of February 2014, did review and evaluate the aforementioned Public Participation Plan, summarized on the attached pages; now,

**THEREFORE BE IT RESOLVED** by the Montgomery Metropolitan Planning Organization (MPO) that the same does hereby endorse and adopt said Final Public Participation Plan as written.

**Charles Jinright, MPO Chairman**

Date: February 24, 2014

ATTEST:

**Robert E. Smith, MPO Secretary**

# Montgomery MPO Resolution

**To Amend the FY 2012-2015 Transportation Improvement Program (TIP)**

**To Add the Following Projects by Addendum**

| Project Number | Type Work | Project Description/Location | Total Cost | Fiscal Year | County |
|---|---|---|---|---|---|
| **1. ATRIP-24-AM**<br>ACAA61049ATRP(001)<br>100061049 | CN | Resurface AL. River Parkway from N. Blvd to North of Coosada Rd<br>(Distance: 1.72 miles) | $ 1,405,100 | FY-2016 | Montgomery |
| Funding Source: Alabama Transportation Improvement Program (ATRIP) Funds | | | | | |
| CN Funds: | | | | | |
| Federal (80%): | | | $ 1,124,080 | | |
| Sponsor – (20% City of Montgomery match) | | | $ 281,020 | | |
| **Total Funds:** | | | $ 1,405,100 | | |
| Functional Classification –Arterial | | | | | |
| **2. ATRIP-25-AM**<br>ACAA61035ATRP(001)<br>100061035 | CN | Bridge Replacement on CR-85 over Pine Level Branch BIN#10077<br>(Distance N/A) | $ 450,000 | FY-2015 | Autauga |
| Funding Source: Alabama Transportation Improvement Program (ATRIP) Funds | | | | | |
| CN Funds: | | | | | |
| Federal (80%): | | | $ 360,000 | | |
| Sponsor – (20% Autauga Co. Comm match): | | | $ 90,000 | | |
| **Total Funds:** | | | $ 450,000 | | |
| Functional Classification – Collector | | | | | |
| **3. ATRP-26-AM**<br>ACAA61036ATRP(001)<br>100061036 | CN | Resurface CR-57 from CR-40 to Chilton Co. Line<br>(Distance 10.01 miles) | $ 1,500,000 | FY-2014 | Autauga |
| Funding Source: Alabama Transportation Improvement Program (ATRIP) Funds | | | | | |
| CN Funds: | | | | | |
| Federal (80%): | | | $ 1,200,000 | | |
| Sponsor – (20% Autauga Co match): | | | $ 300,000 | | |
| **Total Funds:** | | | $ 1,500,000 | | |
| Functional Classification – Collector | | | | | |
| **4. ATRIP-27-AM**<br>ACAA61098ATRP(001)<br>100061086 | PE | Bridge Replacement on CR-85 (S. Mortar Cr and Mortar Creek) (BIN# 9760&9761)<br>(Distance N/A) | $ 900,000 | FY-2015 | Montgomery |
| Funding Source: Alabama Transportation Improvement Program (ATRIP) Funds | | | | | |
| CN Funds: | | | | | |
| Federal (80%): | | | $ 720,000 | | |
| Sponsor – (20% City of Montgomery match): | | | $ 180,000 | | |
| **Total Funds:** | | | $ 900,000 | | |
| Functional Classification – Collector | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| **5. P-9-AM**<br>STPOA-7804(602)<br>100054294 | CN | Landscape Improvements on Dexter Ave from Court Sq. to Bainbridge St (Distance .22 miles) | $ 513,000 | FY-2014 | Autauga |

Funding Source: Alabama Transportation Improvement Program (ATRIP) Funds

| | |
|---|---|
| CN Funds: | |
| Federal (80%): | $ 410,800 |
| Sponsor – (20% City of Prattville match): | $ 102,200 |
| **Total Funds:** | $ 513,000 |

Functional Classification – Arterial

**This project is for a cost increase from $502,791 to $513,000 for increased construction costs. Amount of increase is $10,000 with $8,249 federal and $2,041 local match.**

ADOPTED THIS THE 24th DAY OF February, 2014

Councilman Charles Jinright, MPO Vice Chairman

Attest: Robert Smith

Mr. Robert Smith, MPO Secretary

**RES-20-2012-2015 – 19th in FY 2012-2015TIP**

# Montgomery Metropolitan Planning Organization

# Congestion Management Process Status Update

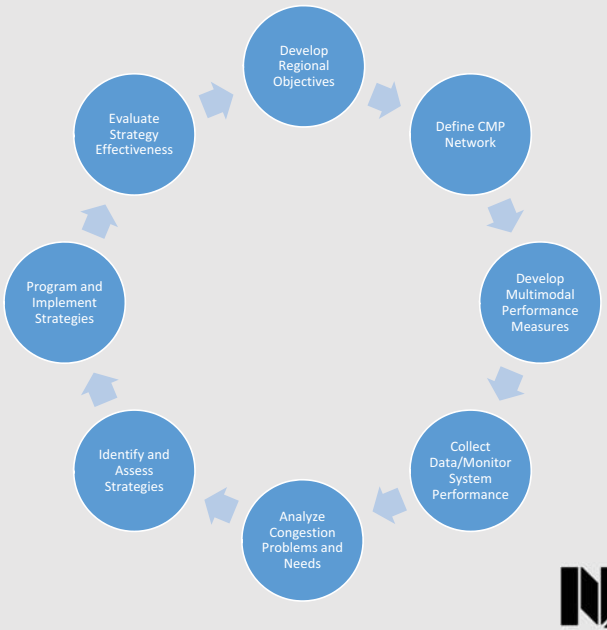
January 21, 2014

Presented by

## Congestion Management Process Status Update

**A CMP will help the MPO to:**

- Identify congestion problem locations;
- Determine the causes of this congestion;
- Develop and evaluate alternative strategies to mitigate congestion; and
- Measure the progress of implemented strategies in reducing congestion.



# Congestion Management Process Status Update

The main shift with the implementing of a Congestion Management Process (CMP) rather than a Congestion Management System is that it should measure the progress of implemented strategies in reducing congestion.

The 2003 and 2008 Congestion Management System Plans for Montgomery did not address this.


# Congestion Management Process Status Update

## CMP Goals and Objectives

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.

# Congestion Management Process Status Update

## CMP Goals and Objectives

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

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

# Congestion Management Process Status Update

## CMP Goals and Objectives

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

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

# Congestion Management Process Status Update

## CMP Goals and Objectives

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.


# Congestion Management Process Status Update

## Study Network

- Geographical Limits
  - Montgomery County
  - Autauga County
  - Elmore County
- System Limits by Mode
  - Vehicular
- System Limits by Subset
  - Functional Class

| Used | Functional Classification |
|---|---|
| ✓ | Interstate |
| ✓ | Freeway/Expressway |
| ✓ | Principal Arterial |
| ✓ | Minor Arterial |
| x | Major Collector |
| x | Minor Collector |

# Congestion Management Process Status Update

## Objectives and Performance Measures

| Goal 1: To provide effective management of new and existing transportation facilities through use of travel demand reduction and operational management strategies | | |
|---|---|---|
| **Objectives** | **Local Performance Measures** | **Regional Performance Measures** |
| Reduce travel times on major routes. | Travel Time/Delay on Corridor | Hours of Travel when Volume to Capacity >1.0 |
| Reduce single occupancy travel and encourage other modes of travel. | Transit Usage on Corridor<br>Miles of Sidewalks and Bicycle Lanes | Vehicle Occupancy Rates<br>Transit Crowding |
| Utilize cost-effective, widening and non-widening solutions to improve capacity. | Volume to Capacity Ratios | Volume to Capacity Ratios |
| Improve access management along | Number of Entrances | Hours of Travel when Volume |

# Congestion Management Process Status Update

## Objectives and Performance Measures

| Goal 2: Optimize the safety of the current transportation network. | | |
|---|---|---|
| **Objectives** | **Local Performance Measures** | **Regional Performance Measures** |
| Identify areas that have an unacceptably high number of crashes. | Number of Crashes | Number of Crashes |
| Reduce impact from non-reoccurring congestion through efficient use of ITS. | Number of Crashes | Number of Crashes |
| Reduce reoccurring congestion on corridors through mitigation techniques such as signal timing and capacity improvements. | Intersection Capacity | Hours of Travel when Volume to Capacity >1.0 |
| Reduce number of crashes on system. | Number of Crashes | Number of Crashes |

# Congestion Management Process Status Update

## Objectives and Performance Measures

| Goal 3: Optimize the effectiveness and reliability of the regional transportation network. | | |
|---|---|---|
| **Objectives** | **Local Performance Measures** | **Regional Performance Measures** |
| Reduce response and clearance times from non-reoccurring congestion. | Response and Clearance Times | Response and Clearance Times |
| Reduce delays from reoccurring congestion on corridors. | Travel Time/Delay on Corridor | Hours of Travel when Volume to Capacity >1.0 |

# Congestion Management Process Status Update

## Objectives and Performance Measures

| Goal 4: Increase Multimodal Transportation Access. | | |
|---|---|---|
| **Objectives** | **Local Performance Measures** | **Regional Performance Measures** |
| Increase convenience of transit system trips. | Transit Usage on Corridor | Transit Crowding |
| Increase safety and convenience of bicycle and pedestrian trips. | Miles of Sidewalks and Bicycle Lanes | Miles of Sidewalks and Bicycle Lanes |

# Congestion Management Process Status Update

## Data Inventory – What We Have

- Volume to Capacity Ratios
- Travel Times
- Crashes

# Congestion Management Process Status Update

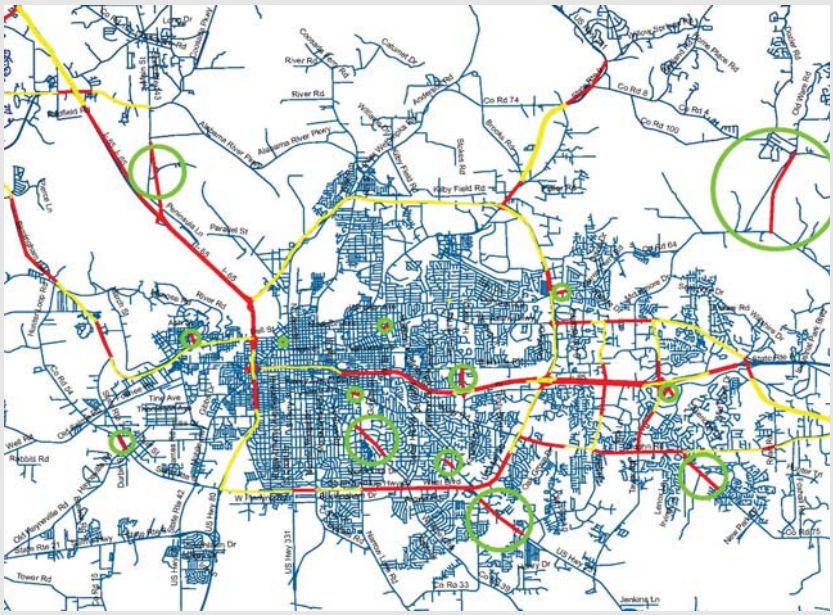
## Data Inventory – What We May Need

- Vehicle Occupancy Rates
- Transit Crowding
- Response and Clearance Times
- Sidewalk and Bicycle Lane Miles
- After Travel Times

# Congestion Management Process Status Update

## Data Inventory – What We Have

- Volume to Capacity Ratios



LEGEND
- High Congestion
- Moderate Congestion

# Congestion Management Process Status Update

## Data Inventory – What We Have

- Volume to Capacity Ratios

| V/C Ratio | Congestion Level | Miles of Roads | Percent of Roads |
|---|---|---|---|
| V/C <= 0.8 | No \ low congestion | 1121 | 35.1% |
| V/C > 0.8 and <= 0.90 | Moderate congestion | 267 | 8.4% |
| V/C > 0.90 and <= 1.0 | High Congestion | 245 | 7.7% |
| V/C > 1.0 | Severe Congestion | 1563 | 48.9% |
| | TOTAL MILES OF ROADS: | 3196 | |

# Congestion Management Process Status Update

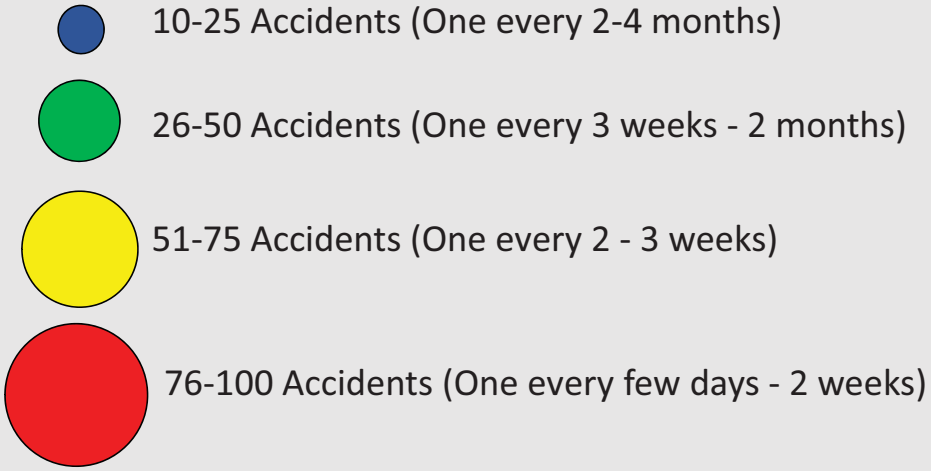
## Data Inventory – What We Have

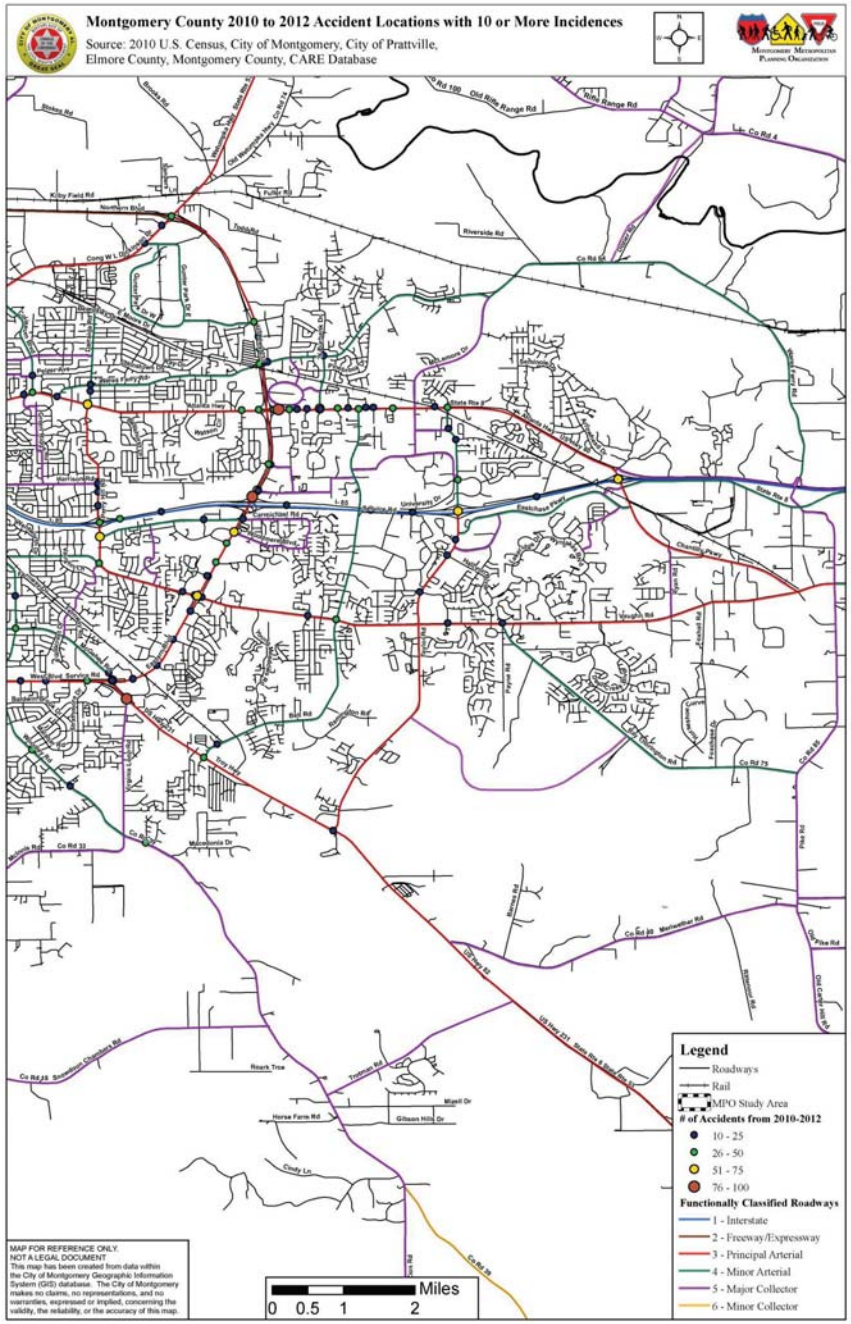
- Crashes
  - Looked at crashes between 2010 and 2012 (3 years)
  - MPO prepared crash maps
  - Developed crash rates for intersection and corridors that had the highest crash rates based on the exhibits in the following slides.

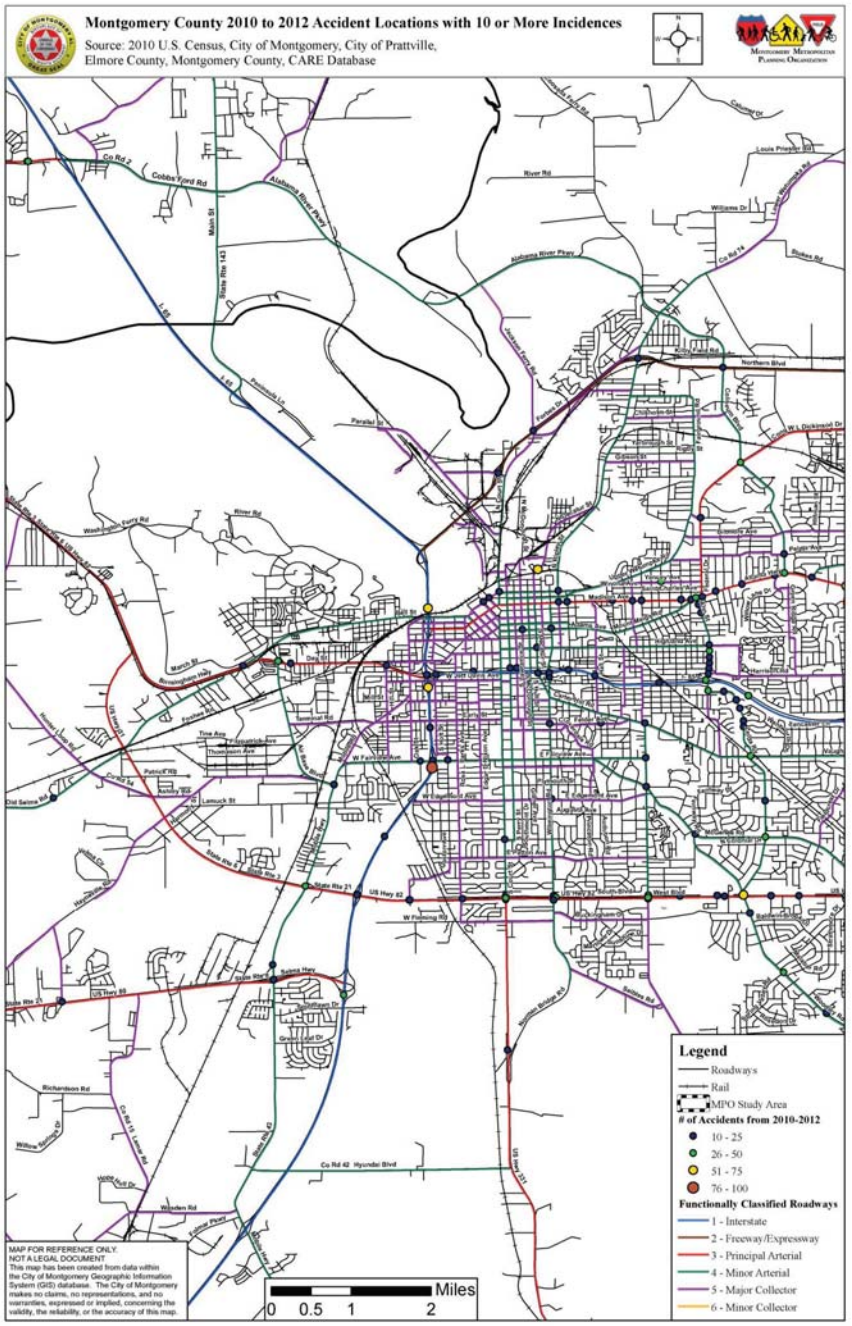
# Congestion Management Process Status Update

## Data Inventory – What We Have

- Crashes Data




Montgomery County 2010 to 2012 Accident Locations with 10 or More Incidences
Source: 2010 U.S. Census, City of Montgomery, City of Prattville,
Elmore County, Montgomery County, CARE Database
Legend
Roadways
Rail
MPO Study Area
# of Accidents from 2010-2012
10 - 25
26 - 50
51 - 75
76 - 100
Functionally Classified Roadways
1 - Interstate
2 - Freeway/Expressway
3 - Principal Arterial
4 - Minor Arterial
5 - Major Collector
6 - Minor Collector
MAP FOR REFERENCE ONLY.
NOT A LEGAL DOCUMENT.
This map has been created from data within the City of Montgomery Geographic Information System (GIS) database. The City of Montgomery makes no claims, no representations, and no warranties, expressed or implied, concerning the validity, the reliability, or the accuracy of this map.
Miles
0 0.5 1 2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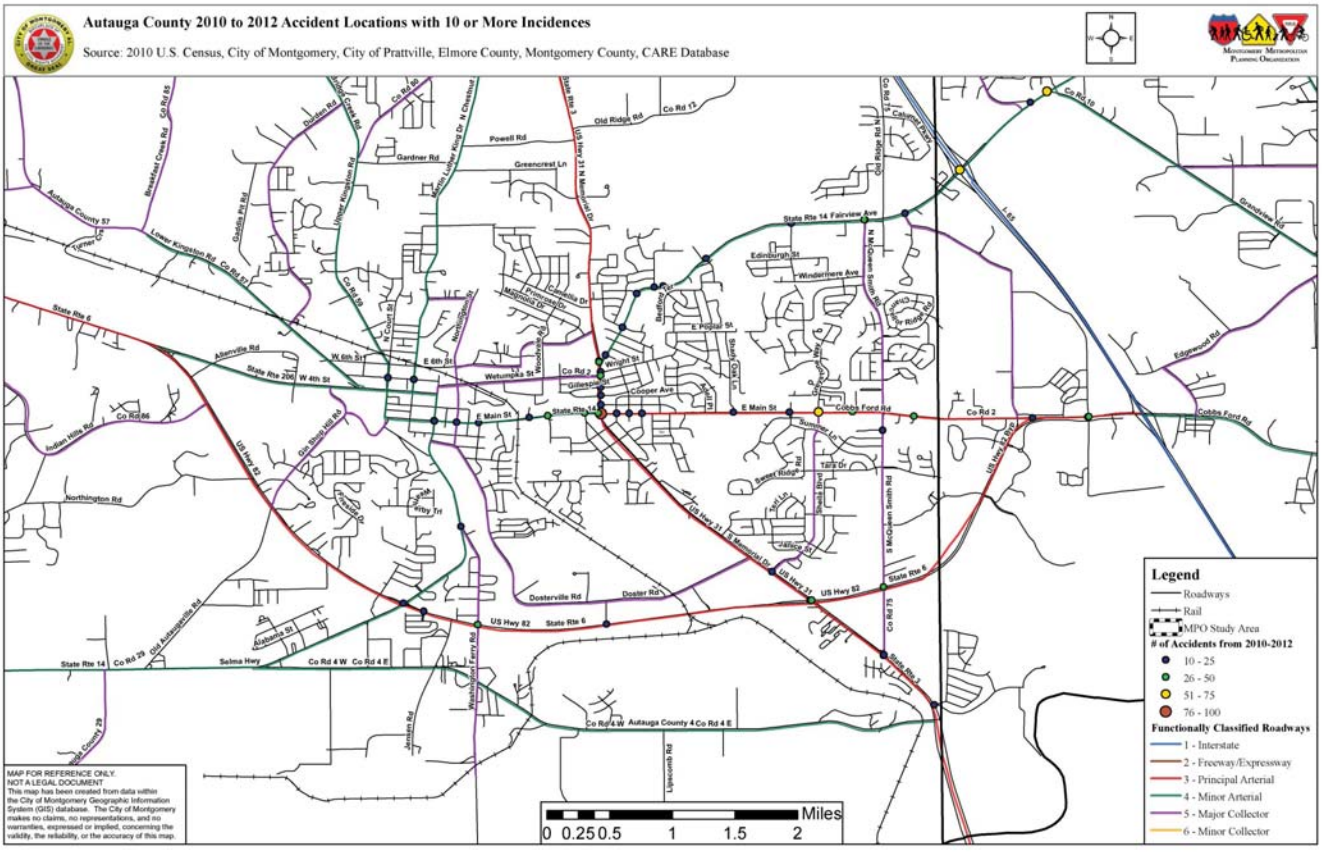
Autauga County 2010 to 2012 Accident Locations with 10 or More Incidences
Source: 2010 U.S. Census, City of Montgomery, City of Prattville, Elmore County, Montgomery County, CARE Database
Legend
Roadways
Rail
MPO Study Area
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Miles
0 0.25 0.5 1 1.5 2
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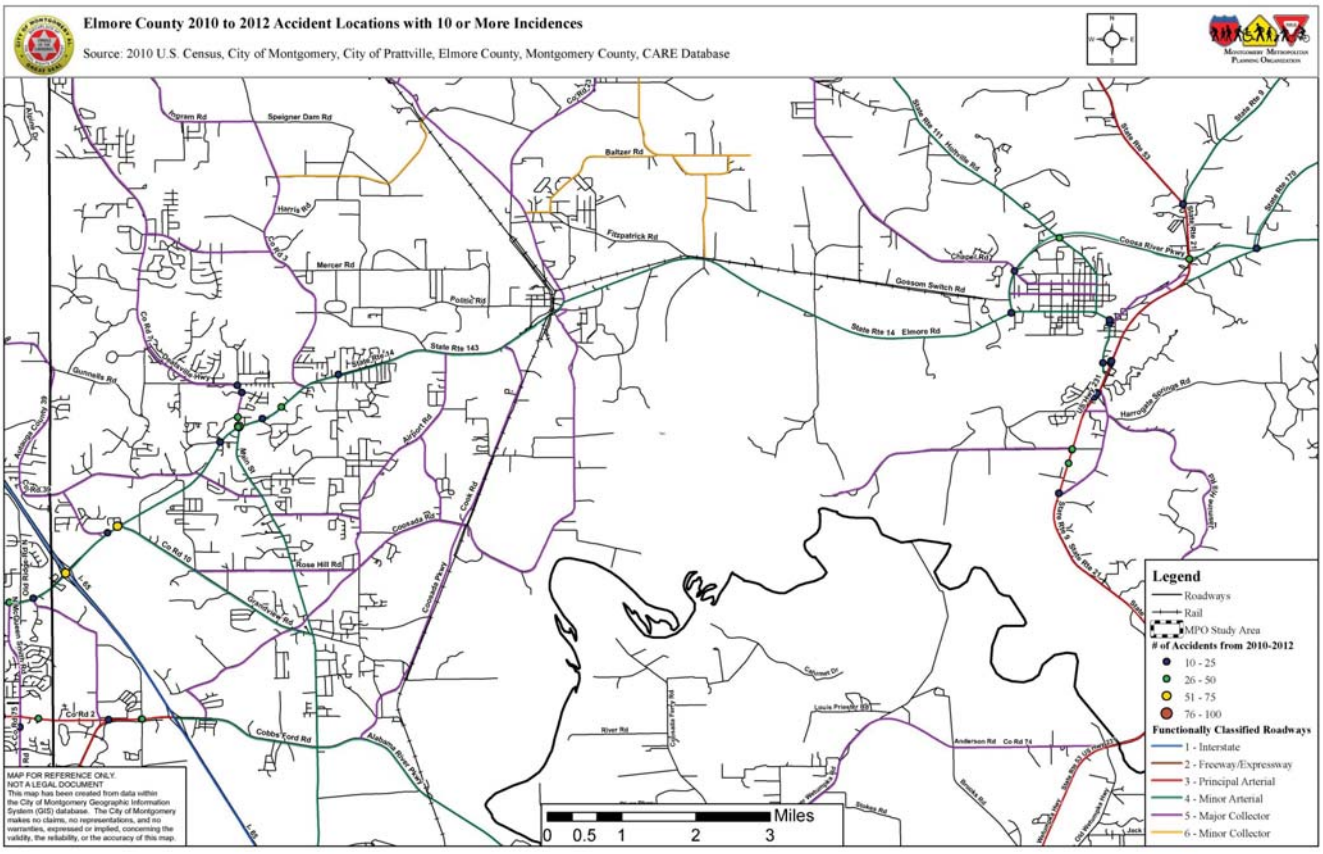
Elmore County 2010 to 2012 Accident Locations with 10 or More Incidences
Source: 2010 U.S. Census, City of Montgomery, City of Prattville, Elmore County, Montgomery County, CARE Database
Legend
Roadways
Rail
MPO Study Area
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Miles
0 0.5 1 2 3
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# Congestion Management Process Status Update

## Data Inventory – What We Have

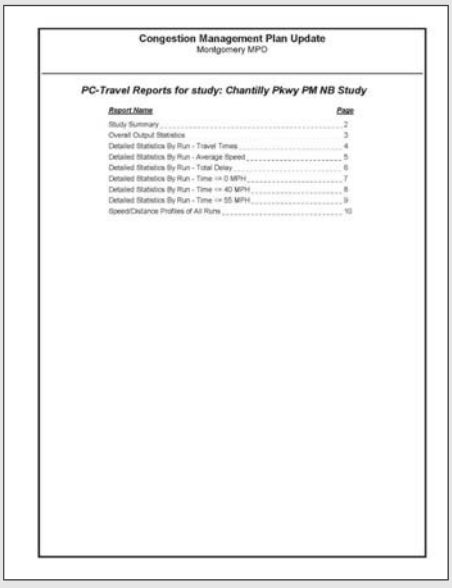
- Travel Times
  - Corridor selection was based on V/C ratios >1.5.
  - Additional corridors included based upon request by MPO staff.

| Segment | From | To | Mileage |
|---|---|---|---|
| Ann St | E 5th Ave | Atlanta Hwy | 1.47 |
| Atlanta Hwy | East Blvd | Chantilly Pkwy | 4.46 |
| Bell Rd | Atlanta Hwy | Vaughn Rd | 2.98 |
| Carter Hill Rd | Vaughn Rd | McGehee Rd | 1.06 |
| Chantilly Pkwy | I-85 | Vaughn Rd | 2.73 |
| Cobbs Ford Rd | I-65 | SR-143 | 1.62 |
| East Blvd | Wetumpka Hwy | Troy Hwy | 7.55 |
| I-65 | SR-14 | W Selma Hwy | 13.72 |
| I-85 | I-65 | Exit #16 (Waugh) / CR-126 | 15.71 |
| Main St (Prattville) | Memorial Dr | I-65 | 3.58 |
| Maxwell Blvd | US-31 | I-65 | 3.52 |
| Northern Blvd | I-65 | Wetumpka Hwy | 6.52 |
| Old Carter Hill Rd | Old Pike Rd | US-231 | 6.33 |
| Perry Hill Rd | Atlanta Hwy | Harrison Rd | 1.13 |
| Perry Hill Rd | Harrison Rd | I-85 | 0.51 |
| Perry Hill Rd | I-85 | Vaughn Rd | 0.58 |
| Pike Rd | US-80 | Old Pike Rd | 6.55 |
| Ray Thorington Rd | Vaughn Rd | Pike Rd | 4.37 |
| South Blvd | Troy Hwy | I-65 | 5.44 |
| SR-14 | Main St (Prattville) | SR-143 N | 10.5 |
| SR-143 | SR-14 | I-65 | 6.74 |
| Taylor Rd | Atlanta Hwy | Vaughn Rd | 3.15 |
| US-31 | Main St (Prattville) | West Blvd | 7.78 |
| US-231 (North) | Northern Blvd | Jasmine Hill Rd | 4.08 |
| US-231 (South) | South Blvd | Taylor Rd | 3.42 |
| Vaughn Rd | East Blvd | Belser Blvd | 8.92 |
| Zelda Rd | Vaughn Rd | Ann St | 1.09 |

# Congestion Management Process Status Update

## Data Inventory – What We Have

- Travel Times & Delay
  - Red & green segments indicate sections of roadway where traffic is moving below the recommended speed.
  - Yellow segments indicate sections of roadway where traffic is moving at or above the recommended speed


Congestion Management Plan Update
Montgomery MPO

PC-Travel Reports for study: Chantilly Pkwy PM NB Study

Report Name — Page

Study Summary ..... 2
Overall Output Statistics ..... 3
Detailed Statistics By Run - Travel Times ..... 4
Detailed Statistics By Run - Average Speed ..... 5
Detailed Statistics By Run - Total Delay ..... 6
Detailed Statistics By Run - Time <= 0 MPH ..... 7
Detailed Statistics By Run - Time <= 40 MPH ..... 8
Detailed Statistics By Run - Time <= 55 MPH ..... 9
Speed/Distance Profiles of All Runs ..... 10

# Congestion Management Process Status Update

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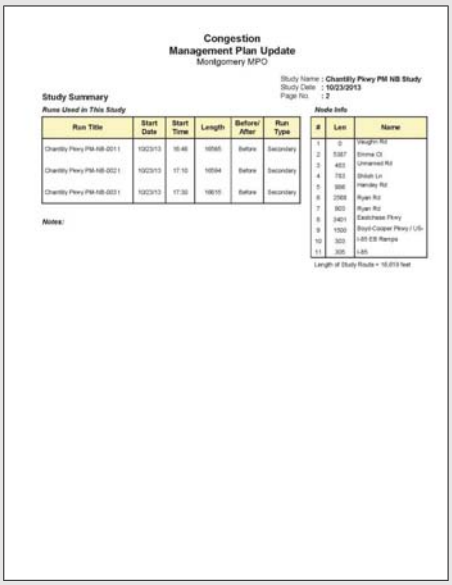
Congestion
Management Plan Update
Montgomery MPO

Study Summary

Runs Used in This Study

| Run Title | Start Date | Start Time | Length | Before/ After | Run Type |
|---|---|---|---|---|---|
| Chantilly Pkwy PM-NB-001 I | 10/23/13 | 16:46 | 16565 | Before | Secondary |
| Chantilly Pkwy PM-NB-002 I | 10/23/13 | 17:10 | 16594 | Before | Secondary |
| Chantilly Pkwy PM-NB-003 I | 10/23/13 | 17:30 | 16615 | Before | Secondary |

Notes:

Node Info

| # | Len | Name |
|---|---|---|
| 1 | 0 | Vaughn Rd |
| 2 | 5387 | Emma Ct |
| 3 | 463 | Unnamed Rd |
| 4 | 783 | Shiloh Ln |
| 5 | 986 | Handley Rd |
| 6 | 2566 | Ryan Rd |
| 7 | 903 | Ryan Rd |
| 8 | 3401 | Eastchase Pkwy |
| 9 | 1500 | Boyd-Cooper Pkwy / US- |
| 10 | 303 | I-85 EB Ramps |
| 11 | 305 | I-85 |

Length of Study Route = 16,619 feet


# Congestion Management Process Status Update

## Data Inventory – What We Have

- Travel Times & Delay
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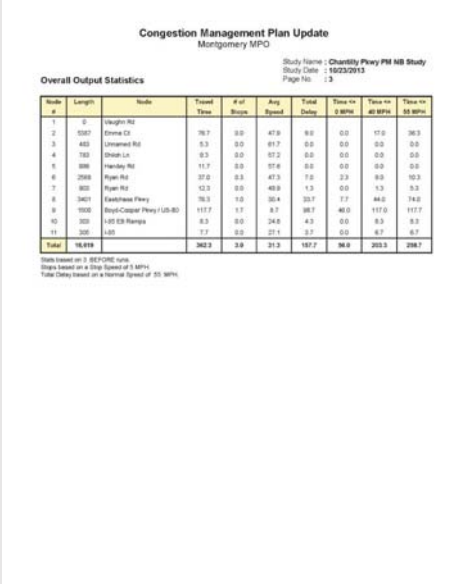

Congestion Management Plan Update
Montgomery MPO

Overall Output Statistics

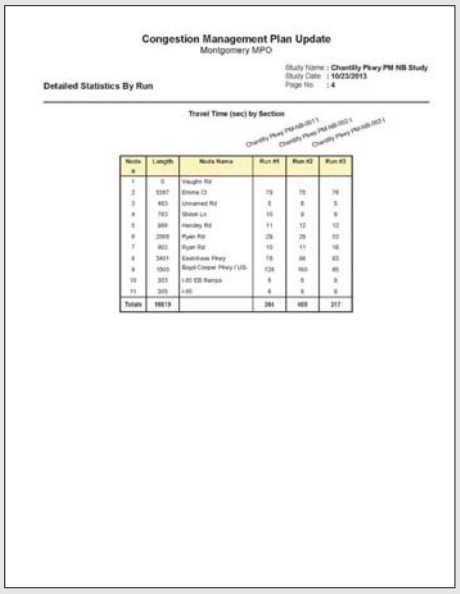
| Node # | Length | Node | Travel Time | # of Stops | Avg. Speed | Total Delay | Time +/- 0 MPH | Time +/- 40 MPH | Time +/- 55 MPH |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | Vaughn Rd | | | | | | | |
| 2 | 5387 | Emma Ct | 76.7 | 0.0 | 47.9 | 9.0 | 0.0 | 17.0 | 36.3 |
| 3 | 463 | Unnamed Rd | 5.3 | 0.0 | 61.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4 | 783 | Shiloh Ln | 9.3 | 0.0 | 57.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5 | 986 | Handley Rd | 11.7 | 0.0 | 57.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6 | 2566 | Ryan Rd | 37.0 | 0.3 | 47.3 | 7.0 | 2.3 | 9.0 | 10.3 |
| 7 | 903 | Ryan Rd | 12.3 | 0.0 | 49.9 | 1.3 | 0.0 | 1.3 | 5.3 |
| 8 | 3401 | Eastchase Pkwy | 76.3 | 1.0 | 30.4 | 33.7 | 7.7 | 44.0 | 74.0 |
| 9 | 1500 | Boyd-Cooper Pkwy / US-80 | 117.7 | 1.7 | 8.7 | 98.7 | 46.0 | 117.0 | 117.7 |
| 10 | 303 | I-85 EB Ramps | 8.3 | 0.0 | 24.8 | 4.3 | 0.0 | 8.3 | 8.3 |
| 11 | 305 | I-85 | 7.7 | 0.0 | 27.1 | 2.7 | 0.0 | 8.7 | 8.7 |
| Total | 16,619 | | 362.3 | 3.0 | 31.3 | 157.7 | 56.0 | 203.3 | 268.7 |

Stats based on 3 BEFORE runs
Stops based on a Stop Speed of 5 MPH
Total Delay based on a Normal Speed of 55 MPH

# Congestion Management Process Status Update

## Data Inventory – What We Have

- Travel Times & Delay
  - Red & green segments indicate sections of roadway where traffic is moving below the recommended speed.
  - Yellow segments indicate sections of roadway where traffic is moving at or above the recommended speed


Congestion Management Plan Update
Montgomery MPO
Detailed Statistics By Run
Travel Time (sec) by Section

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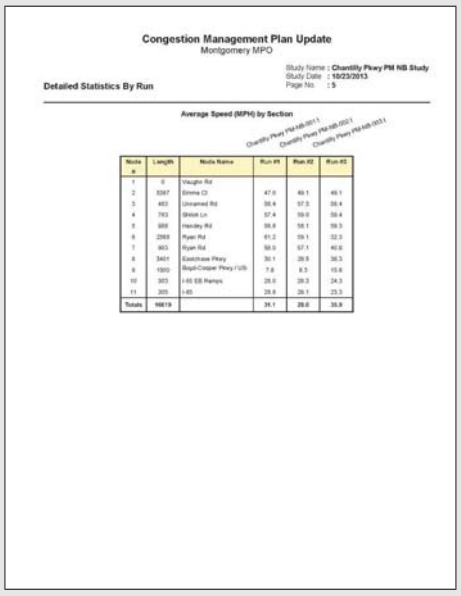
Congestion Management Plan Update
Montgomery MPO
Detailed Statistics By Run
Average Speed (MPH) by Section

# Congestion Management Process Status Update

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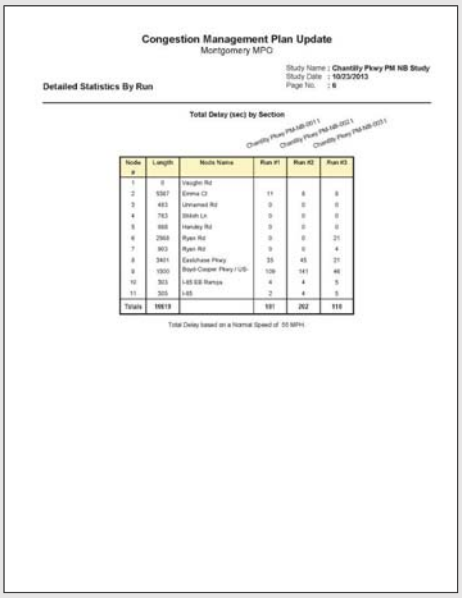
Congestion Management Plan Update
Montgomery MPO
Detailed Statistics By Run
Total Delay (sec) by Section

# Congestion Management Process Status Update

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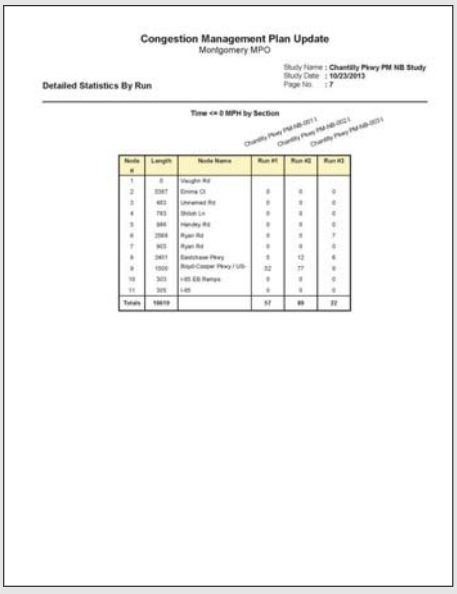
Congestion Management Plan Update
Montgomery MPO
Detailed Statistics By Run
Time <= 0 MPH by Section

# Congestion Management Process Status Update

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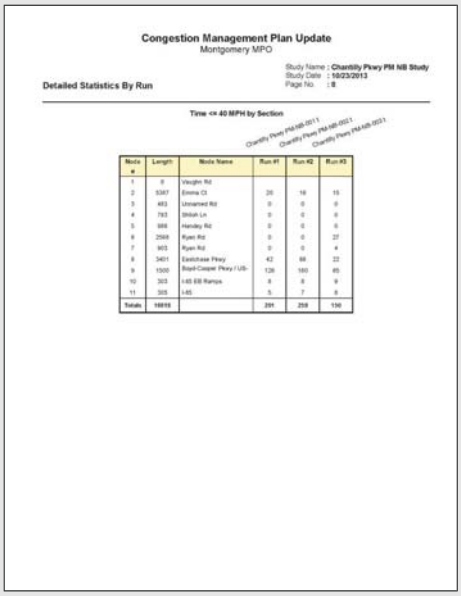
Congestion Management Plan Update
Montgomery MPO
Detailed Statistics By Run
Time <= 40 MPH by Section

# Congestion Management Process Status Update

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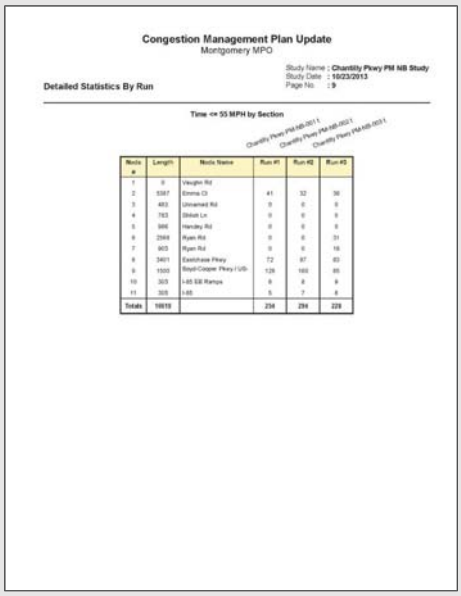
Congestion Management Plan Update
Montgomery MPO
Detailed Statistics By Run
Time <= 55 MPH by Section

# Congestion Management Process Status Update

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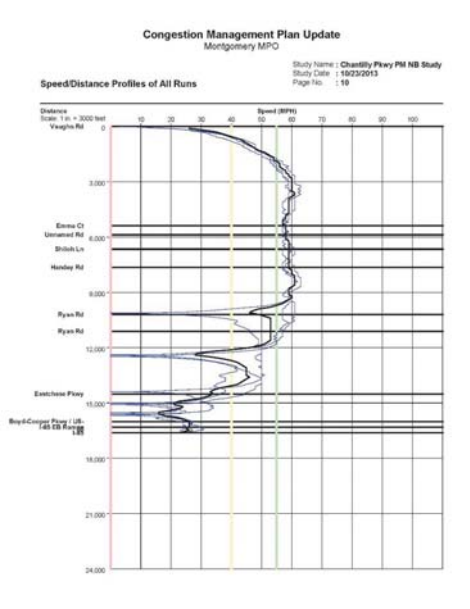



# Congestion Management Process Status Update

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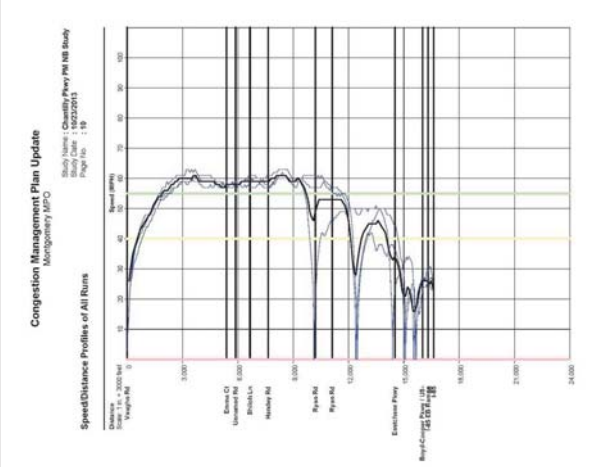

# Congestion Management Process Status Update

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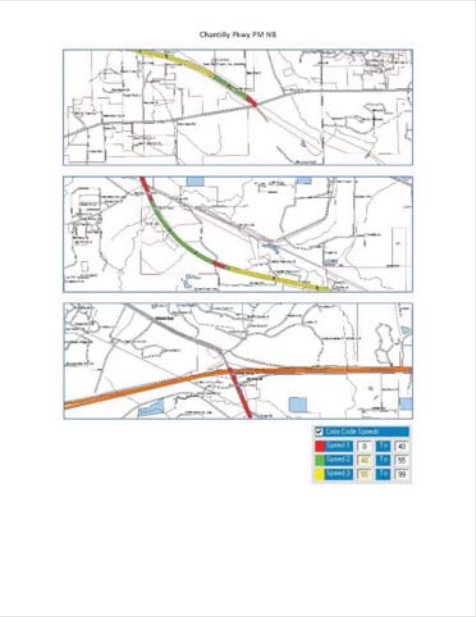

# Congestion Management Process Status Update

## Next Steps

- Final Collection and Analysis of Data
  - Crash rates, travel time report, list of corridors with unacceptable travel speeds
- Identification of Congested Corridors (Recurring and Non-recurring)
  - Projects will be selected that fit either or both categories. No more than 25 project areas will be identified.
- Strategy Identification and Assessment
  - Potential tools to address congestion for each project area will be shown. (i.e. access management, widening, intersection modifications, transit, bike lanes, sideways, demand management, signal timing, ITS, etc.)

## Congestion Management Process Status Update

### Next Steps

- Public Review
  - Allow public to comment on potential projects.
- Monitoring Program
  - The CMP federal requirements indicate the MPO must monitor CMP projects to see if the strategies work and to adjust as needed.

## Congestion Management Process Status Update

*What else would you like to know about the status of the*

*Montgomery Congestion Management Process?*