



Congestion Management Safety Plan 4

Minnesota Department of Transportation

Metropolitan Council Transportation Advisory Committee
November 2, 2016

We all have a stake in **A  B**



Congestion Management Safety Plan

Objective:

- ▶ Quickly develop and implement lower-cost/high-benefit projects to improve existing congestion and safety problem locations on MnDOT's Metro District trunk highway system.
- CMSP identified as a Mobility investment strategy in the *Transportation Policy Plan*

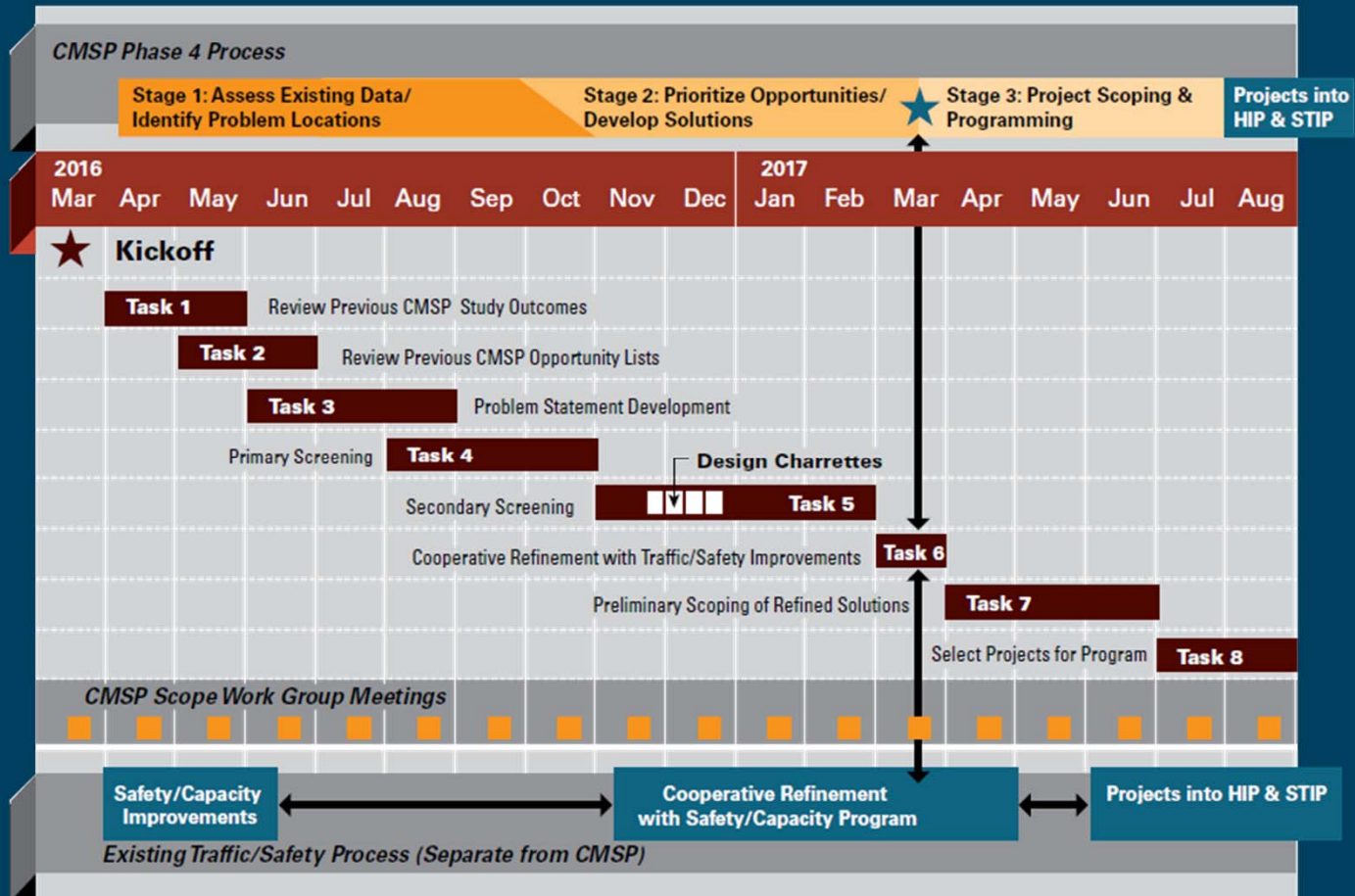


CMSP Background

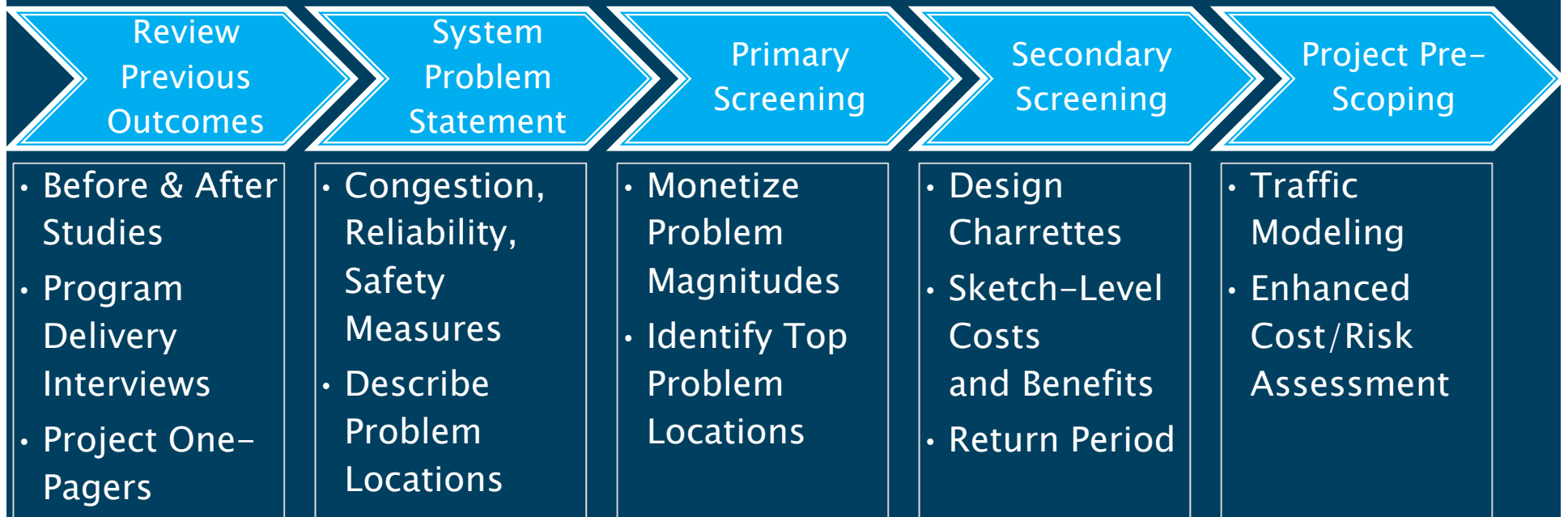
- ▶ Phase 1 (2007)
 - Recommended 19 demonstration projects
 - 13 of these have been implemented
- ▶ Phase 2 (2009)
 - Addressed policy questions about lower-cost/high-benefit projects and flexible design
 - Developed *System Problem Statement*
- ▶ Phase 3 (2012)
 - Developed solution concepts for highest-priority problem locations
 - Produced list of 53 project opportunities



CMSP 4 Schedule



CMSP Key Milestones



CMSP Key Milestones

System Problem Statement

- Over 450 problem locations identified on Metro District highway system
- Characterized by roadway type and problem causes

Primary Screening

- Identify top priority locations based on problem magnitude
- Approximately 50 carried forward to concept development

Secondary Screening

- Develop concepts for top priority problem locations
- Estimate return-on-investment for solution concepts
- List of high ROI solutions provided for TPP update



CMSP Project Interviews

- ▶ MnDOT Program Delivery (Area) interviewed to identify current status of past CMSP opportunities
 - Completed
 - Under Construction
 - Programmed
 - Under Study
 - Superseded by Larger Project
 - Low Priority
 - Dropped



Technical Report 1

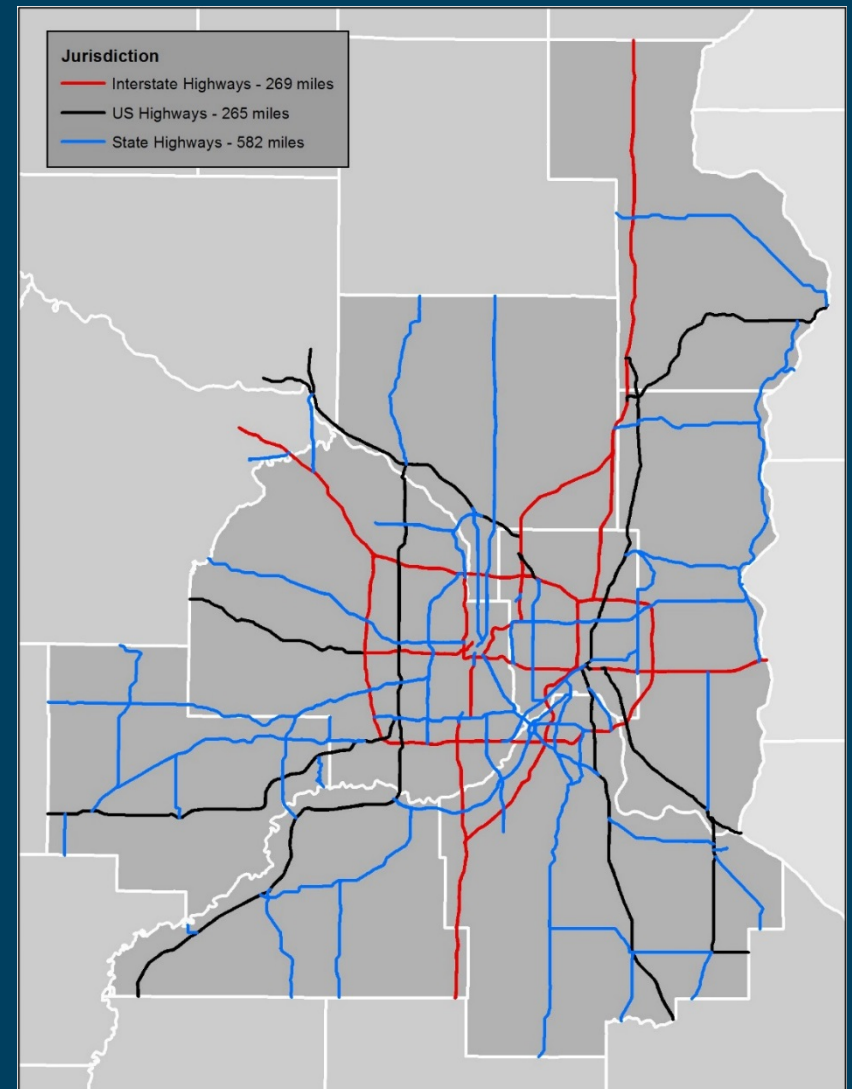
Review of Previous CMSP Opportunity Lists and Projects (Technical Memorandum)

- ▶ Introduction
- ▶ Summary of Previous CMSP Phases and Opportunity Lists
- ▶ Process and Policy Considerations for CMSP
- ▶ Project Narratives (Summary of Interviews)
- ▶ Technical Results of Before and After Studies
- ▶ Summary of Project Categories
- ▶ Appendix: One-Pagers of Successful Projects



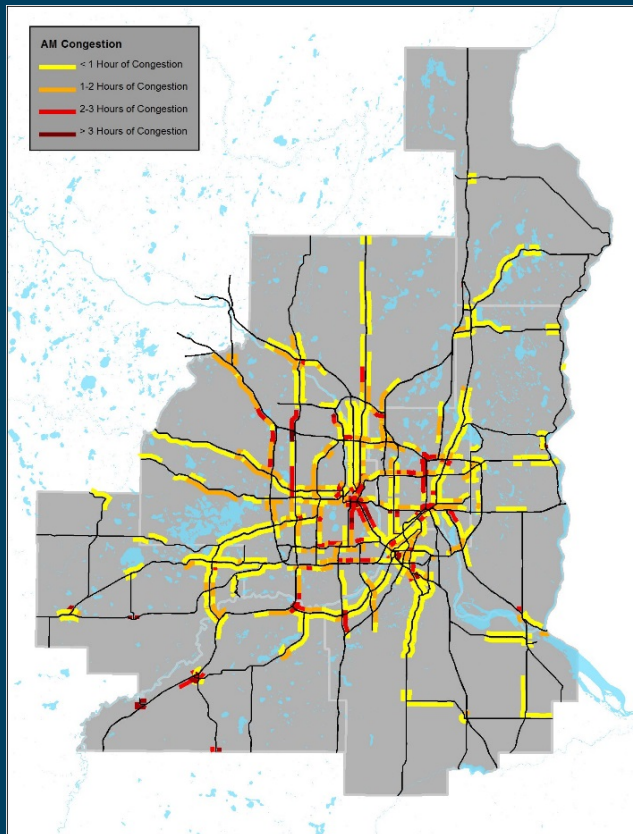
System Problem Statement

- ▶ 8-county Metro District + D3 Planning Area
 - 1,116 CL miles
- ▶ Performance measures
 - Congestion
 - Reliability
 - Crashes
- ▶ Problem descriptions

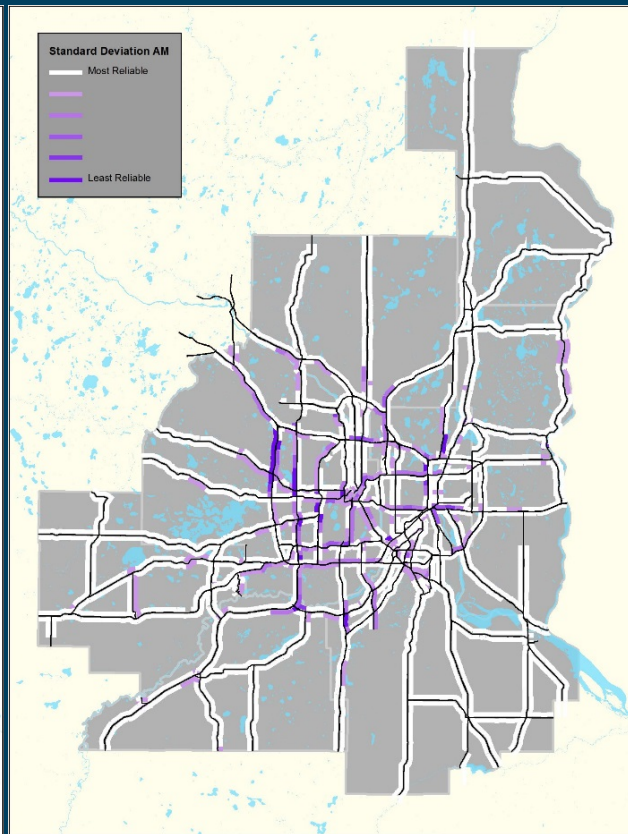


Performance Measures

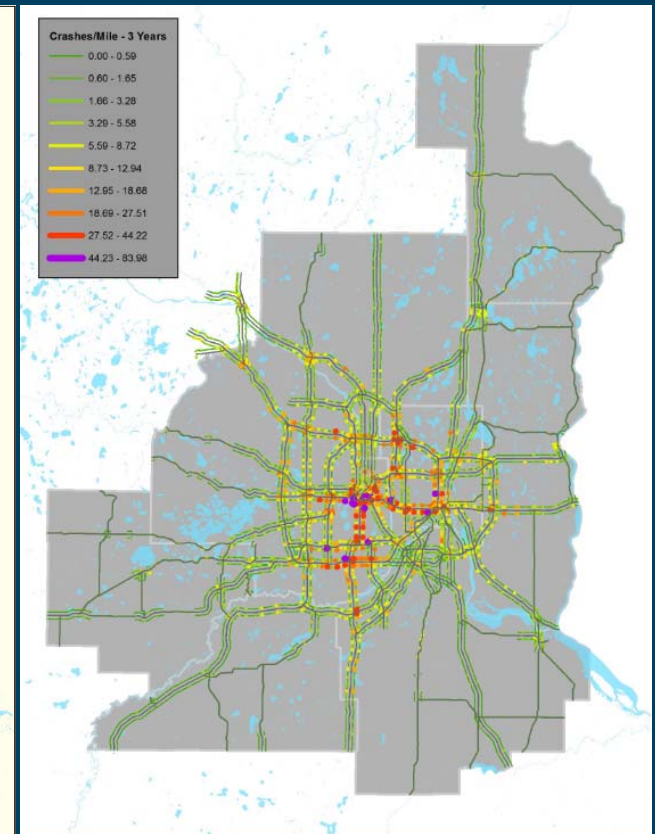
Recurring Congestion



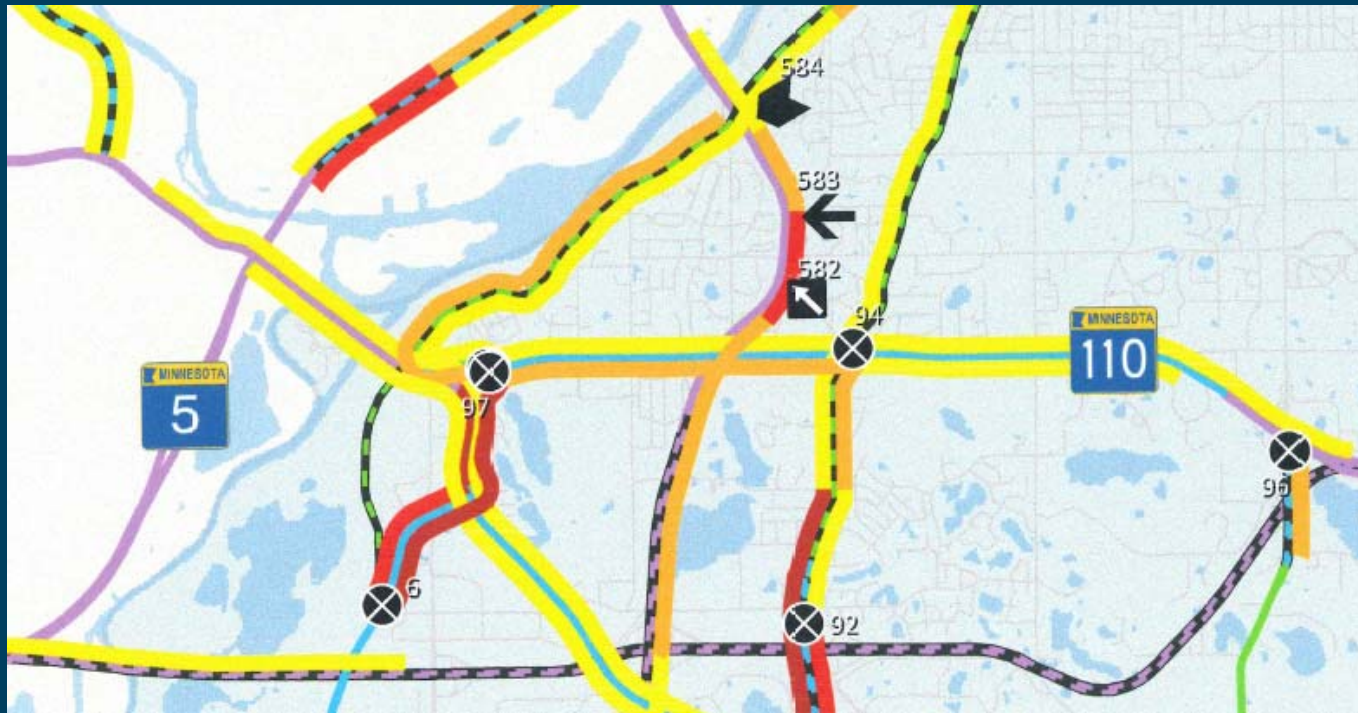
Travel Time Reliability



Crash Density



System Problem Statement



Roadway Section

- 2 Lane Rural or Suburban
- 2 Lane Urban
- 4+ Lane Expressway
- 4+ Lane Urban
- 4 Lane Freeway
- 6+ Lane Freeway

Problem

- ← Entering Traffic
- ↘ Exit Capacity
- ⊗ Intersection Capacity
- ◇ Lane Drop
- ✘ Mainline Weaving
- ◆ Ramp to Ramp Weaving
- ⦿ Substandard Geometry or Other



Local Stakeholder Outreach

- ▶ Provide overview of CMSP Schedule & Process
- ▶ Present county-level detail of *System Problem Statement*
- ▶ Seek feedback on problem locations and descriptions



Next Steps

- ▶ Primary Screening
 - Identify highest priority problem locations for solution development
- ▶ Design Charrettes
 - Development of lower-cost/high-benefit solution concepts for high priority locations
- ▶ Coordination with other studies
 - Corridor studies: I-494/TH 62, Hwy 169, I-94
 - Principal Arterial Intersection Conversion Study

