

# 2017 Congestion Management Process – Summary Report

*August 7, 2018*

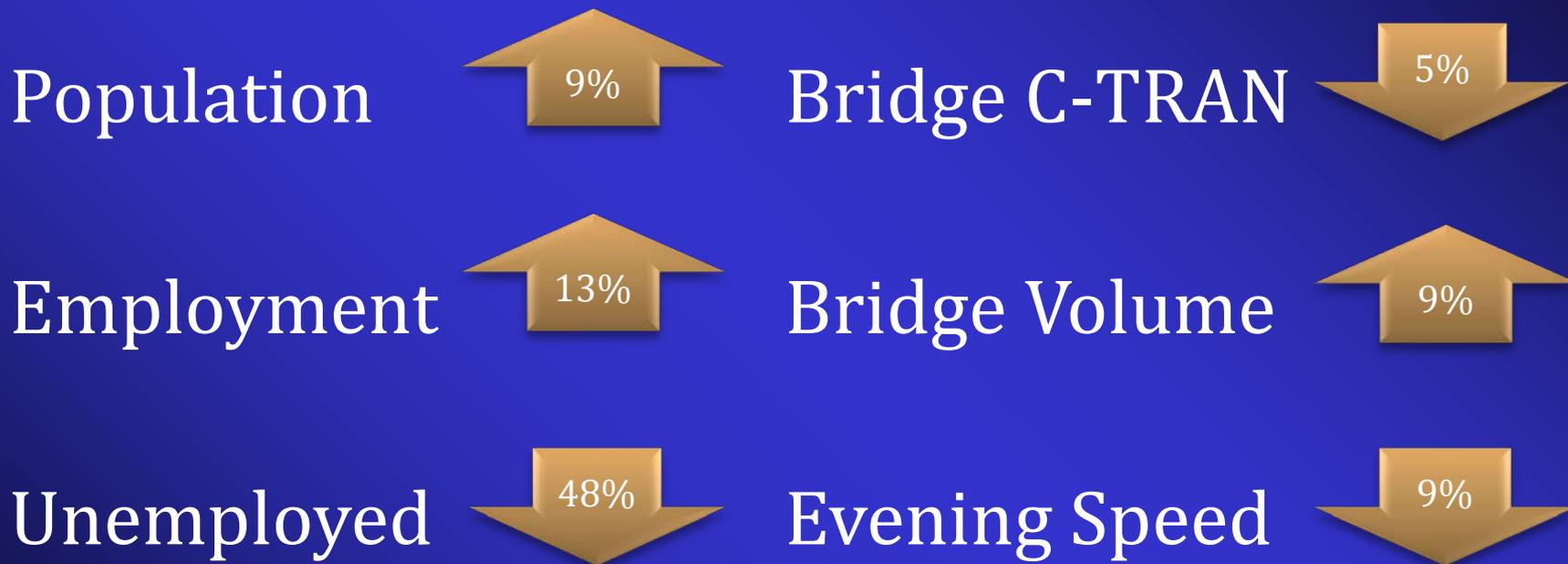
# CMP Requirement

- ◆ Federal Planning Requirement
  - ◆ Annual Assessment of transportation system operating conditions
  - ◆ Informs transportation investment decisions
  - ◆ Reports on effectiveness of strategies
- ◆ ***2017 Report has an arterial needs focus***

# Objectives

- ◆ Preservation and Maintenance
- ◆ Operational Improvements
- ◆ Shift trips to other modes
- ◆ Add auto capacity

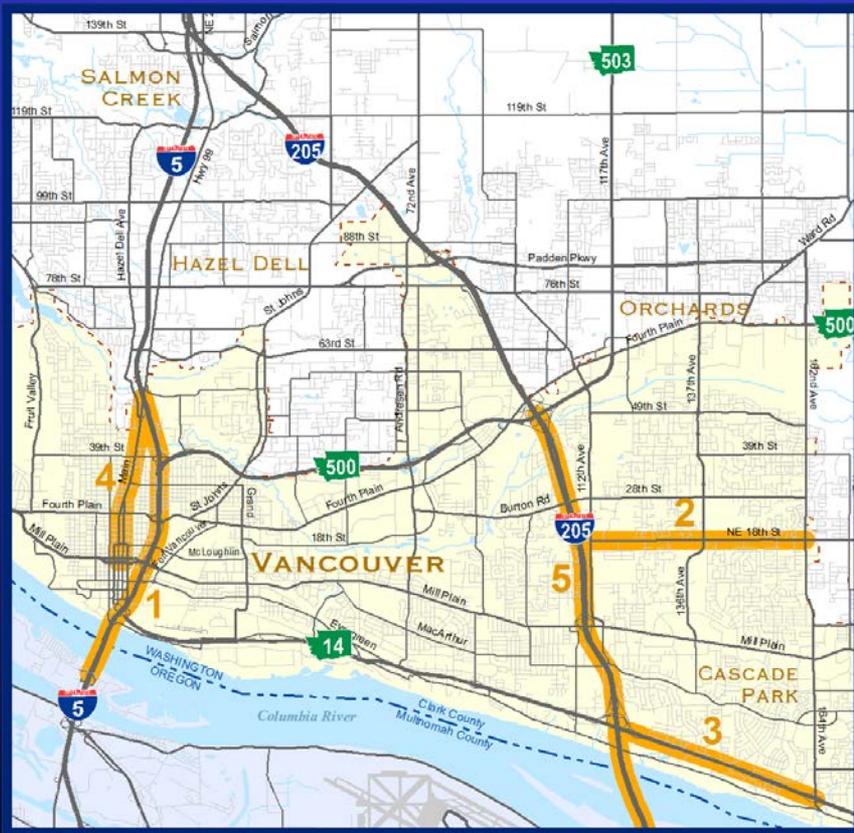
# Regional Summary: 2012 vs 2017



# Corridor Capacity Ratio

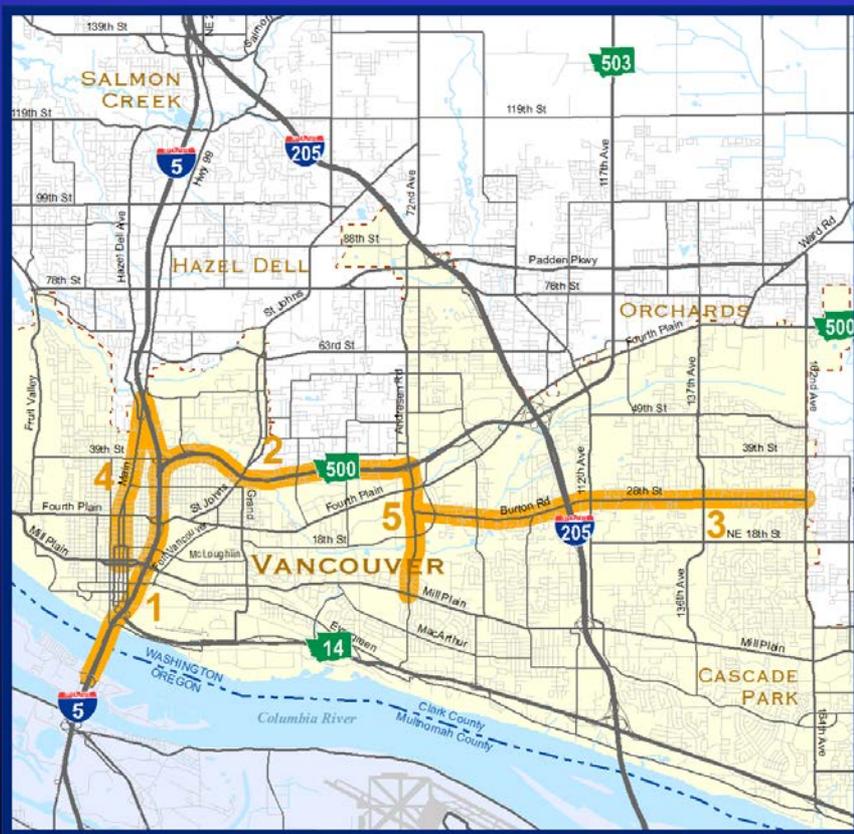
1. I-5 South
2. \*18<sup>th</sup> Street
3. SR-14 Central
4. Main Street
5. I-205 South

\*18<sup>th</sup> improvement project 2018



# Corridor Speed Percentage

1. I-5 South
2. SR-500
3. Burton Road
4. Main Street
5. Andresen South

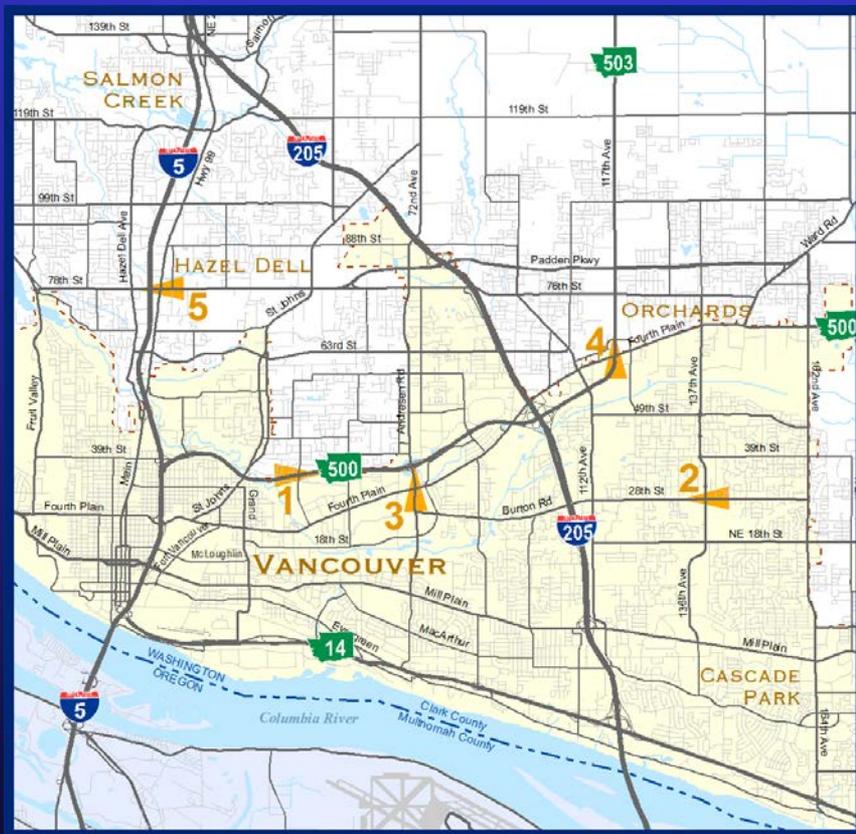


# Lowest Speed Corridors

1. I-5 South
2. Main Street
3. Burton Road
4. 164<sup>th</sup> Avenue
5. Andresen South



# Intersection Delay



1. SR-500/Falk
2. 28<sup>th</sup> St./138<sup>th</sup> Av.
3. Fourth Plain/Andresen
4. Fourth Plain/SR-500
5. 78<sup>th</sup> St./Hwy. 99

# 2007 to 2017 Comparison



# Key Regional Strategies

- ◆ Corridor Operational Improvement
- ◆ TDM/TSMO Strategies
- ◆ Upgrade Urban Arterials for all Modes
- ◆ I-5 Bridge Replacement
- ◆ State Highway Bottleneck Funding
- ◆ Improve High Volume Intersections

# CMP – Monitoring Report Resolution 08-18-15



*Action on this resolution will include endorsement of the Congestion Management Process 2017 Monitoring Report and its key findings and strategies.*