

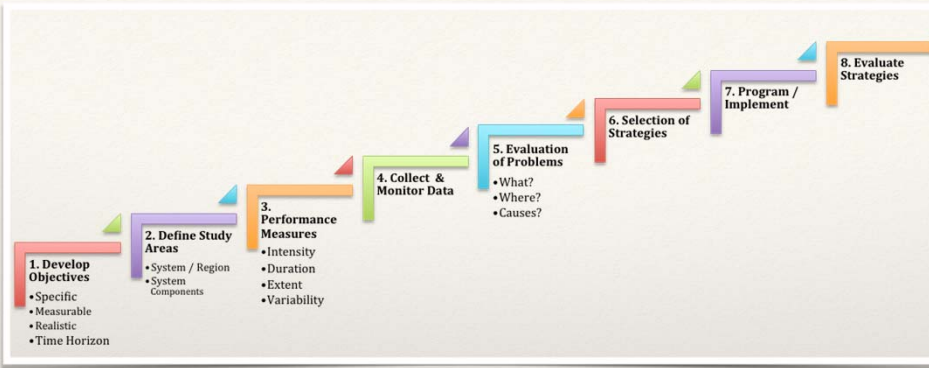


Congestion Management Process System Status Report 2014

DCHC
Metropolitan Planning Organization
Planning Tomorrow Today

Overview

- ❖ Today's Action: Approve release of report for 21-day comment period (through February 4th).
- ❖ Return: March 11th Board meeting for approval (with comments and Technical Committee review at their February 25th mtg.)
- ❖ Purpose of Presentation: Introduce to key findings and content of CMP System Status Report 2014
- ❖ Additional Information: Staff plan to present System Status Report and Mobility Report Card at special session.



Purpose: Address Federal CMP Needs

The CMP requirements for DCHC are documented or addressed by the *CMP System Status Report 2014*, as well as by other actions and reports

WISCONSIN'S 2014 TOP 100 CITIES IN GROSS METRO AREA

1. To find your rank, find your city in the list below. The number in parentheses next to the city name indicates its rank in the list. The number in parentheses next to the city name indicates its rank in the list. The number in parentheses next to the city name indicates its rank in the list.

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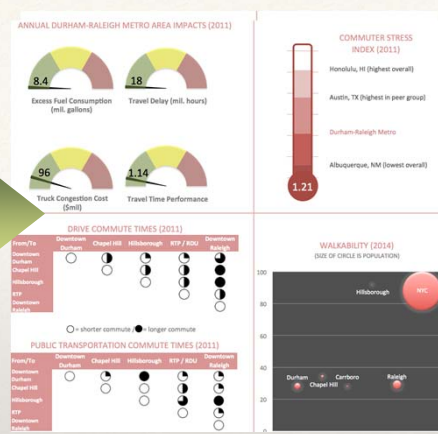
6. To find your rank, find your city in the list below. The number in parentheses next to the city name indicates its rank in the list. The number in parentheses next to the city name indicates its rank in the list. The number in parentheses next to the city name indicates its rank in the list.

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Purpose: Make Information Accessible

In our experience, people tend to have opinions about transportation performance, but little access to good information. Dashboard-style graphics and maps are used extensively with carefully-chosen wording to overcome this problem.

Data and Process

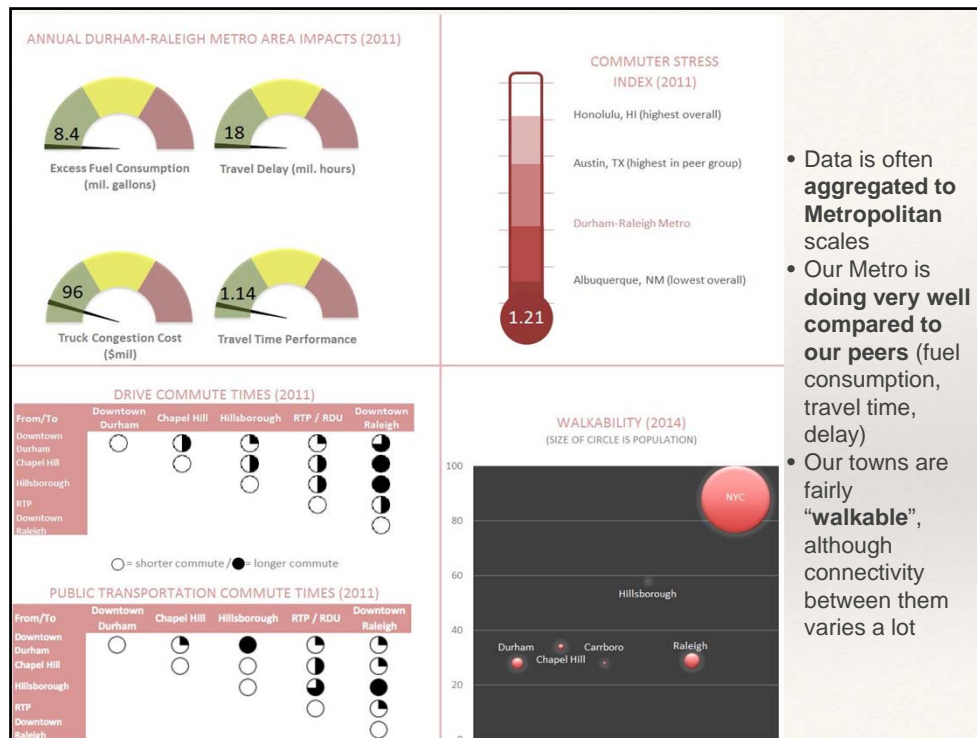
- ❖ **Multiple Data Sources**
 - ❖ Address federal requirements
 - ❖ Validate Dashboard-style of reporting, lay audience tone, and performance measures
- ❖ **Multi-modal Data Collection by the MPO**
 - ❖ Traffic and transit counts
 - ❖ Turning movement counts
 - ❖ Corridor auto and transit travel time
- ❖ **Telephone Survey conducted by UNC**
- ❖ **Data Analysis by the MPO**
- ❖ **Consultant's Assistance in Report Writing and Organization**

Mobility Report Card will have detailed data.

What Others Say about Us

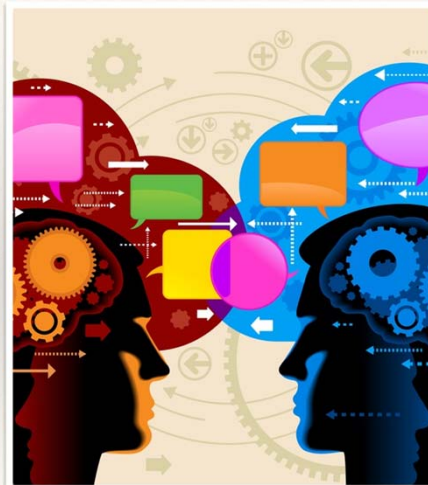
- ❖ Taking advantage of third-party sources
- ❖ Information accessible and used by corporate decision-makers, people relocating to the area, etc.
- ❖ Provides a picture of how our Region is perceived by others, important when considering a competitive economic position

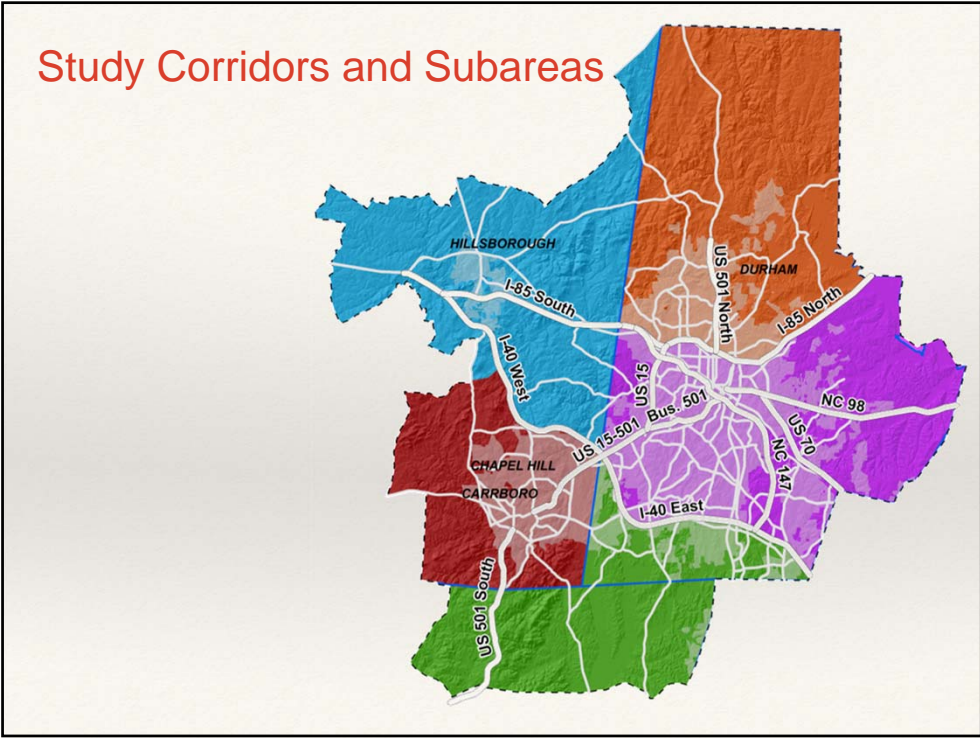
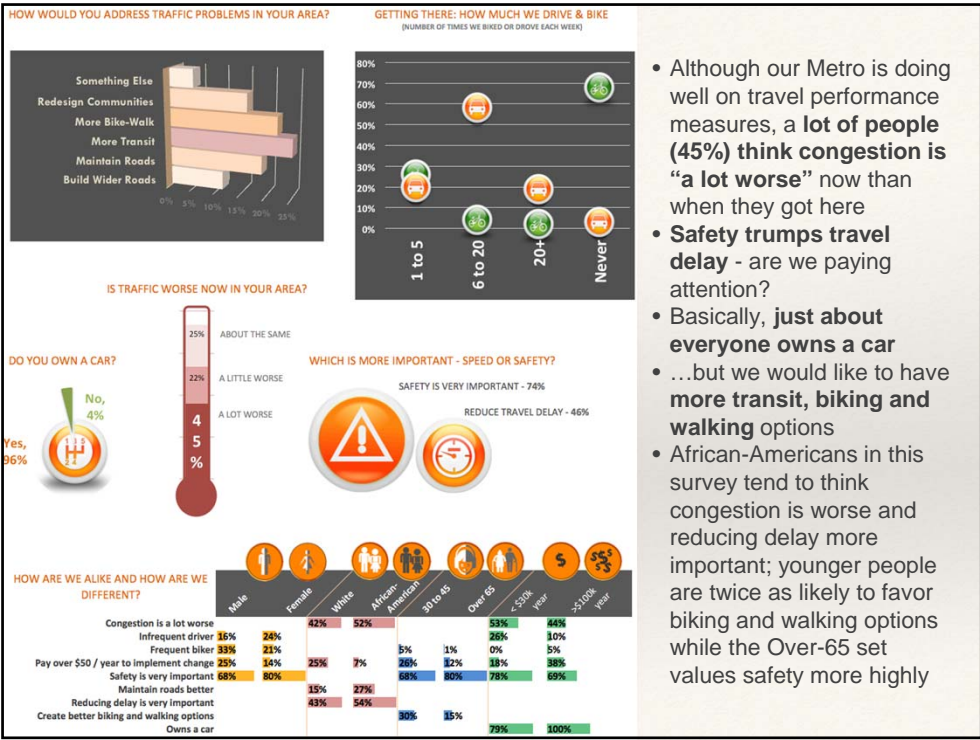


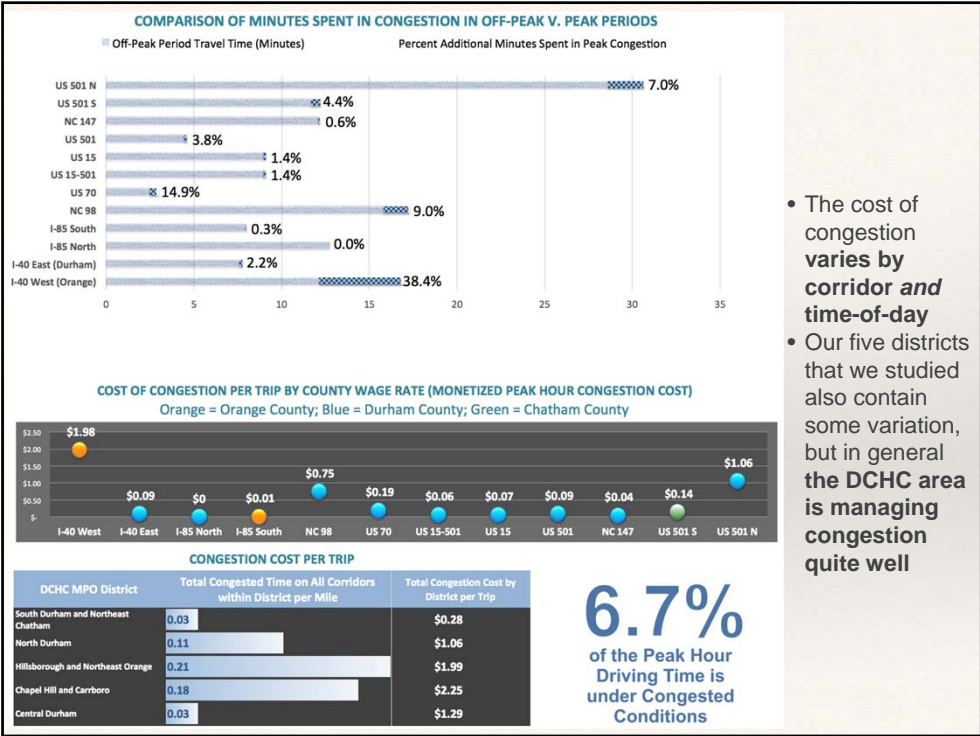
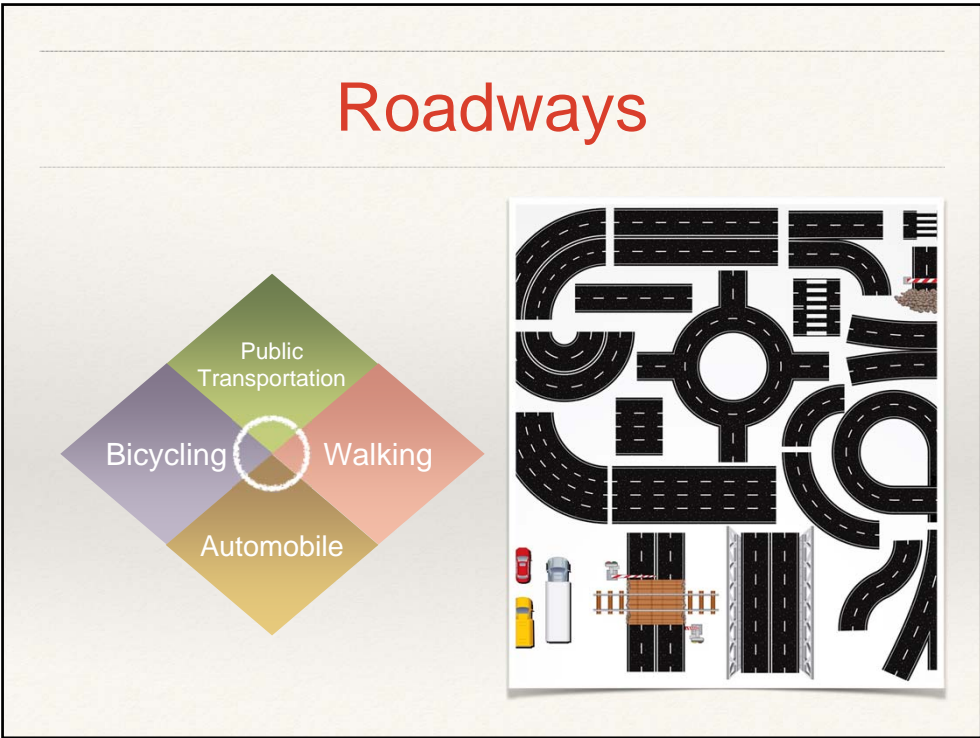


What We Say About Ourselves

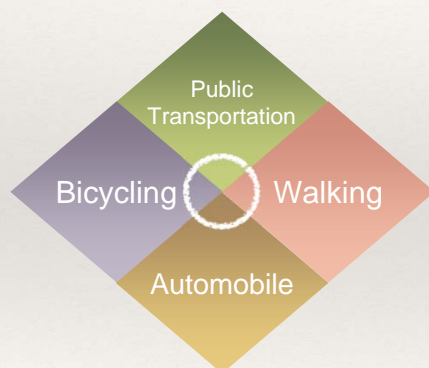
- ❖ Special survey of 951 people conducted over a period of two days
- ❖ Responses are cross-tabulated for various socio-demographic variables
- ❖ Useful for EJ reporting as well as gauging public perception of conditions - normally very hard to acquire in a systematic fashion







Alternative Modes



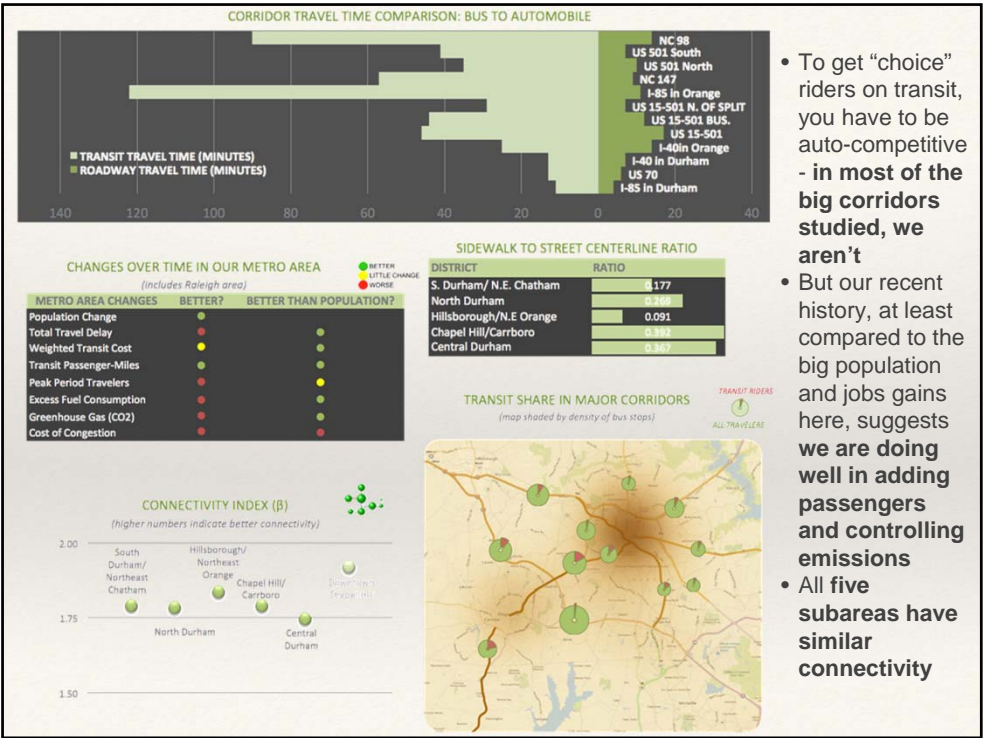
Performance for Bus Service	2002	2012	Percent Change (red: worse; green: improved)
Operating Expense per Vehicle Revenue Mile	\$5.78	\$8.03	39%
Operating Expense per Vehicle Revenue Hour	\$73.22	\$92.07	26%
Operating Expense per Passenger Mile	\$0.91	\$1.03	13%
Operating Expense per Unlinked Passenger Trip	\$2.50	\$2.12	-15%
Unlinked Passenger Trips per Vehicle Revenue Mile	2.3	3.8	64%
Unlinked Passenger Trips per Vehicle Revenue Hour	29.3	43.5	48%



Performance for Bus Service	2002	2012	Percent Change (red: worse; green: improved)
Operating Expense per Vehicle Revenue Mile	\$4.86	\$6.27	29%
Operating Expense per Vehicle Revenue Hour	\$67.30	\$88.72	32%
Operating Expense per Passenger Mile	\$0.79	\$0.74	-6%
Operating Expense per Unlinked Passenger Trip	\$2.27	\$2.68	18%
Unlinked Passenger Trips per Vehicle Revenue Mile	2.2	2.3	9%
Unlinked Passenger Trips per Vehicle Revenue Hour	29.7	33.1	12%



Performance for Bus Service	2002	2012	Percent Change (red: worse; green: improved)
Operating Expense per Vehicle Revenue Mile	\$3.76	\$5.70	52%
Operating Expense per Vehicle Revenue Hour	\$86.90	\$116.70	34%
Operating Expense per Passenger Mile	\$0.87	\$0.67	-23%
Operating Expense per Unlinked Passenger Trip	\$7.12	\$7.96	12%
Unlinked Passenger Trips per Vehicle Revenue Mile	0.5	0.7	36%
Unlinked Passenger Trips per Vehicle Revenue Hour	12.2	14.7	20%



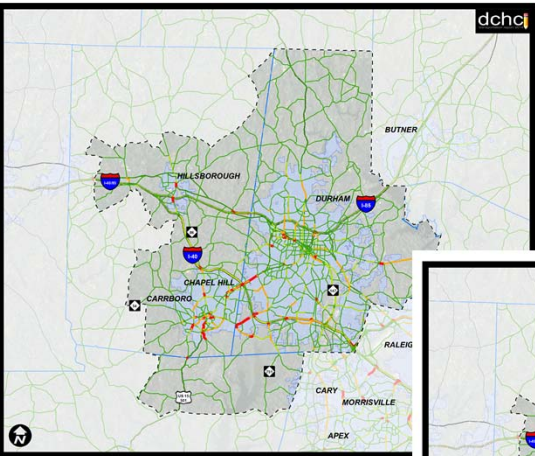
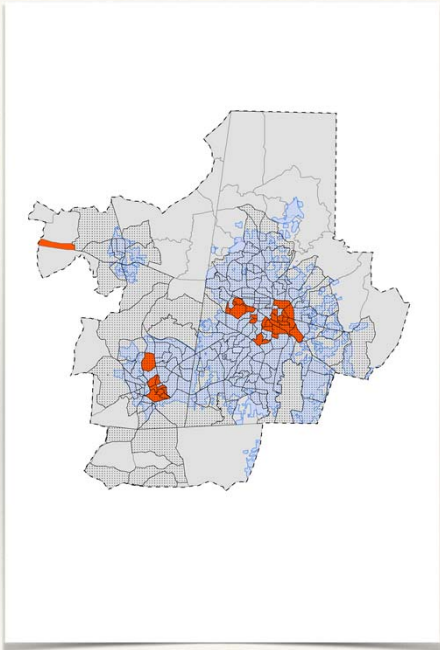
More: the Mapbook

While many congestion concepts are best distilled to a summary level like major corridors and subareas, others are best mapped individually

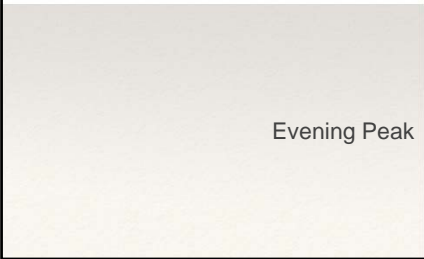
Transit Accessibility

- MPOs are required to consider the effects of their policies and programs on low-income and minority communities (EJ populations)

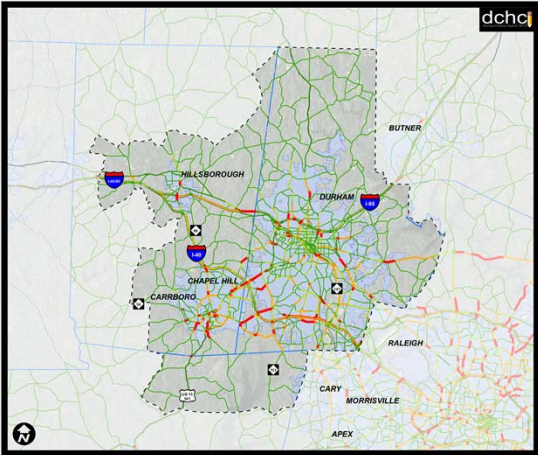
Type of Block Group	Stops / Square Mile
All with at least one stop	39
High minority population	54
High poverty population	82

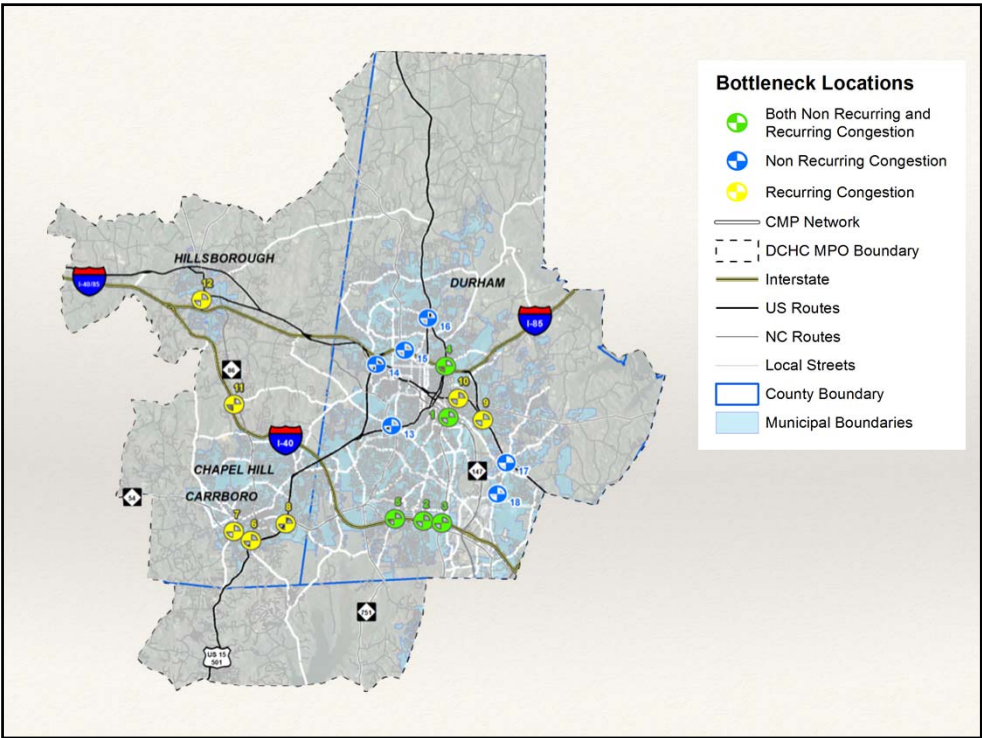
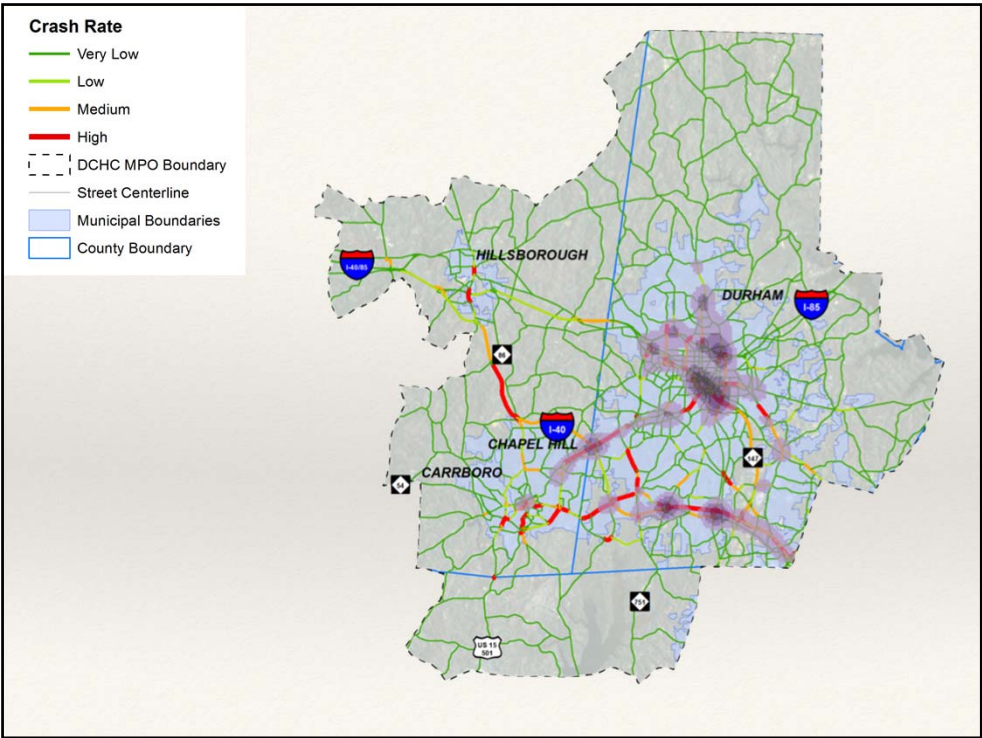


Morning Peak



Evening Peak





Findings

- ❖ Excellent Metro-to-Metro Peer Performance Now, Even Considering Population Growth
- ❖ Areas within DCHC are not Equally Connected by Alternative Modes of Travel
- ❖ Transit-Dependent Populations are Served Well
- ❖ Various Locations Need Attention, and Overall More Attention Should be Paid to Non-Recurring Sources of Congestion

Recommendations

- ❖ Four Program or Area-Wide Measures
 - ❖ Peer-to-Peer/Private Sector Engagement
 - ❖ Durham Signal System
 - ❖ Ramp Metering
 - ❖ Integration of Non-Recurring Congestion into Planning and Design
- ❖ Cross-Reference 18 Hot Spots to Funded and SPOT-Prioritized Projects to Arrive at 7 Improvements with Actions Pending
- ❖ Document Remaining Locations of Concern Identified in this Report and Prioritized Projects

Questions?