

DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

CMP Update and Goals & Objectives

Nov. 10th , 2022

Consultant Contract

- Congestion Management Process (CMP) & Mobility Report Card (MRC)
 - One contract for three key tasks below:

1. CMP + Report in ArcGIS StoryMap

2. MRC in PDF file format

3. MRC online Dashboard (IT/Web Work)

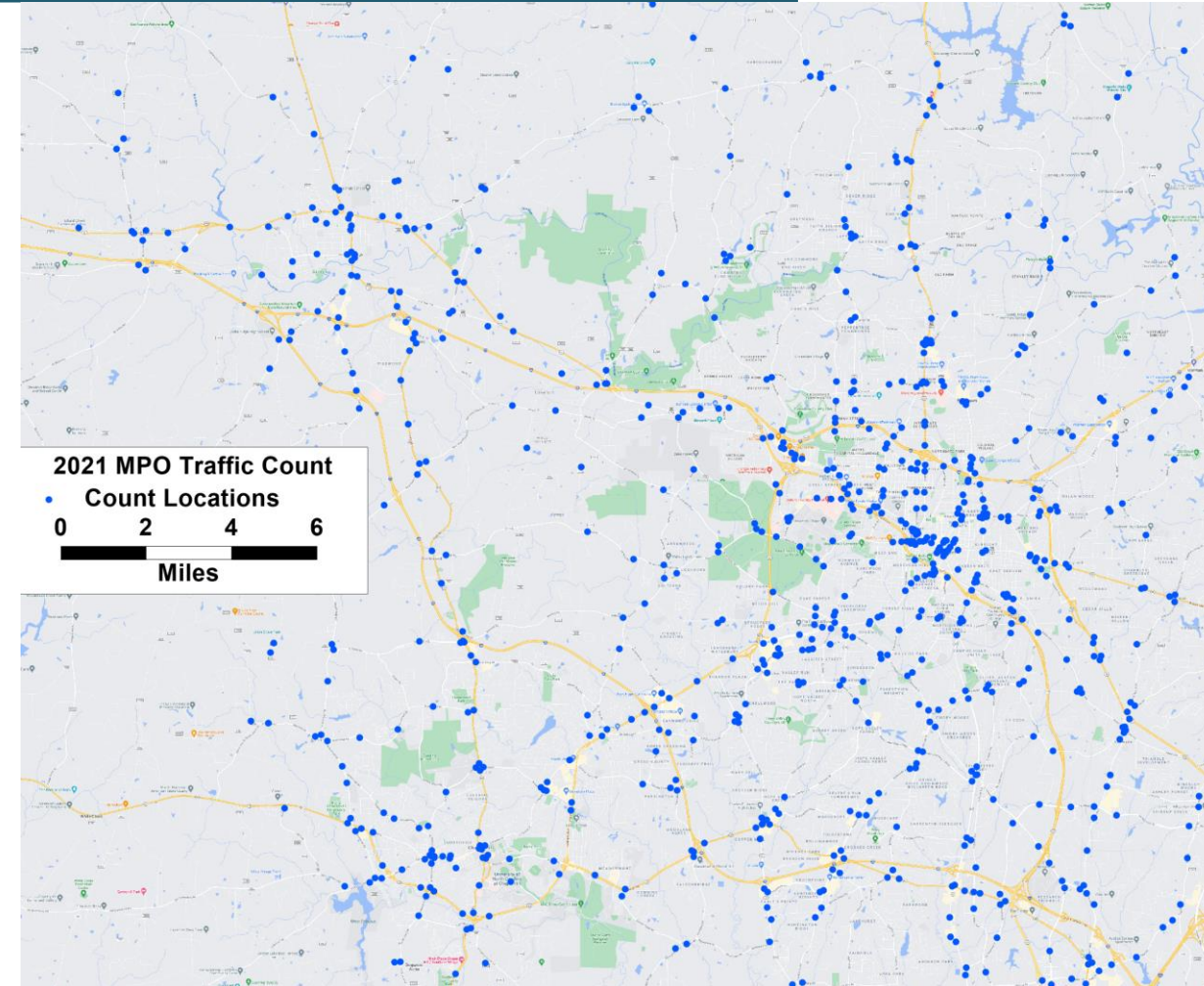
Data Collection and Process

Completed Data Items

- ❖ NCDOT Average Daily Traffic (AADT): 820 Locations from NCDOT
- ❖ Average Weekday Traffic (AWDT): 779 Locations completed by MPO
- ❖ Bike & Pedestrian Counts: 175 Locations
- ❖ 2017-2021 Crash Data
- ❖ Turning Movement Counts: 190 Locations
- ❖ Intersection Signal Plan and files
- ❖ Transit Net & Ridership Data by Routes
- ❖ Transit National Transit Database by Agency
- ❖ Travel Time Reliability Data

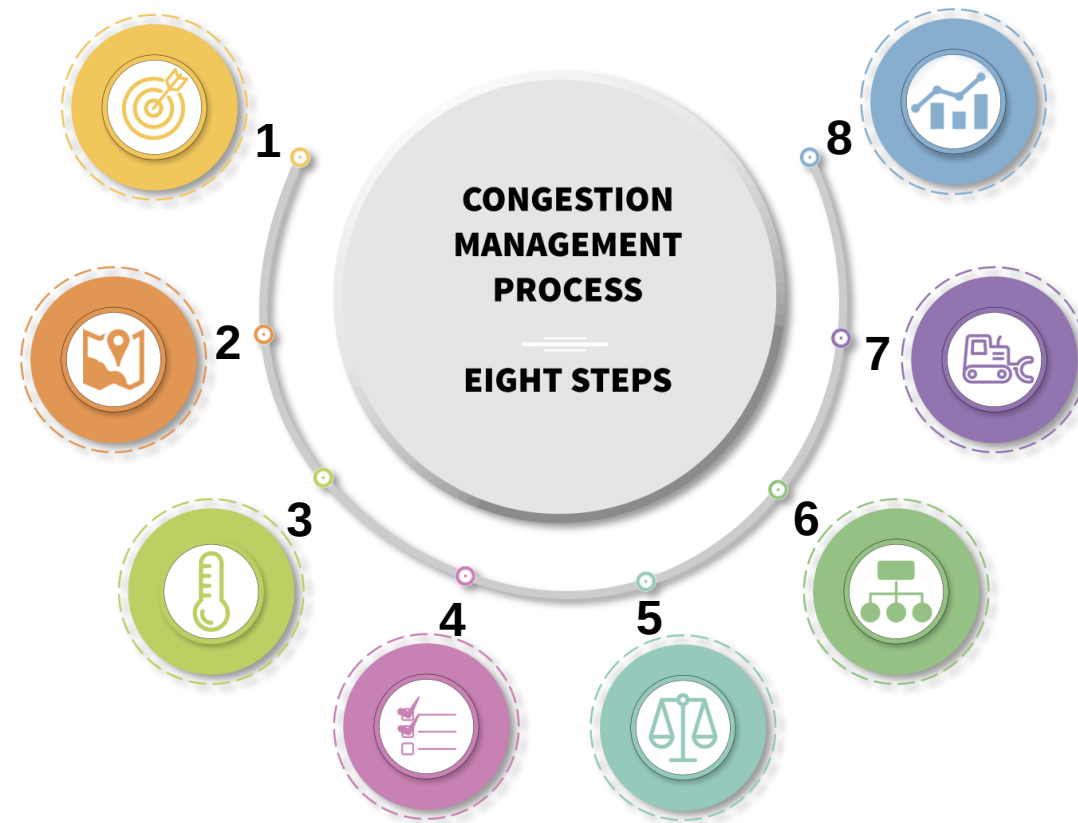
Data in Progress

- ❖ Intersection Level of Service Analysis
- ❖ Transit Ridership Data by Stops



Congestion Management Process Steps

1. **Develop Objectives**
2. Define Study Areas
3. Performance Measures
4. Collect, Monitor & Analyze Data
5. Evaluation of Problems
6. Selection of Strategies
7. Program Implementation
8. Evaluate Strategies



Goals and Objectives



DCHC MPO's CMP goals and objectives includes a review of the following:

- [FHWA Congestion Management Process: A Guidebook.](#)
- Goals and Objectives of the Metro Transportation Plan (MTP) 2050 (Appendix A*).
- National performance-based planning factors established through the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Appendix B*).
- Objectives of NC Moves 2050 (Appendix C*).
- 2011 CMP Objectives (Appendix D*).

* CMP Goals and Objectives of DCHC MPO, Nov. 14, 2022

Goals and Objectives

CMP Goals	CMP Objectives	MTP Goals (or Other)	MTP Objectives
Reliability and Efficiency	1) Maintain reasonable person-trip and freight mobility, and corridor/system reliability for all transportation modes	Manage Congestion & System Reliability	VII-a
	2) Increase efficiency of existing transportation corridor/system through strategies such as Transportation Demand Management (TDM), Intelligent Transportation Systems (ITS)		VII-b
	3) Reduce incident clearance times on the region's transit, arterial and Protect the Human and throughway networks through improved traffic incident detection and response	(FHWA's CMP Guidebook)	n/a
Safety	Achieve zero deaths and serious injuries on our transportation system	Promote Safety, Health and Well- Being	V-a
VMT Reduction & Transportation Choices	1) Direct Strategy to reduce VMT, such as Encouraging telecommuting policies, parking/price management, transit subsidies and so on	Manage Congestion & System Reliability	VII-b
	2) Provide all residents with active transportation choices	Promote Safety, Health and Well- Being	V-b
	3) Enhance transit services, amenities and facilities	Ensure That All People Have Access to Multimodal and Affordable Transportation	IV-a
	4) Improve bicycle and pedestrian facilities		IV-b
	5) Increase utilization of affordable Non-Single Occupancy Vehicle (Non-SOV) modes		IV-c
Connectivity	1) Increase mobility options for all communities -- particularly communities of concern	Connect People and Places	III-a
	2) Achieve zero disparity of access to jobs, education, and other important destinations by race, income, or other marginalized groups		III-b
	3) Enhance connectivity of the transportation system, across and between modes for people and freight	(MAP-21 Planning factors)	n/a

Thank You