Congestion Management & Safety Plan
Phase III

CTS Presentation – May 23, 2011
CMSP Phase III

- Background
- Previous work
- Current project
- Where do we go from here?
2009 Congestion Report
Linkage between Safety and Congestion

Congestion and safety are inextricably linked

As traffic flow becomes unstable, not only results in lower person/vehicle throughput & longer travel times, but also more crashes

I-94 WB near TH 65
Right-sizing Projects

Every project has a point of diminishing returns
Each additional dollar invested results in less return than another investment
Examples: TH 100, TH 169/I-494, etc.
The Time Value of Resources

A lower cost improvement sooner can generate more user benefits than a higher cost improvement later.
CMSP Phase I

- Reviewed and identified existing congestion locations
- Consulted local experts to develop project solutions
- High-level planning cost estimates were developed
CMPS Phase I – Project Status

- Identified 186 projects
- Recommended 19 projects for implementation
- Total cost of approximately $60M
- 1-2 year implementation period

Recommended CMPS Phase I Demonstration Projects
CMSP Phase II

Key Study Products:

- System Problem Statement
- Congestion Management Strategies, Tools, and Application Framework
- Project-Specific Before and After Studies
- Congestion Management Case Studies
- Flexible Design and Managed Corridor Workshop Summaries
- Executive Summary
CMSP Phase II –
System Problem Statement
Congestion Management & Safety Plan
Phase II – TH 100 St. Louis Park
Congestion Management & Safety Plan
Phase II – TH 100 St. Louis Park

Added one lane in each direction from Excelsior Blvd to Cedar Lake Rd

- Two miles in length
- Project cost - $7.1 million
- Significantly reduced crashes
- Decreased ten miles of congestion
- 13:1 travel time b/c ratio
Congestion Management & Safety Plan
Phase II – TH 100 St. Louis Park

Morning Peak Period
(6-9 AM)

Afternoon Peak Period
(3-7 PM)
Metro District Highway Investment Plan

State Road Construction 2015-2030

- Strategic Capacity/Managed Lane ($500M)
- Lower-Cost/High-Benefit ($320M)
- ATM ($80M)
- Mobility/Safety ($900M)
- Preservation, Bridges, Community Improvement ($2.930M)
CMSP Characteristics

1. Solutions attempt to improve mobility and/or safety
2. Solutions utilize existing pavement and ROW to the fullest extent possible
3. Solutions support future plans or visions
4. Solutions have shorter implementation timeframes
5. Solutions take advantage of other funded projects/ leverage capabilities
6. Solutions are typically be less than one mile in length
7. Solutions seek to improve transit advantages
8. Solutions are intended to tune system rather than expand system
CMSP Phase III
Project Identification Process

1. Review of Previous Work
2. Local Agency Work Sessions
3. Primary Screening
4. Secondary Screening, 20 - 40 Projects
5. Final Categorization of, 20 - 40 Projects
1. Review Previous Work
   - Review Phase I study
   - Review Phase II System Problem Statement and congestion locations
   - Confirm type of solution
   - Assess management strategies

CMSP Phase III
Project Identification Process
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Project Identification Process

2. Local Agency Work Sessions
   - Obtain feedback on System Problem Statement
   - Identify non-freeway congestion and safety problems
   - Prioritize problem locations
   - Seek input on potential solutions
   - Resulted in approximately 400 problem areas
3. Primary Screening

- Magnitude of Benefits
  - Safety
  - Mobility
- Planning Level Construction Costs (ROW needed?)
- Synergies with other Projects/Modes
- Ease of Implementation/Constructability
- Preclusion of other investments
- Local Support
CMSP Phase III
Project Identification Process

4. Secondary Screening, 20-40 Projects
   - More Detailed Benefits
   - More Detailed Costs
   - Demonstrate Positive Benefit/Cost
   - Reassess Synergies with other Programmed Projects
   - Review Ease of Implementation
   - Local Support

5. Final Categorization of 20 - 40 Projects
   - Project Ranked Using High/Medium/Low Categories
CMSP Phase III

THANK YOU

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