

Congestion Management Process

Draft CMP Congestion Analysis Handbook



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Handbook Purpose and Design

- Help stakeholder agencies and the Metropolitan Council collaboratively identify congestion problems and potential solutions within the context of the regional Congestion Management Process (CMP)
- Designed to simplify the process of assessing and managing congestion while promoting regional collaboration and consistency with the CMP
- Links regional congestion management policy and guidance to community context and transportation needs

Handbook Goals

Provide Guidance

• Provide guidance to stakeholder agencies to help implement the CMP, specifically with respect to assessing congestion problems and needs.

Ensure Regional Consistency

Provide a standardized process for assessing corridor congestion in the region.

Anticipate Multimodal Strategies

 Use a methodology that prepares users to develop and prioritize multimodal strategies consistent with the CMP and the TPP.

Emphasize People

• Understand transportation needs of people who live in the corridor. Include traditionally underrepresented populations and those with limited access to cars.

Link to Funding

 Prepare users to apply for Regional Solicitation and other competitive sources of funds by aligning with the priorities of those funding sources and programs.

Approach

Keep it Simple

- Selected data only, GIS/map-based
- Transportation Travel Index (TTI)

Integrate Lived Experience

• Interpret, don't just report

Screen for Possible Strategies

Incorporation of Strategy Review Matrix

Validate with Sample Corridors

Range of geography and uses

Living Document

Update as policy and resources change

Development Process

Consultant Team

Alliant Engineering + Community Design Group

Project Management Team

- Met Council, MnDOT, FHWA
- 10 meetings

CMP Advisory Committee

- City and County staff representatives
- 5 meetings

Schedule

• 18 months

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CMP Handbook: 4 Steps

Step 1: Screen for Congestion

 Travel Time Index (TTI)

Step 2: Understand Context and Causes

- People and Equity
- Land Use
- Transportation

Step 3: Prepare **Analysis Summary**

- Assessment and **Implications**
- Public Involvement
- Problem Statement

Step 4: Review Strategies

- Travel Demand Management (TDM)
- Traffic Management Technologies
- Spot Mobility
- •E-ZPASS
- Strategic Capacity **Enhancements**

Step 1: Screen for Congestion

Guides users to the Met Council Congestion Dashboard to look up TTI values

Travel Time Index (TTI)*

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•TTI > 1.25 Congested
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•TTI 1.0-1.25 Possibly Congested

•TTI <1.0 Not Congested

*TTI: The ratio of actual travel time to free-flow travel time on a given roadway segment.

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Step 2: Understand Context and Causes

Collect, analyze, and document data to support multimodal strategies

People and Equity

- BIPOC Population
- Limited English Skills
- Disability Status
- Concentrated Poverty and Affluence
- Transit Dependence
- Affordable Housing
- Low-Wage Worker Household/Job Density
- Workers and Economy

Land Use

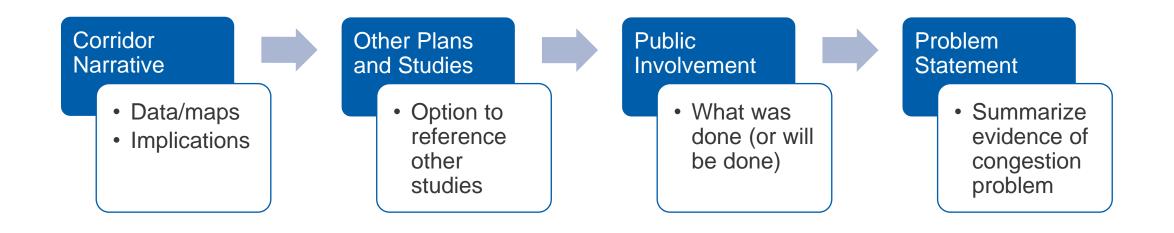
- Service Area Type (Urban/Rural)
- Community Designation
- Context Zone
- Walk/Bike Origins and Destinations
- Transit Market Area

Transportation

- Roadway Features
- Transit, Bicycle and Pedestrian Features
- Traffic Volumes
- Crashes
- Optional Data

Step 3: Prepare Analysis Summary

Summarize data and implications and prepare problem statement



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Step 4: Consider Strategies

Review and rate potential strategies to address congestion (Excel tool)

Follow Regional Mobility Hierarchy

- 1.Travel Demand Management (TDM)
- 2.Traffic Management Technologies
- 3. Spot Mobility
- 4.E-ZPASS
- 5. Strategic Capacity Enhancements

Rate for Ability to Address Needs/Problems

- By Individual Strategy
 - o Low
 - Medium
 - o High
 - $\circ N/A$
- Provide Notes
- Summarize by Category

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Summary Checklist – Data and Exhibits

TWIN CITIES CONGESTION ANALYSIS HANDBOOK Location and Congestion Screen Exhibits & Data Checklist METROPOLITAN EXHIBIT **DATA ELEMENTS NEEDED Exhibit 1: Project Location** Roadway ownership Functional classification ☐ CMP network group Corridor length **Exhibit 2: Traffic Operations and Mobility** Roadway capacity □ Existing AM + PM travel time indices (TTI) ☐ Duration of congestion (hours per day TTI>1.25) ☐ Average AM + PM vehicle delay People Exhibits & Data Elements Checklist EXHIBIT DATA ELEMENTS NEEDED **Exhibit 3: Percent BIPOC Population** ☐ Percent non-white/BIPOC population Exhibit 4: Percent of Residents with Limited Percent of residents with limited English proficiency **English Skills** Exhibit 5: Concentrated Poverty and Affluence Concentrated poverty ☐ Concentrated affluence (optional) ☐ Regional environmental justice Areas **Exhibit 6: Transit Dependence** ☐ American Community Survey 5-Year summary file Exhibit 7: Affordable Housing Number of subsidized housing units **Exhibit 8: Low-Wage Workers** Low-wage worker household density Low-wage worker job density Exhibit 9: Workers and the Regional Economy Population and employment totals Postsecondary education centers Land Use Exhibits & Data Elements Checklist DATA ELEMENTS NEEDED Exhibit 10: Service Area Type Service area type **Exhibit 11: Community Designation** Community designation Exhibit 12: Context Zone Aerial photography ☐ MnDOT land use context: types, identification, and use Exhibit 13: Walk/Bike Origins and Destinations Regional bicycle transportation network destinations

□ Transit market areas

Exhibit 14: Transit Market Area

ransportation Exhibits & Data	a Flements Checklist METROPOLIT
хнівіт	DATA ELEMENTS NEEDED
Exhibit 15: Roadway Features	☐ Interchange locations and types ☐ Intersection access locations and types + control type ☐ Rail crossings ☐ Typical section ☐ Posted speed ☐ Access spacing ☐ Frontage roads (if applicable)
xhibit 16: Transit, Bicycle and Features	 □ Existing and planned pedestrian features □ Existing and planned bicycle features □ Transit characteristics (type, routes, stops) □ Transit frequency/volumes
Exhibit 17: Traffic Volumes	☐ AADT ☐ Historical trends
Exhibit 18: Crashes	Number/location of crashes Crash types Crash severity
Optional	Pedestrian volumes Bicycle volumes Transit ridership Person throughput Daily traffic volume profile Vehicle turning movements/ramp volumes Truck percentages Forecast volumes Forecast capacity Trip types, speeds, origins & length (time and distance

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Instruction Sheets and Figures

TWIN CITIES CONGESTION ANALYSIS HANDBOOK



Transit Dependence

SUMMARY

Prepare a map showing households who lack regular access to a motor vehicle - also known as "transit-dependent households" for meeting their travel needs (please note these households may also rely on walking or biking for their travel).

DATA ELEMENTS

American Community Survey 5-Year Summary File

- Agency Providing: Metropolitan Council
- Location: Latest ACS 5 Year Summary File (currently the 2016 to 2020 file) available from the Minnesota Geospatial Commons (https://gisdata.mn.gov/dataset/us-mn-state-metc-society-census-acs)
- Data Interface: Shapefile

PROCESSING AND ANALYSIS

Transit-Dependent Households Per Census Block Group Step 1: Number of Transit-Dependent Households Per Block Group

- Use the variables included in the shapefile to develop this information layer

 o "HH_NOVEH" (households with no vehicles)
- Step 2: Percent of Transit-Dependent Households Per Block Group
 - . Use the variables included in the shapefile to develop this information layer
 - o "HH_NOVEH" (households with no vehicles) and
 - o "HHTOTAL (total number of households)
 - . The equation is "HH_NOVEH" / "HHTOTAL"

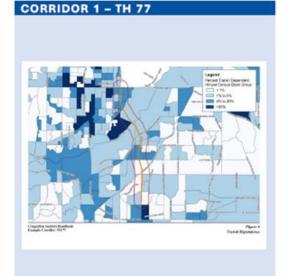
DOCUMENTATION

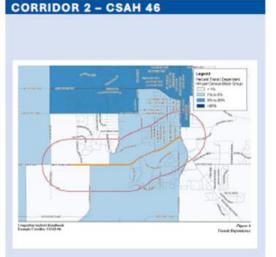
Some example figures are shown on the next page. These can be viewed in more detail, along with accompanying text, in **Appendix A**.

TWIN CITIES CONGESTION ANALYSIS HANDBOOK

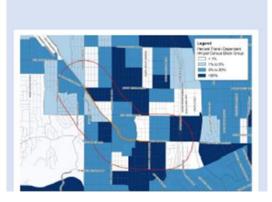


Transit Dependence Example Figures



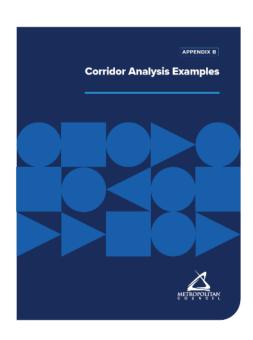


CORRIDOR 3 - WEST BROADWAY



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Sample Write-ups for the 3 Corridors



WORKING DRAFT

Metropolitan Council Congestion Analysis Handbook

3-2

Corridor Analysis Summary

HWY 77: INTERSTATE 494 TO 138TH STREET

Introduction

This document contains the results of the congestion and characteristics analysis produced following the Congestion Analysis Handbook. The results are summarized in text below in three sections: People and Equity, Land Use, and Transportation. The text is supported by maps and other graphics illustrating each primary data item collected.

LOCATION

Minnesota Trunk Highway 77 (Hwy 77) between I-494 and 138th Street is owned at maintained by the Minnesota Department of Transportation (MnDOT). The corridor is 8.2 miles long and runs through Hennepin County (Bloomington) and Dakota County (Burnsville, Apple Valley, Eagan). It is classified as a Primary Arterial and is in CMP Network Group 2. (Figure 1)

CONGESTION

Based on the volume-to-capacity (V/C) ratio, the corridor operates at LOS B, C, or D, depending on the segment. The more congested areas are between the TH 13 and Killebrew Drive, and just south of 35E. The TTI congestion screening result places the Hwy 77 corridor in the "Possibly Congested" category (TTI between 1.0 and 1.25). (Figure 2)

Assessment

PEOPLE AND EQUITY

Demographics: Race and Ethnicity

According to Metropolitan Council data, the corridor is located within a variety of Census Tracts that have low, medium, high, and very high (greater than 50%) concentrations of Black, Indigenous, or People of Color (BIPOC) populations. (Figure 3)

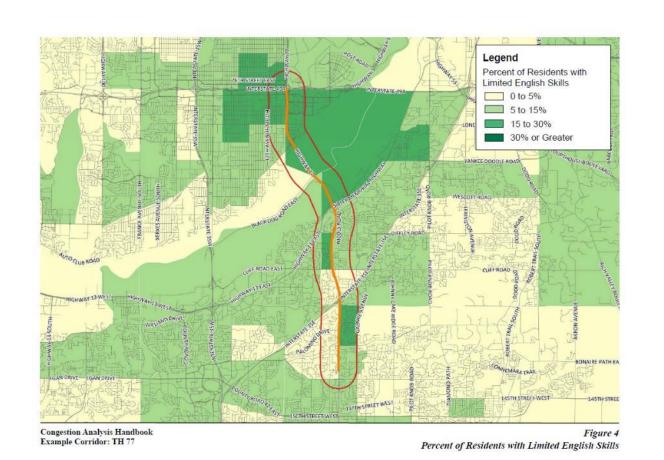
Implications: Successful implementation of project-related communications (including social marketing campaigns and initiatives) and community outreach / engagement efforts should include the hiring or participation of community organizers or representatives from specific BIPOC communities. Consideration of specific culturally-appropriate approaches will be important for successful development of a project along this corridor.

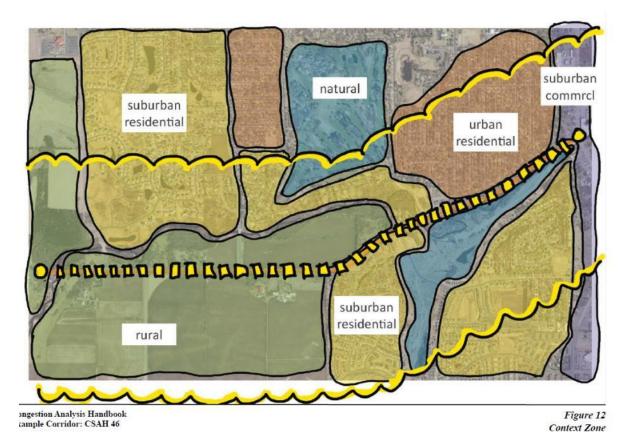
Demographics: Language Spoken

According to Metropolitan Council data, the corridor is located in an area with low, medium, and high presence of residents with limited English language skills. (Figure 4)

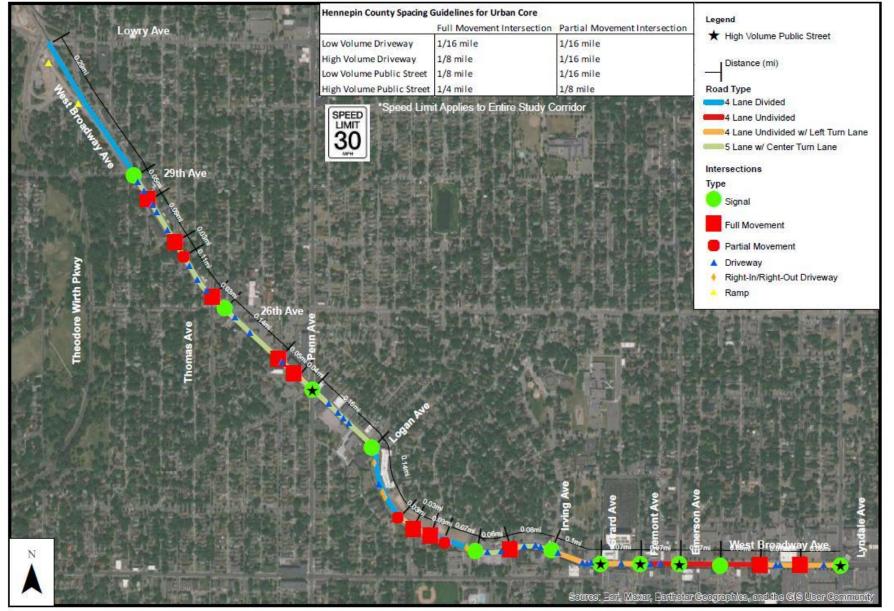
Implications: Successful implementation of project-related communications (including social marketing campaigns and initiatives) and community outreach / engagement efforts should include development of written and spoken materials in languages other than English, participation of interpreters, and other culture- and language-specific approaches.

Sample Maps and Graphics (1)





Sample Maps and Graphics (2)



Congestion Analysis Handbook Example Corridor: West Broadway Avenue (County Road 81) Figure 15 Roadway Features

Sample of Screening Tool (1)

rat	egy Screening Tool		
	Strategy and Primary TPP Priority		of Strategy to dentified Problem(s) Notes
ority	1. Travel Demand Management	Raung	Notes
1.01	Congestion Pricing (MnPASS)		
1.02	Alternative Work Hours		
1.03	Telecommuting		
1.04	Guaranteed Ride Home Programs		
	Alternative Mode Marketing and Education		
	Safe Routes to School		
	Preferential or Free Parking		
	Event Transportation Management Plans		
	Negotiated Demand Management Agreements		
	Trip Reduction Ordinance		
	Infill Developments		
	Transit Oriented Developments		
	Design Guidelines for Pedestrian-Oriented Development		
	Mixed Use Development		
	Long-Range Comprehensive Land Use Planning		
	Transit Capacity Expansion		
	Increasing Bus Route Coverage and/or Frequencies		
	Implementing Regional Transitways		
	Providing Real-Time Information on Transit Routes		
	Reducing Transit Fares		
	Providing Transit Advantages		
	Provide Transit Signal Priority		
	Encourage Off-Board Fare Collection		
	Monitor Shifting Freight Numbers		
	New Sidewalk Connections		
	Enhanced Pedestrian Crossings		
	Designated Bicycle Facilities on Local Streets		
2.13	Improved Bicycle Facilities at Transit Stations and Other Destinations		
244			
2.14	Improved Safety of Existing Bicycle and Pedestrian		
245	Facilities Exclusive Non-Motorized ROW		
	Complete Streets Preservation Projects with Multimodal Improvements		
	Park-and-Ride Lots		
	Ridesharing (Carpools & Vanpools)		
	Employer-Landlord Parking Agreements		
	Parking Management		
	Geometric Improvements for Transit		
	Shared Mobility		
	Parking Restrictions		

D # (1) Strategy and Primary TPP Priority	Potential of Strategy to Address Identified Problem(s) Rating Notes
Priority 2. Traffic Management Technologies	Ruding Hotes
4.01 Dynamic Messaging	
4.02 Advanced Traveler Information Systems (ATIS)	
4.03 Integrated Corridor Management (ICM)	
4.04 Automated and Connected Vehicles	
4.05 Advanced Traffic Management System (ATMS)	
4.06 Traffic Signal Coordination	
4.08 Changeable Lane Assignment/Dynamic Lane Contr	rol
4.09 Vehicle Use Limitations and Restrictions	
4.10 Improved Signage	
4.12 Intermodal Enhancements	
4.13 Goods Movement Management	
4.14 Towing Improvements	
4.16 Ramp Metering	
4.20 Signal Timing	
4.23 Network Management	
4.26 Snow Removal	
4.27 Pavement and Bridge Deicing	
4.28 Incident Detection and Management Systems	
4.29 Dynamic Access Changes	
4.30 Access Management Policies	
Priority 3. Spot Mobility	
4.07 Bottleneck Relief	411-
4.17 Freeway Auxiliary Lanes that are Shorter than One M	Mile
4.18 Ramp Modifications 4.19 Interchange Removal	
4.24 Superstreet Corridors	
4.25 Alternative Intersection Design	
4.25 Alternative intersection Design 4.31 Coordinated Preservation Projects	
4.32 CMP Safety Mitigation	
5.02 Turn Lanes	
5.04 Intersection Improvements	
Priority 4. MnPASS (E-ZPass)	
5.05 High Occupancy Vehicle Lane Improvements	
5.06 Managed Lanes	
Priority 5. Strategic Capacity Enhancements	
4.22 One-Way Conversions	
5.01 Corridor Preservation	
5.03 Reallocation of Current Right-of-Way Space	
5.07 Interchange Configuration Modification	
5.08 Additional General-Purpose Lanes	
5.09 New Roadway Facilities	

Sample of Screening Tool (2)

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20 Trandt Capacity Expansion 20 Increasing Bus Route Coverage and/or Frequencies 21 Increasing Bus Route Coverage and/or Frequencies 22 Inspirence Internation (Proposition of Trandt Routes 23 Providing Real-Time Information on Trandt Routes 24 Reducing Trandt Fares 25 Provide Trandt Fares 26 Provide Trandt Advantages 27 Provide Trandt Fares 27 Security Common Constitution 28 Monitor Shifting Freight Numbers 28 Security Shifting Freight Numbers 29 Security Shifting Freight Numbers 20 Sees Sidewalk Connections 21 Shifting Freight Numbers 21 Security Shifting Freight Numbers 22 Security Shifting Freight Numbers 23 Security Shifting Freight Numbers 24 Security Shifting Freight Numbers 25 Security Shifting Sh	100	Could be part of bigger system solutions but have no information on this Already being done within Met Council 2040 framework
		Arready being done within Net counce 2010 framework. Improved transit service could help remove trips from TH 77
did Implementing Regional Transhways De Providing Real-Time Information on Transit Routes De Reducing Transit Fares De Reducing Transit Research Providing Transit Advantages Provide Transit Signal Priority Sincourage Off-Board Fare Collection Monitor Shifting Relight Numbers New Sidewalk Conscisions Sinfanced Redistrian Crossings Cleary Constitution Designated Ricycle Facilities on Local Streets Sidewalk Sidewalk Facilities are Transit Stations and Other Destinations temporovel Ricycle Facilities are Transit Stations and Other Destinations temporovel Ricycle Facilities are Transit Stations and Other Destinations Signal Improved Ricycle Facilities Ricycle and Pedestrian Facilities Signal Station Ricycle Facilities Signal Stat	Low	Improved transit service could help remove trips from TH 77 Improved transit service could help remove trips from TH 77
Designation	Low	Red Line is in place; improved service could potentially reduce trips on TH 77
diff. Reducing Transit Farres diff. Providing Transit Advantages diff. Providing Transit Signal Priority diff. Encourage Off-Board Fare Collection diff. Monitor Shifting Freight Numbers diff. New Sidewalk Connections diff. Shifting Reduction Crossings diff. Designated Ricycle Facilities on Local Streets diff. Improved Ricycle Facilities at Transit Stations and Other Destinations diff. Improved Salety of Saleting Ricycle and Fedestrian Facilities diff. Sackades Non-Monatched RCW		Generally exists already (not much room for improvement)
die Providing Transit Advantages die Provide Transit Signal Priority die Sincourage Off-Board Fase Collection die Monitor Shifting Resight Numbers die West Sidewalt Conscious Sinfrance Redestrian Crossings die Consideration of Consideration die Sinfrance Redestrian Crossings die Observation of Sincole Pacifities on Local Streets die Improved Bioyole Facilities at Transit Stations and Other Declinations trapsoved Sidety of Sizisting Bioyole and Pedestrian Facilities Si Enclarde Non-Motorched ROW	Low	More transit ridership could reduce trips on TH 77
Provide Transit Signal Priority Six incourage Off-Board Fare Collection Monitor Shifting Resight Numbers Six Monitor Shifting Resight Numbers Six Six Six Six Six Six Six Six Six	Low	Bus only shoulders already exist on TH 77
dit Sincourage Off-Sincour Fare Collection 35 Monitor Shifting Relight Numbers 35 New Sidewalk Connections 31 Sinhanced Pedestrian Crossings 32 Designated Bicycle Facilities on Local Streets 33 Improved Bicycle Facilities at Transit Strations and Other Dectinations 34 Improved Sidey of Sideing Bicycle and Pedestrian Facilities 35 Sindaudre Non-Motorchod ROW		Possibly could help with transit performance overall but not with highway congection
die Monitor Shifting Resight Numbers 10 New Sidewalk Connections 11 Shinancel Redestrian Crossings 12 Designated Moycle Facilities on Local Streets 13 Engroved Moycle Facilities at Yaranti fractions and Other Destinations 14 Improved Sidety of Sacting Moycle and Pedestrian Facilities 15 Sackades Non-Motorchad ROW		Don't see how this would help
.50 Sew Sidewalk Connections .11 Inhanced Pedestrian Cookings .12 Inhanced Pedestrian Cookings .13 England Ricycle Fadilities on Local Streets .14 Improved Ricycle Fadilities at Transfrintations and Other Declinations .14 Improved Sidety of Riciting Ricycle and Pedestrian Fadilities .15 Subsides Non-Motorcod RDW		Freight not a specific issue on TH 77
Financed Pedestrian Crossings Geograph & Boycle Facilities on Local Streets Geograph & Boycle Facilities at Local Streets Manyoved Bioycle Facilities at Transit Stations and Other Declinations Manyoved Safety of Saleting Bioycle and Pedestrian Facilities Saciastive Non-Motorcled ROW		improved crossings over TH 77 could help reduce trips on TH 77
Designated Bicycle Facilities on Local Streets Mangroved Bicycle Facilities at Yrandi Stations and Other Destinations Set Improved Stating Bicycle and Fedestrian Facilities SetSating Proceedings SetSating Bicycle and Fedestrian Facilities	Low	Improved crossings over TH 77 could help reduce trips on TH 77
Improved Ricycle Facilities at Transit Stations and Other Dectinations Improved Safety of Existing Ricycle and Pedestrian Facilities Scalarive Non-Motorbed ROW	Low	Could be part of bigger system solutions but have no information on this
.34 Improved Safety of Existing Bloycle and Pedestrian Facilities .35 Excludive Non-Motorised ROW	low	Could be part of bigger system solutions but have no information on this
	low	Would support non-motorized trips (need to identify specific needs)
66 Complete Streets	n/a	Not applicable to freeway confidor
an Lampere sures	n/a	Not applicable to freeway confidor
.17 Preservation Projects with Multimodal Improvements	n/a	Not applicable to freeway corridor
38 Park-and-Ride Lots	n/a	Already exist in corridor; do not believe this is a congestion contributor
.01 Ridesharing (Carpools & Vanpools)	Low	Could be part of bigger system solutions but have no information on this
.02 Employer-Landlord Parking Agreements	Low	Could be part of bigger system solutions but have no information on this
. Did Parking Management	n/a	Don't see how this would help
.11 Geometric Improvements for Transit	n/a	Don't see how this would help
35 Shared Mobility	Low	Could be part of bigger system solutions but have no information on this
21 Parking Restrictions	n/a	Don't see how this would help
rity 2. Traffic Management Technologies		
.01 Dynamic Messaging	n/a	See response to ATS
20 Advanced Traveler Information Systems (ATS)	Low	Some already exists; could explore but don't think this a current issue
Di integrated Corridor Management (ICM)	n/a	Don't see how this would help
34 Automated and Connected Vehicles		in full implementation (future) but not now
US Advanced Traffic Management System (ATMS)		See response to ATS
Di Traffic Signal Coordination	n/a	Not applicable to freeway corridor
dit Changeable Lane Assignment/Dynamic Lane Control	n/a	Reversible lane previously studied and rejected
.09 Vehicle Use Limitations and Restrictions		Does not appear to be an issue on TH 77
30 improved Signage	n/a	Don't believe this is a current issue
12 Intermodal Enhancements		Does not appear to be an issue on TH 77
38 Goods Movement Management	n/a	Does not appear to be an issue on TH 77
34 Towing improvements	n/a	Does not appear to be an issue on TH 77
36 Ramp Metering		Some already exists; could explore but don't think this an current issue
20 Signal Yiming		Not applicable to freeway confidor
33 Network Management		Not sure what this means/relevance
36 Snow Removal	n/a	Does not appear to be an issue on TH 77
37 Pavement and Bridge Deicing		Don't believe this is a current issue
.38 Incident Detection and Management Systems	n/a	

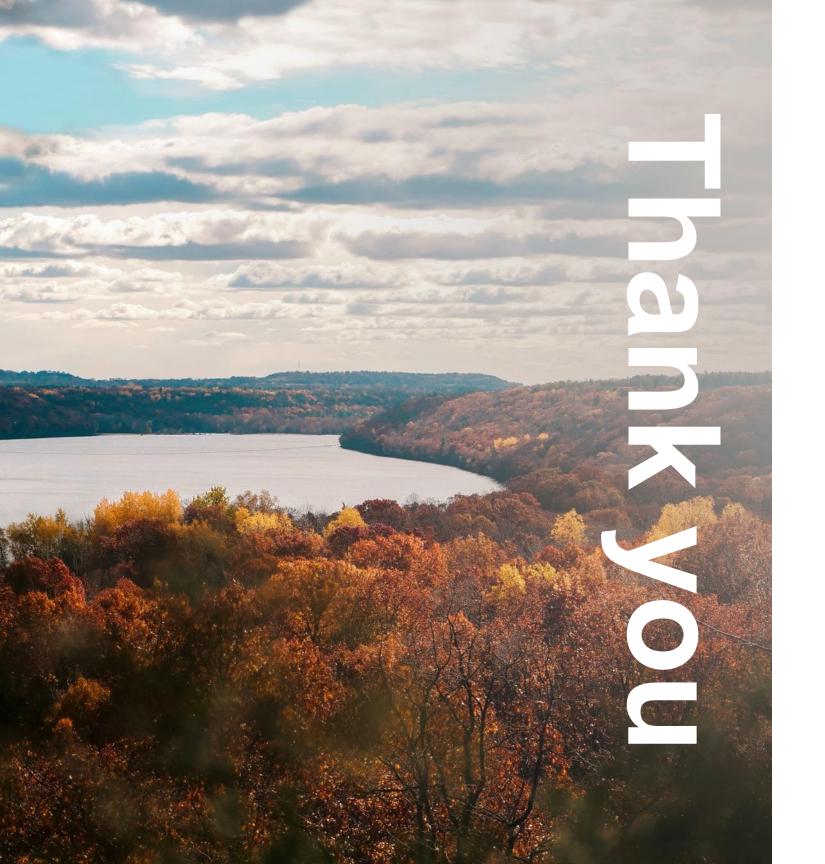
MP Para Bu D	Strelegy		Potential of Strategy to Address Identified Problem(q)	
_		Rating	Notes	
nori	ty 2. Traffic Management Technologies			
4.01	Dysantic Messaging	n/a	not applicable to CSAH 46	
4.02	Advanced Traveler Information Systems (ATIS)	n/a	not applicable to CSAN 46	
4.03	Integrated Corridor Management (ICM)	n/a	not applicable to CSAH 46	
4,04	Automated and Connected Webscles	n/a	Don't see how this would help	
4.05	Advanced Traffic Management System (ATMS)	n/a	not applicable to CSAH 46	
4.06	Traffic Signal Coordination	n/a	currently only one signal (at TH 61)	
4.06	Changeable Lane Assignment/Dynamic Lane Control	a/a	not applicable to CSAH 46	
4.09	Vehicle Use Limitations and Restrictions	n/a	not applicable to CSAH 46	
4.10	Improved Signage	n/a	Does not appear to be relevant to CSAH 46 knues.	
4.12	Intermodal Enhancements	n/a	not applicable to CSAH 46	
4.13	Goods Movement Management	n/a	not applicable to CSAH 46	
4.14	Towing Improvements	n/a	not applicable to CSAH 66	
4.16	Famp Metering	n/a	not applicable to CSAH 46	
4.20	Signal Timing	Medium	possibly, if there are issues at TH 61 signal - need more information - suplore	
4.23	Network Management	n/a	not applicable to CSAH 46	
	Snow Removal	n/a	not applicable to CSAH 46	
	Payement and Bridge Deiking	n/a	not applicable to CSAN 46	
4.29	Incident Detection and Management Systems	n/a	not applicable to CSAH 46	
	Dynamic Assets Changes	0/8	not applicable to CSAN 46	
4.00	Access Management Policies	High	Access spacing does not meet guidelines; issue for safety and congection	
Priori	ty 3. Spot Mobility			
	Sottleneck Relief	n/a	Does not appear to be relevant to CSAH 46 koues.	
4.17	Freeway Auditory lanes that are Shorter than One Mile	o/a	not applicable to CSAH 46	
4.18	Ramp Modifications	n/a	not applicable to CSAH 46	
4.19	Interchange Rentoval	n/a	not applicable to CSAH 46	
4.24	Superstreet Corridors	n/a	not applicable to CSAN 46/no right-of-way	
4.25	The second secon	16(4)	consider roundabout(x)	
	Coordinated Preservation Projects	n/a	not applicable to CSAH 46	
	CMP Safety Mitigation	n/a	not applicable to CSAH 46	
5.02	Tum Lanes	High	possibly - need more information - explore	
5.04	Intersection improvements	High	intersection improvements appear to be needed and will help with traffic flow and cafety	
	ty 4. MnPASS (E-ZPass)		10000	
	High Occupancy Wehicle Lane Improvements.	2/2	not applicable to CSAH 46	
5.06	Managed Lanes	n/a	not applicable to CSAH 46	
_	ty 5. Strategic Capacity Enhancements	12		
	One-Way Conventions	0/4	not applicable to CSAH 46	
	Contidor Preservation	n/a	not sure what this means/how relevant to CSAH 46	
	Reallocation of Current Right-of-Way Space	n/a	g/w not needd for lanes	
5.07	Interchange Configuration Modification	n/a	not applicable to CSAH 46	
5.06		o/a	mainline capacity does not appear to be a constraint currently	
5.09	New Roadway Facilities	n/a	Don't see how this would help	

For strategy definitions, see CMP Policy and Procedures Handbook Appendix D:

https://netrocognil.org/Tupoportation/Planning-1/Key-Transportation-Planning-Topuments/Yopgestion-Management-Process/Yop/Jop/Jop/Tupoportation-Planning-Transportation-Planning-Topuments/Yopgestion-Management-Process/Yout

Next Steps

- Finalize and release Handbook/tool
- New contract to test tool within more corridor contexts (on demand)
- Gain input from stakeholders/refine as needed
- Update/refine as CMP Policies and Procedures Handbook is refined



David Burns

Planning Analyst, MTS Planning david.burns@metc.state.mn.us

Tim Burkhardt, AICP

Project Manager, Alliant Engineering tburkhardt@alliant-inc.com

