

CONGESTION MANAGEMENT PROCESS (CMP)



Association of Central Oklahoma Governments

4205 N. Lincoln Blvd. | Oklahoma City, OK 73105 | 405.234.2264 | acogok.org

CMP STEERING COMMITTEE KICK-OFF MEETING MINUTES

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| Project #: | 024-065495 |
| Date: | March 13, 2025 |
| Attendees: | John Sharp, Jennifer Sebesta, David Frick, Ethan Mazzio, Eric Pollard, Lauren Wood, Corson Smith, Danielle O'Neal, David Riesland, Jim Hill, Ryan Baker, Justin Henry, David Russell, Destiny Andrews, Dustin Downey, Hannah Nolen, Jason Huff, Kahley Gilbert, Matt Summers, Michael Glessner, Sean Wallace, Tim Rudek, ODOT Planning, S. Hacker, Nick Weander, Corinne Donahue, Stacey Roach, Chris Rolling, Wes McClure, Alex O'Connell |

AGENDA & MEETING SUMMARY

Start Time: 1:00 PM

1. Welcome and Introductions

2. CMP – Project Overview

- Nick Weander with Olsson explained Congestion Management Process is an integral part of the transportation planning efforts of an MPO and is a Federally mandated project process that should be used to make decisions for improving congestion in the region.
- Nick gave a project overview and opened the audience up for questions and discussion.

3. Defining Goals/Objectives for the Study

- In response to the focus of the new administration in Washington, the committee discussed new language to be potentially used in the final plan including words like “mobility access” and an increase in the focus on economic development.
- John Sharp with ACOG discussed timelines of projects, processes, decisions and how they might be slowed during this Administration.
- Nick reviewed the existing CMP objectives and strategies. He asked the committee to review and provide input/comments for updates to this new CMP.

4. Key Stakeholders

- Policy Committee
- Federal/ State Partners
- Technical Committee
- Other
- ACOG Staff

5. CMP Tasks

- **Data Collection**
 - Nick discussed the partnership with Streetlights, who will provide the most recent travel data, along with identification of congested corridors. Other data will be reviewed from the existing travel model and existing data from the community surveys.



- **Peer Agencies**

- Charlotte
- Dallas-Ft. Worth
- El Paso
- Houston
- Kansas City
- Memphis
- San Antonio
- St. Louis
- Jacksonville

Nick discussed the previous study and the peer cities. The proposed cities, listed above, will be reviewed and narrowed. The updated report will look for best practices and recommendations for the ACOG region.

- **Mitigation Strategies**

- Mitigation strategies from the previous CMP will be reviewed, along with national strategies and locally implemented strategies. The committee's input is very important in this process.

6. Schedule

- **The project schedule is shown below.**

| MONTH | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN |
|-----------------------------|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Tech Memos (TM) | | | | TM1 | | TM2 | TM3 | TM4 | TM5 | DR | | FR |
| Steering Committee Meetings | | 3/13 | | | TBD | | TBD | TBD | | TBD | | |

TECH MEMOS & TOPICS

TM1: Peer Review Best Practices/Recommendations (Task 2)

TM2: Goals, Objectives, Methodology of CMP Network (Tasks 3.1, 3.2)

TM3: Performance Measures, Management Plan, Problem & Needs, List of Corridors/Bottlenecks (Tasks 3.3, 3.4)

TM4: Strategies Toolbox/Matrix & Recommended Criteria (Task 3.5)

TM5: CMP Plan, Dashboard (Task 3.6)

DR: Draft Report & Strategic Action Plan (Task 4)

FR: Final Report

7. Next Steps

- **Technical Memo 1**

- Existing data collection
- Peer Review Analysis & Best Practices
- Recommendations

- **Next Steering Committee Meeting – June 2025**

- Review of TM1
- Review draft goals/objectives
- Review methodology of CMP Network



8. Discussion

- General Discussion Included:
 - ODOT representative gave an ITS update for the OKC Metro, which is still in progress.
 - Clearing time for minor crashes and investigations and the use of drones to get an idea of what occurred.
 - Emphasis tying initiatives/projects to economic development; showing a connection between congestion and economic opportunities for all.
 - Railroad grade crossing delays and the development of strategies to reduce the delays. Railroads have priority and grade separations are ideal, but an expensive solution.
 - OKC representatives expressed they cannot keep up with widening (especially at the city's edges). One option is a bond program to deliver some projects but may not be complete enough to mitigate all of the existing congestion.
 - Freight was discussed among the committee (both trucks and trains) regarding the effect on congestion and pavement management.
 - Return to work policies. The State of Oklahoma is requiring workers back to the office. One trend in the energy sector in the urban core is not returning to previous office levels.
 - Approximately five downtown OKC buildings are being refurbished for residential use, which will change travel patterns/ congestion with the exchange of office workers for residents and daily delivery vehicles (amazon, ups, etc.).
 - New OTA routes may help with core congestion. Trucks are not regularly taking the turnpike, but could in the future, and is a tool to assist.
 - Truck parking observations are in a variety of locations. No dedicated parking areas were identified yet.
 - Updated ODOT freight plan is available for review and includes truck parking areas.
 - School siting locations were discussed due to pick-up queues and the contribution to congestion and delays. School sites are challenging areas, such as at an intersection of two arterial roadways. Chris with Olsson asked if Traffic Impact Assessments are included in the site development review process for schools. The group responded they are not aware of requirements at this time.
 - Streetlight data will include traffic counts across the region and changes from year to year.

End Time: 2:10 PM