



CONGESTION  
MANAGEMENT  
PROCESS

# ACOG CMP STEERING COMMITTEE

## MEETING 2

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- Welcome and Introductions
- CMP – Project Recap
  - CMP Tasks
    - Data Collection, Peer Agencies, Mitigation Strategies, Reporting Out
  - Schedule
    - Meetings
    - Milestones
- Technical Memorandum 1 – Review
- Community Input – Congestion Locations
- Draft Regional Goals
- Next Steps
- Discussion



## PURPOSE OF THE CMP

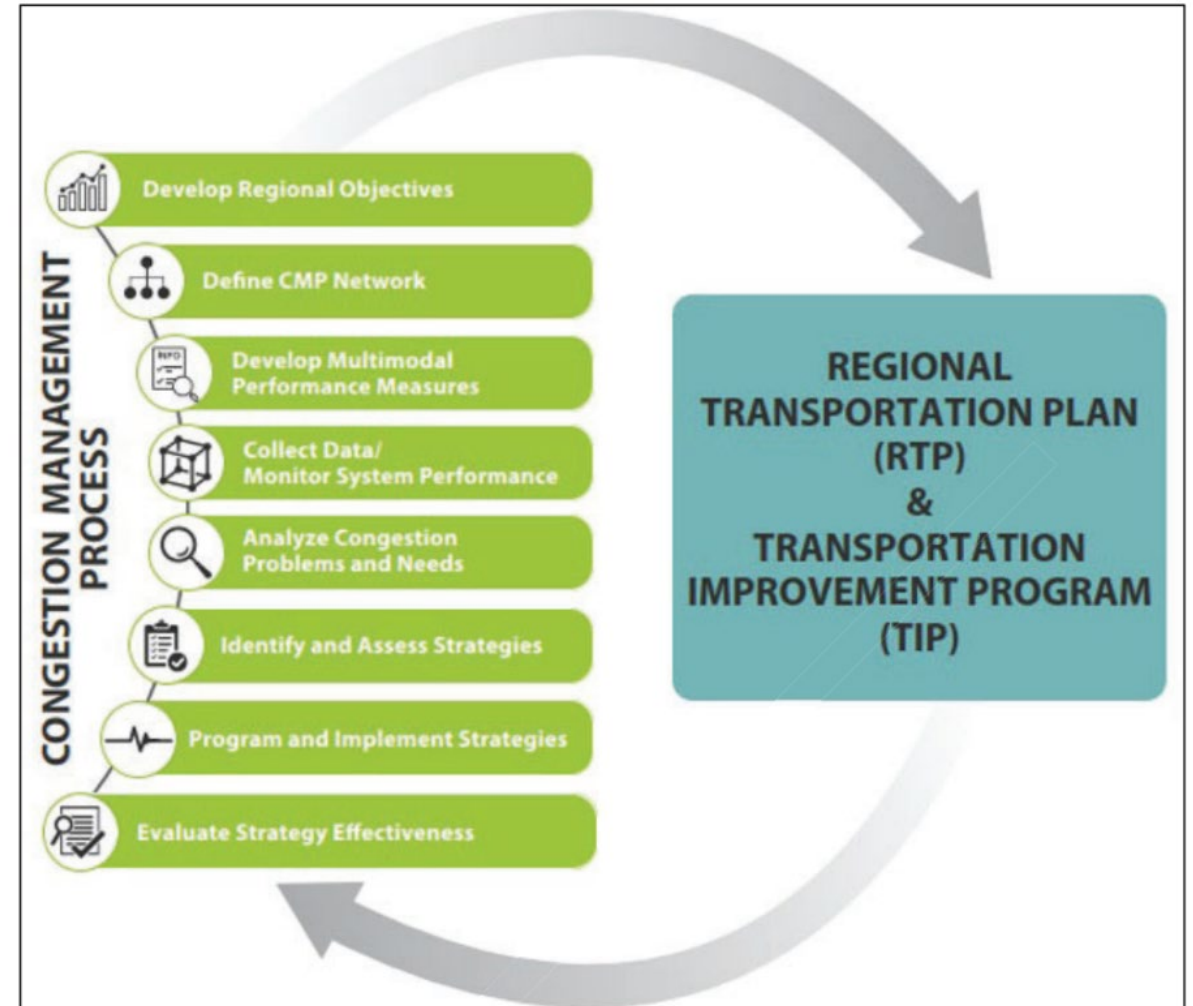
- Develop strategies to manage and reduce congestion throughout the transportation system.

## PROCESS

- Develop an ongoing, systematic method of managing congestion that provides information about system performance and potential alternatives to solve congestion-related problems.
- The CMP is an integral part of the ACOG planning process and is an important source of information for project selection in the LRTP and TIP

## FEDERAL REQUIREMENTS

- 8-Step Process/Model



# TASKS AND SCHEDULE



- Meetings
- Milestones

ACOG CMP Schedule		Month											
		1	2	3	4	5	6	7	8	9	10	11	12
		feb	mar	apr	may	jun	jul	aug	sep	oct	nov	dec	jan
1	Project Coordination & Management												
2	Data Collection and Document Analysis				TM1								
3	CMP Plan Development												
3.1	Regional Goals/Objectives												
3.2	CMP Network						TM2						
3.3	Multimodal Performance Measures												
3.4	Congestion Management Problems/Needs							TM3					
3.5	Congestion Management Strategies								TM4				
3.6	CMP Document, Dashboard, & Outreach									TM5			
4	Strategic Action Plan/CMP Implementation											DR	FR
<b>Steering Committee</b>			●			●		●	●		●		●
			3/13			Jun		Aug	Sep		Nov		jan
<b>Tech Memo</b>													
1	Peer Review Best Practices/Recommendations - Task2				TM1								
2	Goals, Objectives, methodology of CMP Network- Tasks 3.1, 3.2						TM2						
3	Performance Measures, Mgmt Plan, Prob& Needs, List of Corridors/bottlenecks-Tasks 3.3,3.4							TM3					
4	Strategies toolbox/matrix & recommended criteria - Tasks 3.5								TM4				
5	CMP Plan, Dashboard-Task 3.6									TM5			
DR/FR	Plan and Strategic Action Plan/Implementation - Task4											DR	FR

# TECH MEMO 1 - OVERVIEW



- Overview of CMP
- Peer Review
- Best Practices
- Considerations













# WHY A PEER REVIEW?

- Understand the State of the Practice
- Identify Opportunities in ACOG Region
- Leverage Successful Approaches

## SIMILARITIES

- Regional Population
- Travel Time Index
- Annual Delay Per Commuter
- Annual Delay Split

Peak, Freeways -  Peak, Streets -  Off Peak, Freeways -  Off Peak, Streets - 

City	Agency	Last CMP Update	Population (Current)	Travel Time Index (TTI) <sub>4</sub>	Delay Per Commuter <sub>4</sub> *	Delay Split <sub>4</sub>	Non-Attainment Area
Dallas/Ft. Worth	North Central Texas Council of Governments (NCTCOG)	2021	7,874,950	1.23	68		*
San Antonio	Alamo Area Metropolitan Planning Organization (AAMPO)	2018	2,525,000	1.21	48		*
Memphis	Memphis Metropolitan Planning Organization (MMPO)	2015	1,188,000	1.13	58		-
Houston	Houston -Galveston Area Council (HGAC)	2021	7,699,873	1.27	69		*
El Paso	El Paso Metropolitan Planning Organization	2019	1,006,000	1.13	38		-
Kansas City	Mid-America Regional Council (MARC)	2023	1,754,000	1.15	54		*
Charlotte	Charlotte Regional Transportation Planning Organization (CRTPO)	2012	2,321,000	1.17	48		*
St. Louis	East - West Gateway Council of Governments (EWCOG)	2013	2,795,504	1.14	49		-
Jacksonville	North Florida Transportation Planning Organization (TPO)	2015	1,713,240	1.19	54		-
Oklahoma City	Association of Central Oklahoma Governments (ACOG)	2016	1,477,926	1.19	52		-

# PEER REVIEW: TAKE-AWAYS

- 9 Peer Agencies + OKC
- OKC – TTI, Delay per Commuter, and Delay Split – Most similar to:
  - Kansas City
  - St Louis
  - Jacksonville

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Peak, Freeways -  Peak, Streets -  Off Peak, Freeways -  Off Peak, Streets - 

# BEST PRACTICES – DATA DRIVEN CORRIDOR IDENTIFICATION/ANALYSIS



## REVIEWED

- Methodology
- Strategies
- Evaluation Factors
- Realistic

## NCTCOG – Dallas MPO

- Develop Corridor Sheets
  - Prioritization
  - Re-occurring Trends

### Congestion Management Corridor Fact Sheet



Corridor Information			
Corridor Number	130.2		
Facility	IH 635 (North)		
From	PGBT (West)		
To	IH 35E		
Construction Status	None		
Performance Measures			
Crash Rate (Crashes per 100 million VMT)	59	Sufficient	
Travel Time Index (Recurring Congestion)	1.10	Sufficient	
Level of Travel Time Reliability (Non-Recurring Congestion)	1.19	Sufficient	
Pavement in Poor Condition	0	Sufficient	
Bridge Deck in Poor Condition	0	Sufficient	
Roadway Infrastructure			
Available Arterial Capacity %	26	Roadway Infrastructure Score	
Frontage Road Percentage	73		
Parallel Freeway Percentage	107		High
Modal Options			
Park and Rides within 1 mile of corridor	3	Modal Options Score	
Parallel Light Rail as percentage of corridor length	0		Medium
Parallel Commuter Rail as percentage of corridor length	0		
Parallel Bus Route as percentage of corridor length*	82		
Bus Trip Density*	105		
Combined Bus Availability	High		
Operations			
Shoulder Availability	High	Operations Score	
ITS Device Coverage Percentage	97		Low
Truck Lane Restriction Percentage	0		
HOV/Managed Lane Percentage	0		

\*Parallel Bus Route and Bus Density combine to form Combined Bus Availability which impacts Modal Options Score

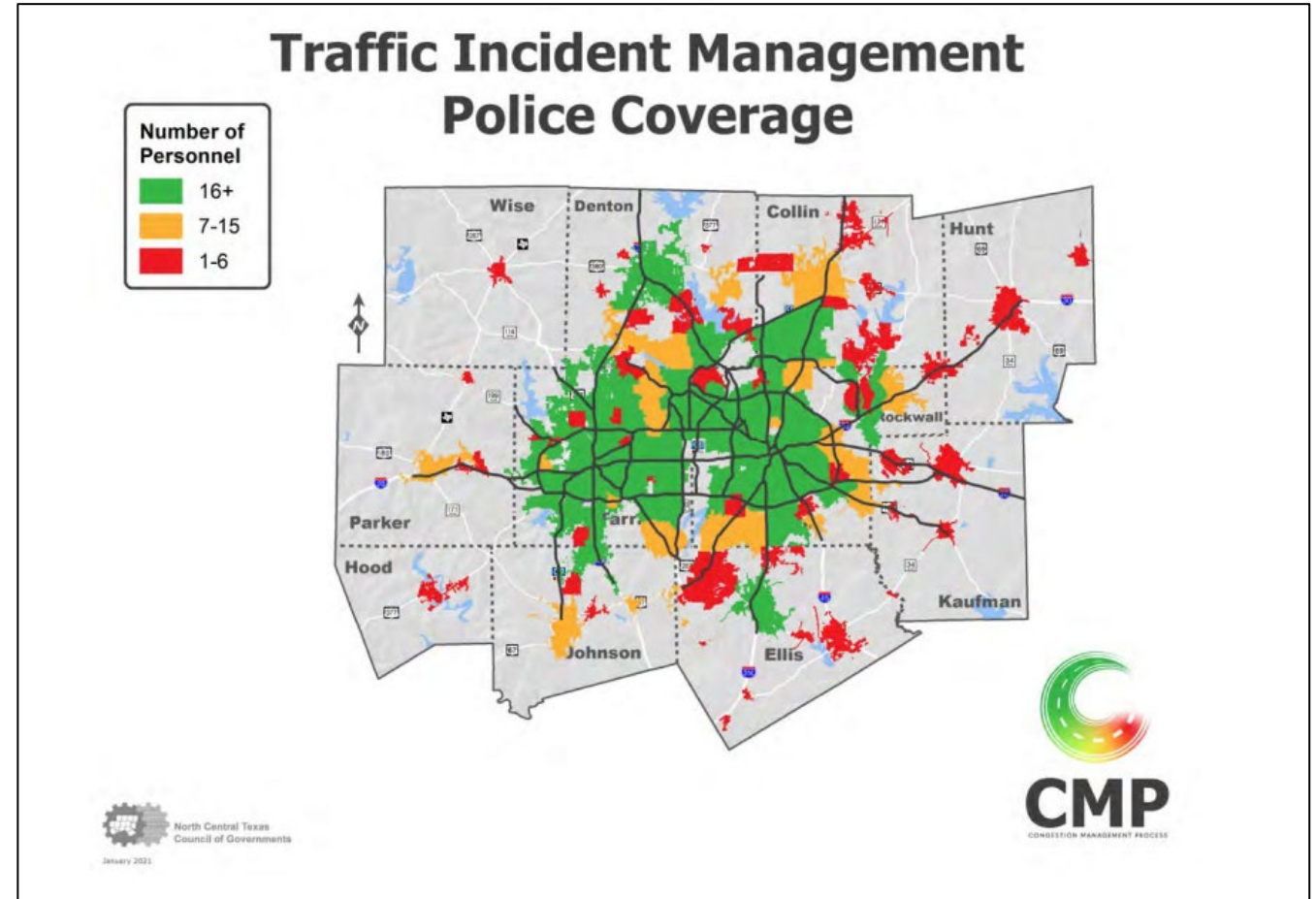
More detail on corridor evaluation and scoring criteria available in Appendix D

# BEST PRACTICES – CONGESTION DEFINITION BEYOND VOLUME & CAPACITY



## NCTCOG – Dallas MPO

- Holistic Approach
  - Quantitative Metrics
  - Qualitative Metrics



# BEST PRACTICES – TIERED STRATEGY TOOLBOX



## MARC – KANSAS CITY

- Group strategies by Intensity vs. corridor types or congestion severity

**Table 2.1 Summary of Congestion Management Strategies**

Major Categories	Number of Strategies	Benefits	Costs	Examples
Access Management	10 strategies identified	Increase capacity, efficiency, and mobility, reduce travel time	Vary from low to high and include, design, implementation, and maintenance costs	Turn restrictions, turn lanes, frontage roads, roundabout intersections
Active Transportation	8 strategies outlines	Decrease auto mode share, reduce VMT, provide air quality benefits	Low to moderate	New sidewalks and bike lanes, improved facilities near transit stations, bike sharing, and exclusive rights of way
Highway	11 strategies identified	Increase capacity, mobility, and traffic flow	Vary from low to high depending on strategy. Constructing new ROW results in higher cost than design improvements.	HOV lanes, super street arterials, highway widening, acceleration and deceleration lanes, design improvements
Land Use	6 strategies identified	Decrease SOV trips, increase walk trips, increase transit mode share, air quality benefits	Low to moderate and involve establishing ordinances and may require economic incentives to encourage developer buy-in	Infill, TOD development, densification
Parking	8 strategies identified	Increase transit use, reduce VMT, generate revenue	Low to moderate but require economic incentives to encourage developer buy-in	Preferential parking for HOVs, park and ride lots, advanced parking systems
Regulatory	10 strategies identified	Decrease VMT, air quality benefits, increase safety, generate revenue	Vary	Carbon pricing, VMT fee, pay as you drive insurance, auto restriction zones, truck restrictions
TDM	10 strategies identified	Reduce peak period travel, reduce SOV VMT	Low to moderate	Alternative work hours, telecommuting, road pricing, toll roads
Transit	14 strategies identified	Shifting mode share, increasing transit ridership, reduce VMT, provide air quality benefits	Vary from low to high depending on strategy. Constructing new transit travelways is higher cost than improving service frequencies.	Increasing coverages and frequencies, new fixed guideway travelways, employer incentive programs, signal priority, intelligent transit stops (tech improvements)
Transportation Operations and Management	18 strategies identified	Reduce travel time, reduce stops, reduce delays, increase safety	Vary but tend to be low to moderate. Large scale projects involving new infrastructure and devices higher cost.	Signal coordination, ramp metering, highway information systems, service patrols

# BEST PRACTICES – PROJECT LEVEL SCREENING OR EVALUATION TOOL



## NCTCOG – DALLAS

- Use Project Analysis form or checklists to screen for CMP relevance.
- Ensures level of accountability.
- Gauge effectiveness of CMP Strategies

**2022 Congestion Management Process Project Form**

<b>Submitter Name</b>	<b>Agency Name</b>	<b>Date</b>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>Email</b>		<b>Phone Number</b>
<input type="text"/>		<input type="text"/>
<b>City</b>		
<input type="text"/>		
<b>Project Name</b>		
<input type="text"/>		
<b>Facility Name</b>		
<input type="text"/>		
<b>Project Limits (From)</b>		
<input type="text"/>		
<b>Project Limits (To)</b>		
<input type="text"/>		
<b>Does project add roadway capacity?</b>		
<input type="button" value="Click to Select"/>		
<b>Project Description (Including TSM&amp;O and TDM Strategies)</b>		
<input type="text"/>		

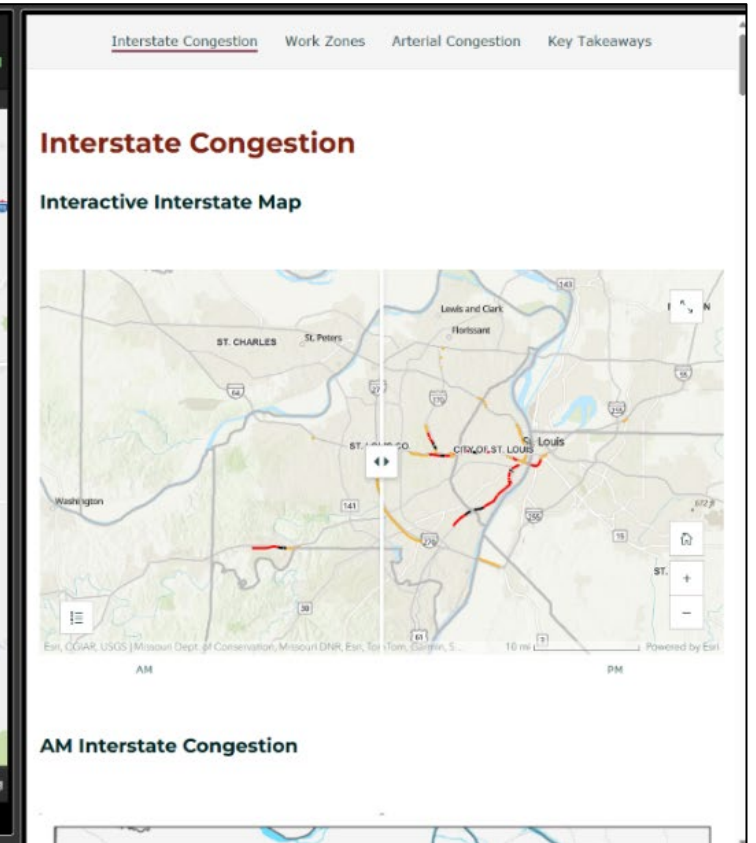
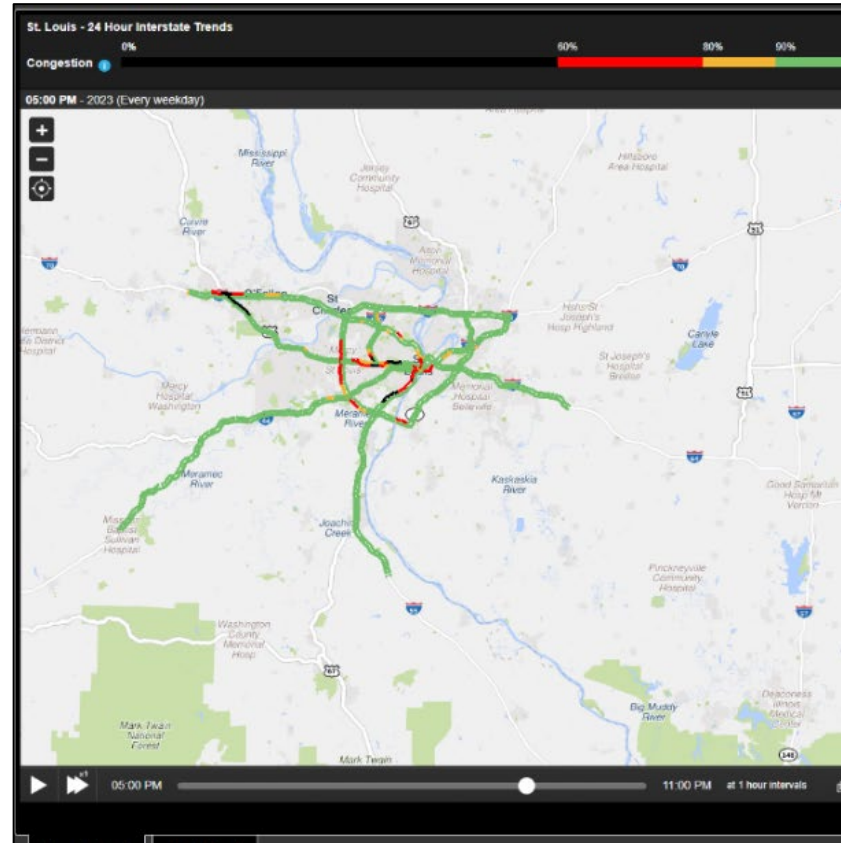
**CMP**  
CONGESTION MANAGEMENT PROCESS

# BEST PRACTICES – MONITORING AND REPORTING DASHBOARDS



## NORTH FLORIDA TPO – JACKSONVILLE

- Track system performance
- Realtime data
- Evaluation strategies

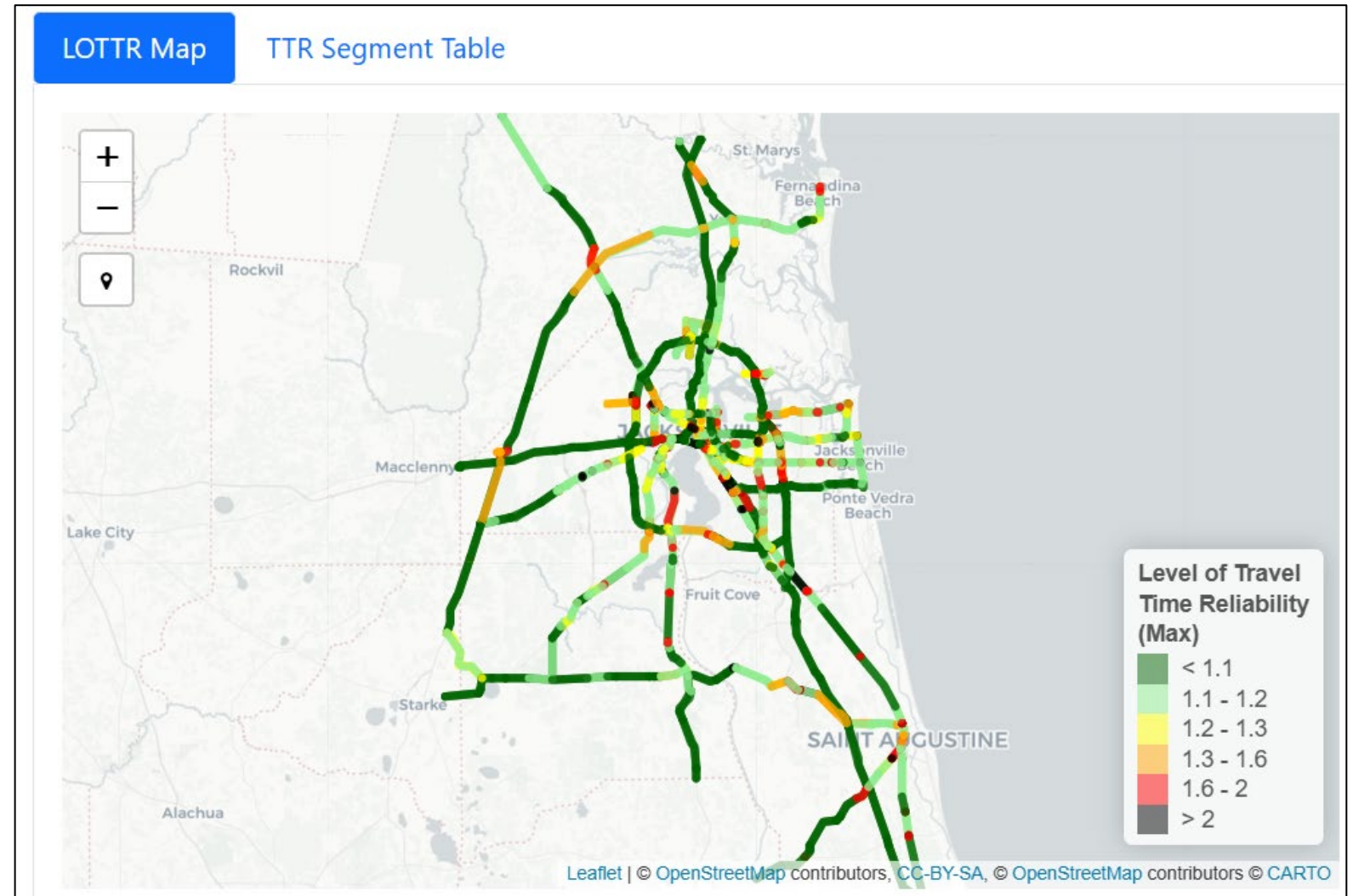


# BEST PRACTICES – MONITORING AND REPORTING DASHBOARDS



## EWCOG – ST. LOUIS

- Track system performance
- Realtime data
- Evaluation strategies



# PEER COMMUNITY – MOST COMMON PERFORMANCE MEASURES

## MANY PERFORMANCE MEASURES

- **MOST COMMON LISTED**
  - Travel Time Index (TTI)
  - Level of Travel Time Reliability
  - Crash Rate/Safety Measures
  
- **NEXT MOST COMMON**
  - Vehicle Miles Traveled (VMT)
  - Volume to Capacity Ratio (V/C)
  - Transit Ridership
  - On-time Transit Performance
  - Bicycle Facility Mileage
  - Pedestrian Facility Mileage
  - Daily/Annual Delay per Commuter

Performance Measure	# of CMPs Used In
Travel Time Index (TTI)	6
Level of Travel Time Reliability (LOTTR or PTI)	6
Crash Rate / Safety Measures	6
Vehicle Miles Traveled (VMT)	5
Volume-to-Capacity Ratio (V/C)	5
Transit Ridership	5
On-Time Transit Performance	5
Bicycle Facility Mileage	5
Pedestrian Facility Mileage	5
Daily/Annual Delay per Commuter	5
Park-and-Ride Lot Capacity or Coverage	4
Percent of Population with Transit Access	4
Pavement Condition	4
Average Travel Speed	4
Incident Duration/Clearance Time	4
Average Commute Time	4
Bridge Condition	3
Percent Miles Severely Congested	3
Truck Travel Time Reliability (TTTR)	3
Emissions/Air Quality Indicators	3
Project Screening Tools or Checklists	3
Passenger per Revenue Mile/Hour	3
System Reliability Index/Congestion Cost per Capita	2
Freight Movement/Goods Moved	2
Enplanements (Airport Access)	2
Vehicle Occupancy	2
Total Number of System Users	1
Air Cargo Volume	1
Tons of Freight Moved	1
Person Miles Traveled	1
Truck Miles Traveled	1
Percent Miles Meeting LOS Criteria	1
System-wide Travel Time Reliability	1
Delay by Corridor or Mode	1
Number of Vanpool Users	1
Mode Share (Bike/Ped/Transit/Auto)	1
Park-and-Ride Lot Utilization	1
Average Vehicle Age	1
Average Load on Transit Vehicles	1
Cost of Congestion Per Capita	1
Jobs Ner State Highways	1
Percent of BRT Stops Near Bike Facilities	1
Number of Transit Marketing Programs	1
GDP Near State Highways	1



**3.1.1 Data Driven Corridor Identification and Analysis:** Dependent on the data available; this practice can ensure that the CMP network is analyzed consistently across all roadway corridors in the OCARTS region.

**3.1.2 Congestion Definition Beyond Volume and Capacity:** This practice will go hand and hand with the method listed above. ACOG has used time travel, reliability and non-recurring congestion in its previous CMP, and these should be considered as the CMP is updated.

**3.1.3 Multimodal and ITS Focused Performance Measures:** The implementation of this method is dependent on the data available at the time of this update. Focusing on alternative measures that reduce bottlenecks and the amount of vehicles on specific corridors is beneficial to the transportation system in the OCARTS region.

**3.1.4 Project-Level CMP Screening or Evaluation Tools:** Ensuring that projects that go through the TIP and LRTP processes are also identified in the CMP is key in achieving regional goals and objectives. Providing local agencies within the Metropolitan Planning Area (MPA) with tools to streamline review and screening of projects can facilitate straightforward compliance and alignment with the regional vision.

**3.1.5 Monitoring and Reporting Dashboards:** Monitoring and reporting dashboards are powerful tools that allow agencies to visualize and track key performance measures like travel time reliability, delay, and safety in real time. For ACOG, integrating a dashboard into the CMP update can enhance data-driven decision-making, improve transparency, and support ongoing evaluation of strategy effectiveness. This tool would also help align future TIP and RTP project selections with measurable outcomes.

**3.1.6 Strategy Effectiveness Frameworks:** Strategy effectiveness frameworks provide a structured way to evaluate how well CMP strategies perform by using before-and-after analyses, performance metrics, and ongoing monitoring. Incorporating such a framework into the CMP update can help identify which strategies deliver the greatest impact, support continuous improvement, and ensure accountability in meeting regional congestion goals.

# STAKEHOLDER INPUT – ONLINE SURVEY



## IMPORTANCE OF STAKEHOLDER FEEDBACK

- Online Engagement
- Sent to all Steering Committee Members
- Will Help Define Congested Corridors

### CONGESTION MANAGEMENT PROCESS (CMP)

Association of Central Oklahoma Governments

Welcome and thank you for participating in this important survey regarding the Association of Central Oklahoma Governments (ACOG) Regional Congestion Management Process. This survey is designed specifically for city and community representatives within the ACOG region, and your input is crucial in shaping the future of transportation and congestion management in our communities.

ACOG is committed to improving transportation infrastructure and addressing congestion issues through comprehensive planning and collaboration with local communities. The primary goal of this survey is to gather insights and feedback from city and community representatives about the current state of congestion and transportation within the ACOG region. Your responses will help us identify key areas of concern, prioritize projects, and develop effective strategies to enhance mobility and reduce traffic congestion.

*If you have questions regarding this survey, please contact Jennifer Sebesta [jsebesta@acogok.org](mailto:jsebesta@acogok.org) or (405) 234-2264.*

**How to use this survey:**  
Please answer the following general questions using your personal experiences, opinions, AND community sentiment you may have. Please answer each question to the best of your ability, as we are interested in hearing your honest thoughts. The survey should take approximately 10 minutes to complete. We value your input and appreciate your time and effort.

Once you have completed this survey, an additional mapping feature is available if you continue to scroll down. Please mark all/any congestion locations throughout your community.

Full Name:\*

<https://experience.arcgis.com/experience/6035162d0fda4088ba53ee7a9d6e7b46>

# CMP GOALS/OBJECTIVES FOR THE PROJECT



2016 Congestion Management Process Update

## PREVIOUS PLAN – GOALS & OBJECTIVES

**Goals** – Evaluate the current CMP and create a cohesive regional strategy to manage congestion. Previous ACOG CMP used 5 National Goals with performance measures.

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement/Economic Vitality

Table 2-1 Linkage Between *Encompass 2040* Goals and CMP Objectives

<i>Encompass 2040</i> Goal Areas	CMP Objectives
<b>Economic Strength:</b> Promote economic vitality through enhanced mobility.	- Invest in improvements that enhance the efficiency of the existing transportation system.
<b>Safety and Security:</b> Provide a safe and secure transportation system.	- Improve design, construction, and maintenance of infrastructure to reduce the number and severity of crashes, injuries and fatalities.
<b>Equity and Options:</b> Provide transportation access for the movement of all people and goods.	- Expand and maintain accessible and connected pedestrian and bicycle facilities.
<b>Healthy Communities:</b> Recognize and improve the connection between land use and transportation to enable citizens to live healthier lives and reduce environmental impact from vehicle travel.	-Improve and increase the walkability and bikeability of the region.
<b>Connectivity:</b> Develop connections among all types of transportation.	- Implement a local Complete Streets policy where appropriate.
<b>Performance:</b> Increase the efficiency and reliability of the transportation system.	-Increase capacity where needed.



## **OLSSON CONTINUES WORK ON TECH MEMO 2 AND 3**

- Goals and Objectives
- Set up Network

## **NEXT MEETING - AUG 2025**

- Review of TM2
- Review methodology of CMP Network, Goals/Objectives

## **OTHER ITEMS**

# QUESTIONS?

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ASSOCIATION OF  
CENTRAL OKLAHOMA  
GOVERNMENTS



CONGESTION  
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