

Congestion Management Process Plan
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Prepared by
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Jefferson, Orleans, St. Bernard and St. Tammany Parishes

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EXECUTIVE SUMMARY

INTRODUCTION

This report outlines the update of the Regional Planning Commission's Congestion Management System (CMS). Per changes in federal regulations, the CMS has been re-titled the Congestion Management Process (CMP) to reflect an increased emphasis on continual, ongoing efforts to reduce congestion in metropolitan areas. The RPC has maintained a Congestion Management System since the 1990s, and this report updates that system to reflect the requirements of the most recent federal transportation legislation. SAFETEA-LU requires all urban areas with populations greater than 200,000 to maintain a CMP. Its purpose is to provide the RPC with a mechanism for identifying congestion on the region's roadways and develop recommendations for its reduction.

CMPP STRUCTURE

The Congestion Management Process Plan (CMPP) first reviews the previous CMS and offers recommendations for its successor, the CMP. These recommendations are combined with stakeholder input to develop specific objectives for congestion reduction, as well as performance measures for tracking progress. It then outlines four primary tasks with accompanying policies for achieving an ongoing process to monitor and mitigate regional traffic congestion. The four tasks comprising the CMP are described below:

- * Task 1: Defining and Measuring Congestion, outlines policies for identifying the most congested routes in the region, the causes of congestion, and methods for tracking it over time. Major components of Task 1 are:
 - CM Network – The CM Network includes the most heavily traveled and congested routes in the region. They are the focus of CMP activity. Information about routes on the network is summarized on Corridor Summary Reports in Appendix E.
 - CM Index – The CM Index is a quantitative measure of congestion calculated using volume, speed, and commercial vehicle data. It provides a means for objectively comparing congestion on CM Network routes.
 - Technical Advisory Committee (TAC) – The TAC is composed of regional stakeholders, and meetings are held annually. The committee recommends congestion mitigation strategies and helps define CMP activities.
- * Task 2: Strategy Identification and Selection, contains policies for developing and recommending congestion mitigation strategies. The TAC is the primary mechanism for accomplishing Task 2. Recommended strategies are listed and tracked in Appendix C.
- * Task 3: Strategy Implementation, provides policies for implementing and tracking congestion mitigation strategies. Implementation is achieved through the RPC's standard procedures via the Transportation Improvement Program (TIP). Performance of implemented strategies is tracked in Appendix D.
- * Task 4: Performance Monitoring and Strategy Evaluation, completes the CMP cycle by assessing strategy effectiveness and generating recommendations for future strategy development. Assessments of previously implemented strategies will be used to inform the other three tasks.

DOCUMENT UPDATING

It is important to note that while this plan outlines the structure of the CMP, it also serves as a tool for tracking CMP activities. The appendices will be continually updated to reflect the ongoing nature of the process. Updates are scheduled to be completed once annually, at which time the new version of the document will be made available.

RPC ACTION LIST

In order to maintain an ongoing process that achieves the stated CMP objective, the RPC must complete several actions on a recurring basis. The most significant actions are described below:

- * **Technical Advisory Committee (TAC) Meetings:** The RPC is responsible for hosting Technical Advisory Committee Meetings. TAC input is used for identifying congestion, recommending and selecting congestion management strategies.
 - **Recurrence:** Once annually
 - **Membership:** Traffic engineers and planners from each regional parish and each transit operator, as well as LaDOTD & FHWA
 - **Follow-up Activities:** RPC will create meeting summaries for each TAC meeting.
 - **Summaries will be distributed to members.** TAC recommendations will be noted in the appropriate section of the CMP, and strategy implementation will be pursued as necessary.
- * **Data Collection and Management:** Qualitative data requirements of the CMP will be accomplished through the RPC's overall data collection and management program. Since traffic data is used for purposes beyond the CMP, policies and procedures for data collection and management are part of a separate, stand-alone program.
- * **CM Index Calculations:** The CM Index is the CMP's quantitative measure of congestion. The Index is calculated with a formula including ADT, Speed, and Commercial Operated Vehicles. The RPC is responsible for calculating the index.
 - **Recurrence:** The Index will be recalculated for all CM routes once annually.
- * **CM Network Data Maintenance (Appendix A & Appendix E):** Appendix A of the CMP report lists changes that have been made to the CM Network. Appendix E contains Corridor Summary Reports (CSR), which include basic information about each CM route.
 - **Recurrence:** Appendix A will be updated when CM routes are changed and such changes have been approved by the TAC. Appendix E will be updated once annually to reflect available data.
- * **Planned CM Strategy Tracking (Appendix C):** The CMP attempts to track planned programs and projects that are expected to reduce congestion. Appendix C lists planned projects.
 - **Recurrence:** Appendix C will be updated once annually.
- * **Implemented CM Strategy Tracking (Appendix D):** The CMP also tracks projects that have been implemented. Such projects are listed in Appendix D.

- Recurrence: Appendix D will be updated once annually.
- * Objective and Performance Measure Tracking: The CMP includes several objectives meant to guide the strategy selection and performance measuring processes. These each involve the accomplishment of a measurable goal within a specific time frame. The RPC will monitor progress towards objective achievement.
- Recurrence: Performance Measures for each objective will be checked once annually. At the end of an objective's given timeframe, RPC will report results to the TAC.

INTRODUCTION

FROM A SYSTEM TO A PROCESS

The passage of ISTEA in 1991 and subsequent legislation brought the concept of Congestion Management Systems (CMS) into the forefront of urban transportation planning. In its initial form, CMS was envisioned as a program of data collection and performance monitoring that led to the identification of congestion mitigation strategies. The primary goal was to identify projects for alleviating congestion that could be introduced into the long range transportation plan and TIP.

With the passage of SAFETEA-LU the Congestion Management System has been re-envisioned as a Congestion Management Process (CMP). With the change comes an emphasis on a more robust, ongoing approach to congestion management than was called for under CMS. In the intervening years between ISTEA and SAFETEA-LU it became apparent that congestion management cannot be accomplished through an isolated program of strategy identification. Rather, congestion management must be a process inherent within the larger metropolitan transportation planning process. This new approach places a heavier emphasis on operational management strategies and demand management strategies for congestion reduction. Such strategies necessitate active, ongoing participation in congestion management by the MPO and other relevant agencies as well as heightened collaboration and cooperation among agencies. As the MPO for the greater New Orleans region, Regional Planning Commission has for nearly fifteen years been involved in congestion management planning. The purpose of this report is to 1) provide a status report on congestion management planning in the region, 2) outline a program to update the Congestion Management Process to address the current needs of the region, and 3) set forth a plan for creating an ongoing process for congestion management planning.

The updated CMP must reflect the requirements of 23 CFR 450.320, which constitutes the federal regulation mandating the development of a CMP. The text of 23 CFR 450.320 outlining the components of a CMP is displayed in the box below. These requirements can be summarized into the following categories, which will be used to guide the CMP update program:

1. **Defining and Measuring Congestion** - Define and measure the causes and extent of congestion, including any necessary data collection and performance monitoring activities
2. **Strategy Selection** - Identify and evaluate the potential effectiveness of congestion management strategies, and select those strategies which are most appropriate.
3. **Implementation** - Establish implementation priorities, schedules, responsibilities, and funding sources for congestion management strategies.
4. **Evaluate Implemented Strategies** - Provide a process to continually evaluate the effectiveness of implemented strategies.

FEDERAL CMP REQUIREMENTS

The updated CMP must reflect the requirements of 23 CFR 450.320, which constitutes the federal regulation mandating the development of a CMP. Specifically it requires that the CMP include the following:

1. Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions.
2. Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods... Performance measures should be tailored to the specific needs of the area.
3. Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions.
4. Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures.
5. Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation.
6. Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision-makers and the public to provide guidance on selection of effective strategies for future implementation.

The CMP update program seeks to address these requirements by (1) identifying the strengths and deficiencies of the existing CMS in addressing the requirements of 23 CFR 450.320, and (2) developing a framework for the CMP that incorporates the strengths of the existing CMS while addressing its deficiencies in a way that is appropriate for the region's current and future needs. This report will first discuss the existing CMS as it relates to the above stated categories of requirements and offer recommendations for improvement in each category. Those recommendations will then be incorporated into a framework for the new CMP. Both sections will be structured to reflect the four primary requirements of 23 CFR 450.320 discussed above.

REVIEW OF THE EXISTING CMS

In 1994 a CMS network of 31 major travel corridors was identified for the New Orleans Region, and in 1997 the Regional Planning Commission completed its CMS Plan. This plan laid out a performance measurement process and identified those corridors most in need of congestion management. The sections below describe the CMS's strengths and deficiencies in addressing federal requirements. The limitations of the CMS are identified, and the lessons to be applied in developing the CMP are discussed. Reflecting the requirements of 23 CFR 45.320, the CMS is evaluated on the following criteria:

1. Defining and Measuring Congestion
2. Identifying, Selecting, and Evaluating Congestion Management Strategies
3. Establishing Implementation Priorities, Schedules, Responsibilities & Funding Sources
4. Continually Evaluating Implemented Strategies

EXISTING CMS REVIEW: DEFINING & MEASURING CONGESTION

The CMS plan defines and measures congestion using two primary tools. The first is a network of roadways identified as critical to congestion issues in the region and the second is an index developed to provide an objective method for defining congestion and measuring system performance.

The congestion management network was originally defined via a collaborative effort involving the RPC and other stakeholder agencies. The 31 routes carry up to 75% of the region's daily traffic and resolving congestion on them is considered to be critical to managing region-wide congestion. The CM Network is the base upon which the entire CMS is built, and the bulk of analysis and planning for congestion management is performed in relation to the Network. It satisfies the need to define congestion by providing the information that is most critical to congestion management planning – it shows planners where congestion is located. Table 1 lists the roadways originally included in the network. Though not shown here, each roadway is further divided into multiple segments, providing a more precise level of detail in identifying the locations where congestion occurs.

TABLE 1
THE ORIGINAL CMS NETWORK

Corridor	From	To	Centerline Miles
I-10 West	I-310 / I-10 East On-ramp	Canal Street	15.55
I-10 East	I-510 / I-10 West On-ramp	Canal Street	11.63
I-610	I-10 / I-610 (West)	I-10 / I-610 (East)	4.61
Airline Highway (US 61)	I-310	Tulane at Loyola	14.62
US 90 East	US 11 at US 90	Claiborne at Tulane	16.82
Earhart Expressway	Dickory	Poydras St. at Loyola	8.67
US 90 West	I-310	Claiborne at Tulane	25.2
Claiborne / Judge Perez. (LA 39)	LA 46	Canal Street	16.08
St. Claude / St. Bernard Hwy.	LA 39	Canal Street	14.82
Clearview	Foot of H.P. Long Bridge	W. Esplanade	4.71
Westbank / Pontchartrain Expwy.	US 90 / 90 Business Split	I-10	13.77
Lapalco / Behrman	US 90	Behrman	14.18
LA 23	Woodland Hwy at LA 23	Westbank Expwy. On-ramp	4.92
Causeway Blvd.	Causeway Ramp at U.S. 90	South Toll Plaza	3.93
Canal Street	R.E. Lee at Canal Blvd.	Canal at Convention Center	6.21
Williams Blvd.	LA 48	Sunset Blvd.	4.38
David / Hickory / Power Blvd.	W. Esplanade at Power	LA 48 at Hickory	6.12
West Esplanade	Loyola Blvd.	Lake Ave.	8.79
Tchoupitoulas St.	Nashville	Pontch. Expwy. On-ramp	4.14
General DeGaulle	ICWW Bridge (Sullen Place)	CCC Toll Plaza	3.53
Barataria Blvd.	LA 3134	Westbank Expwy. On-ramp	2.9
Manhattan Blvd.	Lapalco	Westbank Expwy. On-ramp	2.23
Carrollton Ave.	Leake	Esplanade	3.81
Veterans Blvd.	Loyola Blvd.	Pontchartrain Blvd.	9.15
Elysian Fields Ave.	L.C. Simon	Decatur	4.38
LA 47 / I-510 / Paris	Haynes	St. Bernard Hwy.	9.96
Read Road	Almonaster Blvd.	Haynes	2.95
R.E. Lee / Haynes	Orleans Parish Line	Paris Rd.	11.74
LA 48 (Jefferson Hwy)	Williams Blvd.	H.P. Long Off-ramp	6.18
St. Charles Ave.	Carrollton	Canal Street	5.24
Terry Parkway	Belle Chasse Hwy	Westbank Expwy. On-ramp	2.78
Total Mileage			264.00

Congestion levels on each segment of the CM Network are defined and monitored according to a Congestion Index developed by the RPC. This objective measure of congestion is based on Ratio of Travel Speed to Posted Speed, Average Daily Traffic (ADT) counts, and percentage of Commercially

Operated Vehicles (%CVO). These three types of data are collected for each segment on the CM Network and ranked on an ordinal scale from 1 to 5. They are then combined in the following formula to create a weighted Congestion Index:

$$(.75) \text{ Travel Speed Ratio Index} + (.15) \text{ Average Daily Traffic Index} + (.10) \text{ Commercial Vehicle Operations} = \text{Weighted Congestion Index Score}$$

See Appendix A for a more detailed Methodology.

The index score serves two critical purposes, defining congestion for the region and providing a method for performance monitoring. A segment is defined as congested if its index score is greater than 3.25. This in turns allows corridors to be prioritized and ranked based on their scores. Second, the index gives RPC a clear method ongoing performance monitoring. It is considered an extremely valuable and accurate tool, and consistently confirms the observations of the public and transportation officials.

Limitations & Recommendations for CMP

- * There has been limited data collection since the CM Index was originally calculated, resulting in a lack of comprehensive performance monitoring. The CMS includes procedures for annual data collection and updating of the CM Index, but the process has proven expensive and time-consuming. Data collection for purposes of updating the CM Index has therefore been sporadic, making it difficult to maintain a performance monitoring system that relies entirely on the CM Index.

- **Recommendation for CMP: Data Collection Procedures & Supplemental Information Gathering**

The CMP should include clear policies for continual data collection and management that take into consideration the difficulty of such tasks. While maintaining an annually updated CM Index has proven difficult, the Index itself is still a very valuable tool. The CMP should include procedures for updating and maintaining the Index to the extent possible. Separately, the RPC should develop policies and procedures for data collection, including collection cycles and priorities. A separate policy is necessary because traffic data is used for purposes beyond the CMP; nonetheless, a defined data collection and management policy will benefit the CMP. The policy should include methods for utilizing the expanding regional ITS and the Regional Traffic Management Center. Given the expense and time required to maintain a constantly updated CM Index, the CMP should develop methods for supplementing the CM Index's congestion definition and performance monitoring objectives. The input of stakeholders provides a valuable resource for defining congestion. Transportation professionals such as planners and traffic engineers, as well as the public, can provide information about congestion that quantitative measures such as the Index simply cannot identify.

- * While the CM Network and Index are excellent tools for defining, identifying, and prioritizing the most congested roadways, they do not provide a method for identifying the causes of congestion. Determining the causes of congestion is essential to developing strategies to reduce it.

- **Recommendation for CMP: Use New Resources to Identify Sources of Congestion**

In addition to defining and locating congestion, the CMP must include methods for identifying the causes of congestion. Two potential sources of information about the causes of congestion are input from stakeholders and the regional Intelligent Transportation System (ITS). As mentioned previously, the input of regional transportation professionals as well as the public at large can provide a rich body of information about congestion, and it should be used to identify the causes of congestion. Similarly the regional ITS is becoming increasingly sophisticated, and provides a great deal of data about the operations of the region's roadways. It may prove to be a valuable resource in determining the causes of congestion. These sources will be particularly useful in addressing non-recurring congestion caused by unique, often unforeseen incidents such as vehicle crashes. This type of congestion can be especially difficult to identify and address as it is not typically caused by problems with roadway capacity or operations. Rather, it is directly related to traveler behavior and the agencies responding to incidents. As such stakeholder input can provide insight not otherwise available through other data.

- * The limits of CM Network have not been reevaluated since they were originally defined. The region has undergone drastic changes since that time, including major population shifts accompanied by explosive growth in some areas and decline in others.

- **Recommendation for CMP: Redefine CM Network**

The Network does not include any roadways in St. Tammany or St. John Parishes, and only small segments in St. Charles Parish. While parts of these areas may not be within the New Orleans Transportation Management Area, they are major residential, employment, and commercial centers in the region and as such have a substantial impact on congestion. If the goal of the CMP is to address congestion at the regional level, the major routes of St. Charles, St. John, and St. Tammany must be included in the decision making process regardless of TMA boundaries. Travel to and from these parishes significantly affects congestion within the TMA. The entire network is within the MPO's 20-year expected growth boundary. Beyond this, changes in land use and the transportation system may warrant changes to the CM Network in Jefferson, Orleans, Plaquemines and St. Bernard Parishes. The Network should be reevaluated, taking into account stakeholder input and any other available data.

EXISTING CMS REVIEW:

IDENTIFYING, EVALUATING, AND SELECTING CONGESTION MANAGEMENT STRATEGIES

The CMS identifies and evaluates an extensive list of congestion management strategies, relating each to the specific context of the New Orleans region. 41 different strategies are listed in the CMS, and each is evaluated for its area of applicability (area-wide and/or corridor specific) as well as its acceptability among the region's residents and decision-makers. Among these, the strategies listed below were identified as having a high level of acceptability among regional stakeholders. The purpose of identifying these strategies is to provide a list of preferred methods for managing congestion.

Preferred Congestion Management Strategies Identified by the CMS:

- * Transportation Demand Management

- New Transit Service
- Improved transit Service
- Park and Ride Facilities
- * Access Management
 - Limit Number of Conflict Points
 - Remove Turning Vehicles from Through Lanes
- * Transportation Systems Management
 - Traffic Signal Improvements
 - Highway Geometric Improvements
 - Traffic Operations Improvements
- * Intelligent Transportation Systems
 - Incident Detection and Verification
 - Reduce Detection and Verification Time
 - Motorist Assistance Patrols
 - Advanced Traveler Information Systems
- * Capacity Increases (Add Travel Lanes)

According to the CMS, selecting which strategies are appropriate for each corridor is to be a function of the corridors' CM Index scores, including their deficiencies in meeting goals related to the index's component measures, Speed Ratio, ADT and % COV. RPC staff use this data to select preferred strategies for priority corridors, and Technical Advisory Committees (TAC) are formed to make the final strategy selection.

Limitations & Recommendations for CMP

- * The intention of the CMS was to use annual data collection to generate status reports for each roadway on the CM Network, and those reports would be used to identify appropriate congestion reduction strategies. As stated previously collecting this data has proven to be time consuming and difficult. As such the CMS's ability to identify strategies for specific corridors has been limited.
 - **Recommendation for CMP**

The CMP should not simply identify which strategies are preferred in the region as a whole, but further provide guidance on the strategies that are appropriate for specific corridors. One of the purposes of the CM Network is to provide a subset of roadways that is small enough to allow for detailed planning and project prioritization, and that aspect of the Network should be taken advantage of by identifying preferred strategies for individual corridors.
- * In the CMS the selection of a set of preferred strategies is primarily the responsibility of RPC staff. Only when final strategy selection is necessary does the input of stakeholders become

important. Stakeholder input can be a very valuable resource throughout the strategy vetting process, and can provide insight that RPC staff might not otherwise be exposed to.

- **Recommendation for CMP**

The CMP should involve stakeholders throughout the strategy selection process. Full Technical Advisory Committees may not always be necessary, but all attempts should be made to consult stakeholders before the strategy selection process begins.

EXISTING CMS REVIEW

ESTABLISHING IMPLEMENTATION PRIORITIES, SCHEDULES, RESPONSIBILITIES & FUNDING SOURCES

The primary method for implementing selected strategies in the CMS is to recommend, via a TAC, that the RPC place specific projects in the Transportation Improvement Program (TIP). Doing so places the suggested congestion management strategy in the implementation pipeline, and inclusion in the TIP requires that funding for the project as well as responsible agencies be identified. Indeed this is the typical process by which most RPC projects are accomplished, and has proven to be a reliable implementation tool.

Limitations & Recommendations for CMP

- * The CMS's strategy of recommending to the RPC selected strategies has been relatively successful in the past. Several important congestion reduction projects that have been implemented were either a direct result of or related to the CMS. However, federal legislation now calls for the CMP itself to identify an implementation schedule, responsibilities, and potential funding sources for each selected strategy. In the past these tasks were not necessarily undertaken as part of the CMS but rather as part of the TIP updating process. Though such aspects of implementation were undoubtedly discussed as part of the project selection process in TACs, they were not explicitly recorded as part of the CMS.

- **Recommendation for CMP**

When strategies are recommended for implementation, the CMP should establish, to the extent possible, potential responsible parties, schedules, and funding sources. It is understood that this recommendation will be a preliminary step pursuant to final approval by the RPC and inclusion in the TIP.

EXISTING CMS REVIEW

CONTINUALLY EVALUATING IMPLEMENTED STRATEGIES

The CMS includes evaluation procedures as part of the CM Index's annual updating and reviewing process. According to the CMS, the CM Index will provide the primary evaluation measure for the success of implemented strategies. As stated previously, however, the CM Index has proven difficult to keep updated.

Limitations & Recommendations for CMP

- * The CMS has been unable to evaluate implemented congestion management strategies in a comprehensive, systematic manner due to the difficulty in updating the CM Index. While congestion management strategies have been regularly selected and implemented since the creation of the CMS, there is no explicit assessment of their success.

- **Recommendation for CMP:** The CMP should first attempt to catalog the numerous congestion management strategies that have been implemented in recent years, and attempt to evaluate their performance. Second it should establish a systematic, ongoing, and comprehensive method for evaluating the performance of newly implemented strategies.

TABLE 2
SUMMARIZES THE RECOMMENDATIONS FOR THE CMP
THAT CAN BE DRAWN FROM THE CMS

Federal Requirement	Recommendation from CMS
<p>Define and measure the causes and extent of congestion, including any necessary data collection and performance monitoring data</p>	<p>Include clear policies for continual data collection and management that take into consideration the difficulty of such tasks. Develop methods for supplementing the CM Index’s congestion definition and performance monitoring objectives, giving special emphasis to stakeholder input.</p> <p>Include methods for identifying the causes of congestion. Two potential sources of information about the causes of congestion are input from stakeholders and the regional Intelligent Transportation System (ITS).</p> <p>The CM Network should be reevaluated, taking into account stakeholder input and any other available data. If the goal of the CMP is to address congestion at the regional level, St. Tammany must be included in the decision making process regardless of TMA boundaries.</p>
<p>Identify and evaluate the potential effectiveness of congestion management strategies, and select those strategies which are most appropriate</p>	<p>Identify strategies that are appropriate for specific corridors as well as the region as a whole.</p> <p>Involve stakeholders throughout the strategy selection process.</p>
<p>Establish implementation priorities, schedules, responsibilities, and funding sources for congestion management strategies</p>	<p>Establish, to the extent possible, potential responsible parties, schedules, and funding sources. It is understood that this recommendation will be a preliminary step pursuant to final approval by the RPC and inclusion in the TIP.</p>
<p>Provide a process to continually evaluate the effectiveness of implemented strategies</p>	<p>Attempt to catalog the numerous congestion management strategies that have been implemented in recent years, and attempt to evaluate their performance. Establish a systematic, ongoing, and comprehensive method for evaluating the performance of newly implemented strategies.</p>

CONGESTION MANAGEMENT PROCESS OBJECTIVES AND FRAMEWORK

The Congestion Management Process for the New Orleans region will be based upon the recommendations discussed in the previous section, federal regulations, and federal guidance documents.

CMP GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The CMP will reflect RPC's overarching regional transportation planning goals and objectives, as well as the guidance offered in federal legislation and publications. As such the overarching purpose of the CMP is:

The CMP will maintain or reduce congestion levels in the region while adhering to the RPC's commitment to improve safety, contribute to community livability, maintain existing infrastructure, strengthen the regional economy, and protect the natural environment.

FHWA and FTA have recently published *An Interim Guidebook on the Congestion Management Process in Metropolitan Transportation Planning*. While this guidebook does not constitute legislative mandates, it does offer recommendations for developing a robust Congestion Management Process. A key theme of the guidebook is the need for a process that is "objectives-driven" and "performance-based." The CMP follows these recommendations by developing clear objectives and closely monitoring system performance.

RPC staff have used previous experience, expertise, research, and input from other stakeholders to develop Goals and Objectives for the CMP that seek to measurably reduce congestion while also contributing to the RPC's broader regional goals. The recommendations, strategies, and plans resulting from the CMP will all attempt to achieve the objectives described below. Performance Measures for each Objective have been identified.

Note: unless otherwise noted all objectives apply to CM corridors only, on a regionwide scale.

Goal 1: Improve operational effectiveness of the existing transportation system.

- * **Objective 1A:** Constrain the regional increase in congestion to less than 2% annually over the next 10 years.
 - *Performance Measure:* Regional average of the RPC's CM Index
- * **Objective 1B:** Reduce accidents that cause non-recurring congestion by 10% by 2020
 - *Performance Measure:* Accident rate as measured by # of accidents per million passenger miles.
- * **Objective 1C:** Do not allow travel time to increase by more than 1% annually over the next 10 years.
 - *Performance Measure:* Travel Time as measured by speed run data

Goal 2: Reduce Single Occupant Vehicle trips

- * **Objective 2A:** Develop programs and strategies to increase vehicle occupancy rates over the next 5 years
 - *Performance Measure:* Number of programs and strategies
- * **Objective 2B:** Increase regionwide unlinked transit boardings by 1% annually over the next 5 years.
 - *Performance Measure:* Regional transit boardings
- * **Objective 2C:** Increase walking and biking mode-share in Orleans Parish by 1% by 2015; increase walking and biking mode-share in Jefferson Parish by 0.5% by 2015.
 - *Performance Measure:* American Community Survey mode-share data

Note: ACS data on mode share is regularly only available in Jefferson and Orleans Parishes; however, these parishes are considered to have a greater potential for capturing non-motorized mode-share than others in the region. As such, Objective 2C focuses on Orleans and Jefferson rather than the entire region.

Goal 3: Selectively improve roadway capacity where other congestion mitigation measures will not meet travel demand.

- * **Objective 3A:** Ensure that less than 50% of CM corridors have a Volume to Capacity (V/C) ratio over 1.0 by 2020
 - *Performance Measure:* V/C Ratio

RPC staff will review progress towards objectives achievement annually and report results to the Technical Advisory Committee (TAC).

CMP FRAMEWORK

As discussed previously, the federal regulations regarding congestion management have been divided into the following categories of requirements:

1. Define and measure the causes and extent of congestion, including any necessary data collection and performance monitoring activities
2. Identify and evaluate the potential effectiveness of congestion management strategies, and select those strategies which are most appropriate.
3. Establish implementation priorities, schedules, responsibilities, and funding sources for congestion management strategies.
4. Provide a process to continually evaluate the effectiveness of implemented strategies.

These categories will be used to frame the CMP, and lend themselves to a logical structure for decision-making that will allow for an ongoing process that results in comprehensive consideration of congestion management wherever possible. The requirements of federal legislation will be translated into 4 Primary Tasks for the CMP. These Tasks will frame future CM work. This structure is briefly summarized below and in Figure 1. Subsequent sections of this report describe each Task in detail, first incorporating the recommendations of the CMS review and then setting out policies for the RPC to follow in maintaining an ongoing process.

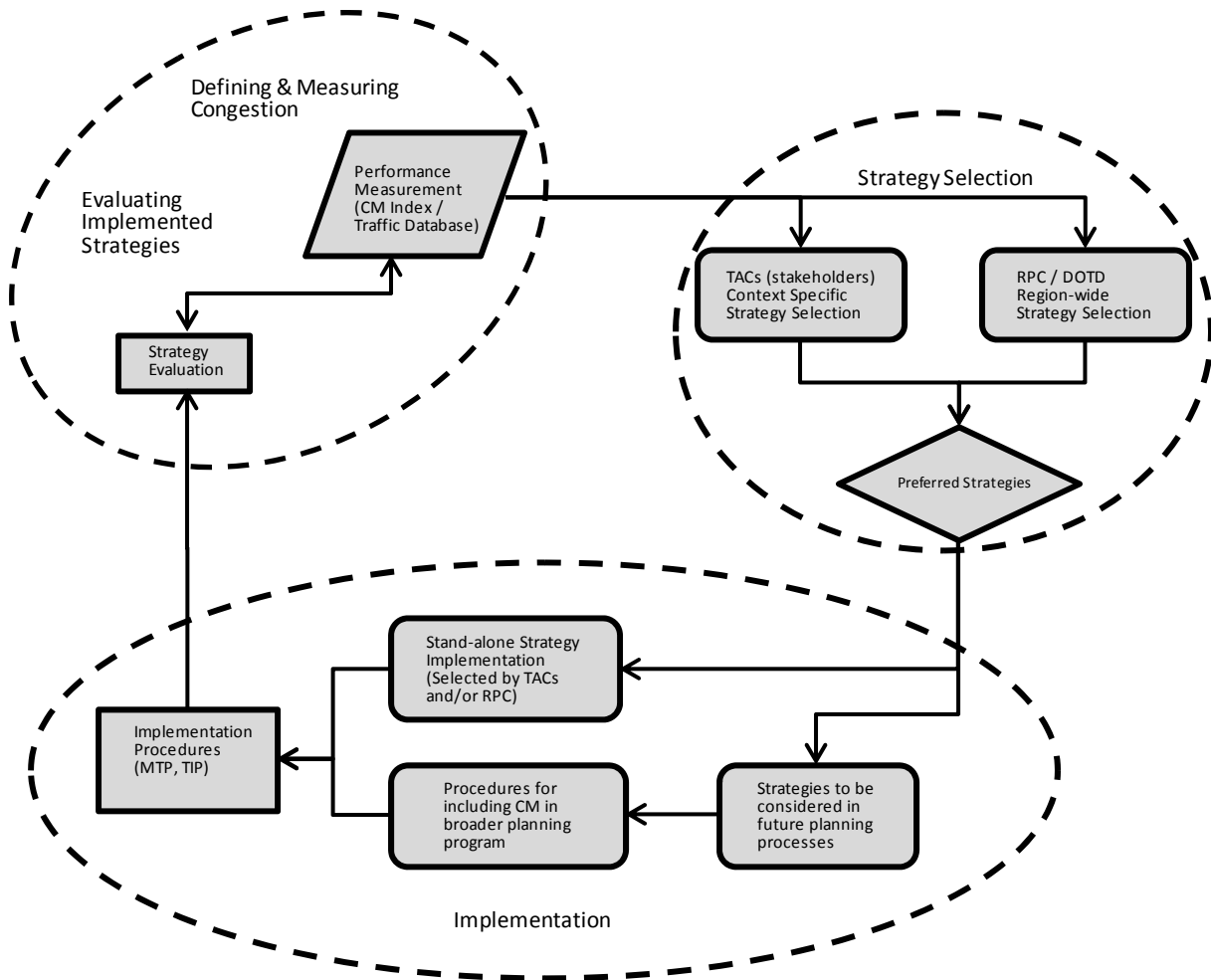
Task 1 - Define and Measure Congestion: This task will be addressed through a combination of quantitative and qualitative measures. The primary quantitative measure is the CM Index. It will be supported by the RPC's traffic database, and data collection and analysis efforts will be focused onto the CM Network. The extent and location of congestion will also be defined using stakeholder input via Technical Advisory Committees (TACs) for each parish.

Task 2 – Strategy Selection: The Strategy Selection component of the CMP sets forth policies for selecting and vetting potential CM strategies, as well as recommending them for implementation. Task 2 also establishes a mechanism for tracking strategies through the project development process.

Task 3 – Strategy Implementation: In the implementation portion of the CMP, a distinction will be made between those preferred strategies which can or should be implemented as stand-alone projects, and those which can or should be included in other planning processes. Procedures will be developed to allow the second category of projects to be considered in future planning decisions whenever possible. Whenever a congestion management project is selected for implementation, the CMP will guide it into RPC's larger project implementation process via the Long Range Transportation Plan and/or Transportation Improvement Plan.

Task 4 – Evaluation & Performance Monitoring: After implementation, strategies will be evaluated for their effectiveness using the same performance measures utilized for Defining and Measuring Congestion. Quantitative and qualitative inputs, such as the CM Index and TACs, will be used to assess the performance of implemented strategies. In this manner, congestion management becomes a cyclical, ongoing process that can be seamlessly incorporated into RPC's overall planning program.

Figure 1: Structure of the CMP



TASK 1: DEFINING & MEASURING CONGESTION

In order to focus transportation planning efforts, the CMP must identify where congestion occurs and what its causes are. 23 CFR 500.109 defines congestion as “the level at which transportation system performance is unacceptable due to excessive travel times and delays.” This Task attempts to translate that definition into usable policies for the New Orleans region.

The previous section’s review of the existing CMS resulted in the following recommendations for this Task. These recommendations are addressed below in the policies that will define this Task:

1. Include clear policies for continual data collection and management that take into consideration the difficulty of such tasks. Develop methods for supplementing the CM Index’s congestion definition and performance monitoring objectives, giving special emphasis to stakeholder input.
2. Include methods for identifying the causes of congestion. Two potential sources of information about the causes of congestion are input from stakeholders and the regional Intelligent Transportation System (ITS).
3. The CM Network should be reevaluated, taking into account stakeholder input and any other available data. If the goal of the CMP is to address congestion at the regional level, St. Tammany must be included in the decision making process regardless of TMA boundaries.

TASK 1 OBJECTIVES

Reflecting the recommendations above, Task 1 will focus on three components: (1) the CM Network, (2) the CM Index, and (3) stakeholder input. The guiding principle for this task is:

Congestion in the region is defined according to the performance of the CM Network, which is assessed by two measures, the CM index and stakeholder input via Technical Advisory Committees (TACs).

Rather than focusing on a single objective definition for congestion, the CMP will allow for several methods of identifying congested corridors and the causes of congestion. Doing so will introduce a level of flexibility into congestion management that was not part of the CMS.

The specific objectives driving the policies set forth in this Task are:

1. Ensure the CM Network represents the most highly trafficked roads in the region, and identify the highest priority routes on the Network.
2. Maintain up-to-date CM Index scores for all road segments on the Network.
3. Give stakeholder input a strong and ongoing role in the definition and identification of congestion.

THE CM NETWORK

Congestion Management planning will focus on the routes that make up the CM Network. Efforts to improve traffic conditions in the region will begin on the CM Network, and the level of congestion on the Network will serve as a gauge for overall congestion in the region. The three policies described below will guide the use of the CM Network in Congestion Management Planning. They

focus on: (1) Updating the Network, (2) Identifying High Priority Corridors, and (3) Maintaining Corridor Specific Data.

CMP POLICY 1-A: UPDATING THE CM NETWORK

The CM Network is intended to be a consistent base for analysis of regional congestion over time. As such, it should be changed only when deemed necessary and appropriate by the RPC. Changes to the network will require the approval of RPC management and staff, as well as stakeholders from the relevant parish and/or municipality as it is represented in the Technical Advisory Committee. The changes to the CMP described below as part of the update of the CMS were finalized in July 2009. Any future changes to the network will be recorded in Appendix A of this report, and the summary table of the network below will be updated accordingly.

Southeast Louisiana has experienced drastic changes since the CMS was originally written in the 1990s, not the least of which are substantial shifts in population and changes in land use – both of which have a significant impact on congestion. In order to reflect these changes, RPC staff have proposed a number of changes to the network that are described below and summarized in Table 3. It should be noted that some routes now extend into St. Charles and St. John Parishes. When the Network was originally defined, these parishes were not considered part of the RPC’s larger planning horizon area, and were not part of the Transportation Policy Committee. They have since been added, and the RPC now plays a larger role in transportation planning in these parishes. Moreover, RPC staff have defined CM routes in St. Tammany Parish, which has seen substantial growth in both population and congestion since the Network was originally defined. The St. Tammany routes are listed in Table 4 below. Future consultation with stakeholders may indicate a need to make further modifications to the network.

CM Network Modifications:

1. End the W. Esplanade CM Corridor at Williams Blvd. rather than Loyola Blvd.
2. End the Veterans Blvd. CM corridor at Loyola Blvd. rather than the parish line.
3. Remove the Loyola Ave. portion of the Earhart corridor section and extend the Earhart corridor down Calliope to Convention Center Blvd.
4. Change the eastern terminus of the Tchoupitoulas corridor to Napoleon Ave. rather than Nashville Ave.
5. End the St. Charles corridor at the Pontchartrain Expressway rather than Canal St.
6. End the US 90 East corridor at Alcee Fortier Blvd. rather than US 11.
7. End the Hayne Blvd. Corridor at Read Blvd. rather than Parish Rd.
8. Include all of I-310 as a CM corridor.
9. Extend the US 61 corridor to LA 3188 (Belle Terre Blvd.) in St. John Parish.
10. Extend the Terry Parkway corridor down Wall Blvd. to Lapalco Blvd.
11. Extend the LA 23 (Belle Chasse Hwy.) corridor to the entrance of Alvin Calender Field (Russell Dr.)
12. Extend the Baratavia Blvd. corridor down Lafitte-Larose Hwy. to Crown Point
13. Extend the I-10 West corridor from I-310 to LA 3188 (Belle Terre Blvd.) in St. John Parish.

Route Segments

Each corridor on the CM network has further been divided into multiple segments, following the example of the previous CMS. The purpose of such segmentation is to ease data collection and analysis, and to account for the significant differences that can exist between different portions of a

corridor. Some segments have been slightly modified from the CMS, and are described in Table 3 below.

Table 3
Southshore Congestion Management Network Summary
The Southshore CM network contains 32 routes and over 297 centerline miles.

Route	From	To	Length (Centerline Miles)
I-10 West	Belle Terre Blvd	Canal St.	29.910
I-10 East	Canal St.	I-510	11.630
I-610	I-10 West	I-10 East	4.610
I-310	US 90 West	I-10 West	11.520
LA 47 / I-510 / Paris Rd.	LA 46	Haynes	9.960
US 90 B / Westbank Expressway Causeway	I-10	US 90	12.490
US 61 / Airline Hwy. / Tulane Veterans	River Road	Toll Plaza	3.930
	Belle Terre Blvd	Claiborne	27.653
Earhart	Loyola Blvd.	Williams Blvd.	9.108
US 90 West	Dickory (HDP)	Convention Center Blvd.	9.220
US 90 East	I-310	Tulane Ave.	25.204
Hayne / L.C. Simon / R. E. Lee	Alcee Fortier Blvd	Tulane Ave.	12.600
Elysian Fields	Paris	J.P. Line	11.740
Canal St. / Blvd.	Leon C. Simon	N. Peters	4.378
N. Claiborne / Judge Perez Dr. / LA 39	R. E. Lee	Convention Center Blvd.	6.224
N. Rampart / St. Claude / St. Bernard / LA 46	Canal St.	LA 46	16.079
Clearview	Canal St.	LA 39	14.822
Lapalco / Behrman Hwy.	LA 48	W. Esplanade	4.714
LA 23	US 90	General DeGaulle	14.179
Williams Blvd / LA 49	Naval Air Station	US 90 B	8.377
Hickory / David / Power	LA 48	W. Esplanade	6.118
W. Esplanade	Williams	Lake Ave.	6.963
Tchoupitoulas	Napoleon	US 90	2.990
General DeGaulle	Sullen Pl.	US 90 B	3.534
Barataria / Lafitte Larose	LA 3134 & LA 45	US 90 B	2.903
Manhattan	Lapalco	US 90 B	2.320
Carrollton Ave.	St. Charles	Esplanade	3.809
Read	Haynes	Almonaster	2.954
LA 48 / Jefferson Hwy.	Williams	Clearview	3.821
St. Charles Ave.	US 90 B	Carrollton	4.452
Terry Pkwy. / Wall Blvd.	Lapalco	US 90 B	3.375
Total Centerline Miles			297.705

Table 4
Northshore Congestion Management Network Summary

Route	From	To	Length (Centerline Miles)
I-10	Lake Pontchartrain S. Shore	State Line	31.3
I-12	Parish Line	I-10 / I-59	66.9
I-59	I-10 / I-12	State Line	11.9
US 11	Lake Pontchartrain	LA 41	2.8
US 190	LA 1077	Military Rd. & 190B	46.3
US 190B (Fremaux Ave.)	Front St. / US 11	US 90	3.9
US 190B (Boston St.)	US 190 (West Int.)	US 190 (East Int.)	2.9
LA 21 (South)	LA 1077	US 190B	5.5
LA 21 (North)	US 190	LA 59	4.5
LA 22	N. Causeway Blvd.	LA 1085	9.4
LA 25	US 190	LA 40	10.2
LA 36 / Abita Hwy	LA 21	Dundee Rd.	3.8
LA 41	LA 36	US 11	2.8
LA 59	US 190	LA 36	8.4
LA 433	US 190	I-10	8.2
LA 434	US 190	LA 36	8.4
LA 437	US 190	LA 1081	2.5
LA 437 S (Columbia St.)	US 190	US 190 B	1.7
LA 1077	LA 22	US 190	7.4
LA 1085 / Bootlegger	LA 22	LA 21	7.8
LA 1088	LA 59	I-12	9.7
LA 1090 / Military Rd.	Gause Blvd.	US 11	5.5
LA 1091 / Robert Rd.	Gause Blvd	US 11	3.8
LA 3228	US 190 (N. Int.)	US 190 (S. Int.)	0.6
Brownswitch Rd.	US 11	LA 1090 / Military Rd.	3.7
Causeway	Lake Pontchartrain S. Shore	LA 22	15.8
E. Causeway Approach	Causeway	US 190	3.2
W. Causeway Approach	LA 22	Causeway	4.1
Harrison Ave.	US 190	LA 59	2.5
Northshore Blvd.	US 190	Bellaire Blvd.	2.4
Sharp Rd.	LA 3228	LA 59	2.6
Total Centerline Miles			313.5

CMP POLICY 1-B: IDENTIFYING HIGH PRIORITY CM CORRIDORS

In order to satisfy the requirement to define congestion and its causes, the CMP will identify those corridors on the CM Network which are considered to have the highest priority for planning purposes. A master list of priority corridors will be maintained by RPC staff, and will be updated following each TAC meeting and/or update of the CM Index calculation. Consistent with the CMP's dual focus on quantitative and qualitative data, both the CM Index and TACs will define priority corridors.

- * The CM segments with the ten (10) highest CM Index scores will be identified. Any route containing one of these segments will automatically be given high priority.
- * At each TAC meeting, members will be asked to identify 3-5 priority routes in their respective jurisdictions.

CMP POLICY 1-C: MAINTAINING CORRIDOR SPECIFIC DATA

A successful CMP requires that data not only be collected but also maintained and kept easily accessible. Corridor Summary Reports (CSR) will be included in the CMP as a primary tool for keeping track of traffic conditions and strategy recommendations for specific corridors. A CSR will be maintained for each corridor and will contain detailed descriptions, essential traffic data, and input from TACs and other stakeholders. Furthermore, each CSR will attempt to catalogue implemented and planned congestion management strategies on each corridor. Where necessary, data will be broken down by corridor segment. Data will be provided by RPC staff and stakeholders, and the collected CSRs will be maintained and updated by RPC staff. CSRs have been completed during the update of this plan, and will be updated once annually based on available data.

The CSR's will provide a concise method for summarizing congestion issues on those routes identified as most critical to the region's transportation system. They are an essential tool for tying together each element of the CMP, streamlining the Process and making it easier to incorporate congestion management planning into RPC's overall planning program. The CSRs are included in Appendix E of this report.

NOTE: Traffic data is not yet available on the majority of the Northshore CM routes. As such many of the CSRs have been left blank. They will be updated as data becomes available.

Specifically, each CSR will include:

- * A full description of the corridor, including typical usage, and surrounding land uses, number of lanes, existing transit service, pedestrian and bicycle facilities, etc.
- * A list of the corridor's designated segments
- * "High Priority Corridor" Status
- * Up-to-date ADT and CM Index Scores, updated annually to reflect available data.
- * Results of TAC meetings
- * Potential impact of expected / planned changes to corridor, intersecting corridors, or surrounding land uses

- * List of previously implemented congestion management strategies, as well as assessments of their performance
- * List of congestion management strategies planned or being considered for implementation, as well as an assessment of their potential impacts

THE CM INDEX

The Congestion Management Index is a powerful tool for quantitatively identifying the corridors that are in most need of Congestion Management. Its primary benefit over other measures of congestion, such as Level of Service, is that it measures congestion on the region's roads relative to each other. In this way it is a context-specific tool that allows decision makers to identify problem areas and prioritize planning needs.

Within the CMP, the role of the CM Index is to give RPC staff and TACs a general snapshot of Network performance and provide a method for focusing efforts.

CM Index Methodology

The CM Index is calculated for each segment on CM Network routes. The formula for calculating the index is composed of three parts: Average Daily Traffic (ADT), Travel Speed Ratio, and percentage of Commercially Operated Vehicles (%COV). (Note: a lengthier methodology is included in Appendix B)

ADT is the average number of vehicles using the road segment per day, as calculated from actual observations using standard traffic counting methodologies. In order to normalize the data for roads of varying capacities, ADT per lane is used when calculating the Index.

Travel Speed Ratio is the ratio of the actual average travel speed to the posted speed limit.

Each segment is assigned an ordinal rank, 1-5, for each component of the formula. The ordinal scores are derived from the quintile in which that segment falls for each component, and are listed in the full Index methodology in Appendix B. The scores are then applied to the Index formula:

$$CM\ Index = (.75)\ Travel\ Speed\ Ratio\ Score + (.15)\ ADT\ Score + (.10)\ \% \ CVO\ Score$$

CMP POLICY 1-D: CONGESTION QUANTITATIVELY DEFINED

The CM Index was originally developed in the RPC's previous Congestion Management System Plan, and guidelines for using it to define congestion were outlined in that document. Those guidelines will be retained in the CMP. A critical difference, however, will be that the CM Index definition will not be the sole method for identifying congestion. As discussed in the following section, congestion will also be defined according to stakeholder input. The two measures – quantitative and qualitative – are not mutually exclusive and are intended to compliment each other. It is acknowledged that each provides value to the Congestion Management planning process.

CM Network corridors that meet one or more of the following Index guidelines will be defined as "congested":

- * The CM Index is calculated to be 3.25 or higher

- * The Travel Speed Ratio is less than .5 at peak hour (Scores a 4 or higher on the ordinal scale); i.e., the observed travel speed is less than half of the posted speed limit.
- * The ADT per lane exceeds 15,000 vehicles per day (Scores a 4 or higher on the ordinal scale).
- * If the Percentage of Commercially Operated Vehicles exceeds 10% of the total vehicles on a roadway (Scores a 4 or higher on the ordinal scale).

Segments designated “congested” via this method will be more closely monitored for changes in performance and will be given a higher priority for implementation of congestion mitigation strategies.

CMP POLICY 1-E: UPDATING THE INDEX

In order to make the CMP as effective as possible, it is essential that the CM Index scores for each segment be kept up-to-date. The index is the primary quantitative measure for defining congestion. The data will be especially important in identifying shifts in travel behavior resulting from hurricane damage and recovery trends. The updated index will provide a key indicator of current system needs. This information will in turn be used to prioritize corridors for congestion management and to inform decision-makers about the most appropriate C.M. strategies for each corridor.

In previous years updating the Index has been sporadic because of the difficulty in obtaining all of the necessary data. The RPC’s development of a Traffic Data Collection Policy should alleviate some of these problems, as it will give CM corridors a high priority for regular data collection efforts. Moreover advances in Intelligent Transportation Systems (ITS) should make the collection of necessary data increasingly easier. The Regional Transportation Management Center (RTMC) will also be a major aide in maintaining up-to-date data. The RTMC will act as a central receiving location for traffic data on routes throughout the region, including many of the most important CM Corridors.

Given the RPC’s recent and upcoming advances in data collection capabilities, the CM Index will be updated on an annual basis.

STAKEHOLDER INPUT (TACs)

As mentioned previously a review of the RPC’s prior CMS found that regional Congestion Management planning can benefit from greater participation by regional stakeholders. Past experience has shown that the most convenient method of garnering input from such individuals is through Technical Advisory Committees (TACs). The CMP will use TACs as a method for gathering information to compliment and supplement the quantitative data summarized by the CM Index. For the purposes of Task 1, TACs will be asked to identify high priority corridors, as discussed in Policy 1-B, as well as identifying the causes of congestion, discussed below.

CMP Policy 1-F, TAC Membership & Meetings

TACs should be composed of representatives from each parish and major municipality in the region, as well as LADOTD. At a minimum the following agencies will be asked to participate in the TAC:

- * Jefferson Parish Planning and Public Works
- * Orleans Parish Planning and Public Works

- * Plaquemines Parish Planning and Public Works
- * St. Bernard Parish Planning and Public Works
- * St. Charles Parish Planning and Public Works
- * St. John Parish Planning and Public Works
- * St. Tammany Parish Planning and Public Works
- * Jefferson Transit
- * Regional Transit Authority
- * LaDOTD District 2 and District 62

Additional agencies may be asked to participate per RPC staff or TAC recommendation. It may also be advantageous to hold several smaller TACs focused on certain areas of the region, specific modes, or other issues, rather than a single large TAC.

The RPC will also invite one member of the public to participate in Congestion Management TACs. Invitations to participate will be solicited through the RPC's website (www.norpc.org), and potential participants will be asked to submit an application detailing their interest in the CMP.

At a minimum, each of the agencies above will be invited to at least one Congestion Management TAC per year.

CMP Policy 1-G, TAC Defined Congestion

Policy 1-B discussed above requires TACs to identify High Priority CM Corridors. Aside from this, they will also aid in completing Task 1 by identifying the causes of congestion in specific locations. This input is invaluable as it is difficult to obtain via quantitative measures such as the CM Index, and is critical in the identification of congestion mitigation strategies.

During TAC discussions, members will be asked to identify the perceived causes of congestion in various locations. TAC input is especially important in identifying causes of, and solutions to, non-recurring congestion caused by unique, often unforeseen incidents such as vehicle crashes. This information will be documented and archived by RPC staff, and will be used as an input for Task 2 – Strategy Identification and Selection.

TASK 1
POLICY SUMMARY AND ACTION LIST

Policy	Description
1-A Updating the CM Network	<ul style="list-style-type: none"> • Network will be re-examined annually by RPC Staff • Proposed changes must be approved by relevant TAC Members • Changes to the Network will be recorded in Appendix A of this plan
1-B Identifying High Priority CM Corridors	<ul style="list-style-type: none"> • The CM Segments with the 10 highest CM Index Scores will be identified. Any route containing one of these segments will automatically be given high priority. • At each TAC meeting, members will identify 3-5 priority routes in their respective jurisdictions. • A master list of priority corridors will be kept by RPC staff, and will be updated as appropriate
1-C Maintaining Corridor Specific Data	<ul style="list-style-type: none"> • Corridor Summary Reports will be maintained for each CM corridor, and will include: <ul style="list-style-type: none"> ▫ Detailed Corridor Description ▫ Quantitative data, i.e. CM Index, ADT, %COV, and Travel Speed Ratio ▫ Qualitative data, i.e. TAC results, RPC comments ▫ Planned or implemented CM strategies • CSRs will be updated once annually based on available data
1-D Quantitative Congestion Definition	<ul style="list-style-type: none"> • CM Network that meet one or more of the following criteria will be defined as “congested” <ul style="list-style-type: none"> ▫ The CM Index is calculated to be 3.25 or higher ▫ The Travel Speed Ratio is less than .5 at peak hour ▫ The ADT per lane exceeds 15,000 vehicles per day ▫ If the Percentage of Commercially Operated Vehicles exceeds 10% of the total vehicles on a roadway
1-E Updating the CM Index	The CM Index will be recalculated on an annual basis to reflect new data collected
1-F TAC Membership & Meetings	<ul style="list-style-type: none"> • TACs will meet at least once annually. • Membership will consist of traffic engineers and planners from each regional parish, each transit operator, as well as LaDOTD & FHWA • It may be beneficial to hold smaller TAC meetings of related interests, but each stakeholder must be invited to at least one TAC meeting per year.
1-G TAC Defined Congestion	<ul style="list-style-type: none"> • TAC Members will be asked to identify the causes of congestion. Their remarks will be noted and catalogued by RPC staff.

TASK 2: STRATEGY IDENTIFICATION AND SELECTION

The CMP's primary purpose is to identify congestion mitigation strategies that are appropriate for the region.

The review of the previous CMS resulted in the recommendations listed below. They will be incorporated into the Policies established to accomplish this task.

1. Identify strategies that are appropriate for specific corridors as well as the region as a whole.
2. Involve stakeholders throughout the strategy selection process.

TASK 2 OBJECTIVES

It is important to note that strategy selection will take into account the multi-modal transportation needs of the region while also promoting sustainable development that holds true to the principles of Smart Growth. These principles are consistent with the RPC's overall planning program and globally acknowledged planning best practices. In the context of Congestion Management, this means that strategies selected for implementation may not necessarily be those that optimize automobile travel movements. Indeed the CMP must acknowledge the significant impact that high levels of automobile usage has on decreasing environmental quality and increasing urban sprawl. While automobile traffic congestion is indeed a central focus of congestion management, a blanket policy that solely attempts to improve driving conditions is not sustainable, is inconsistent with region-wide desires for improved community livability, and conflicts with RPC's basic goals for improved multi-modal transportation. In many cases congestion management strategies intended to improve vehicle movements directly conflict with other important objectives. Improved pedestrian facilities, for instance, are widely regarded as highly desirable for improving neighborhood livability and aiding economic development. However, pedestrian-oriented projects such as traffic signals with pedestrian phases, reduced turning radii, and traffic calming devices frequently come at the cost of increased vehicular congestion. The conflict is made more complex by the fact that improved pedestrian facilities can encourage people to walk rather than drive, and are therefore considered a valuable congestion management strategy.

Clearly, the congestion management strategy selection process must attempt to balance the needs of motor vehicles with other important goals, while at the same time acknowledging that in many cases the best congestion management strategies do not necessarily improve vehicle movements. It is important to do this in a context sensitive manner. The need for pedestrian facilities and their potential to reduce congestion may be higher in dense, mixed use neighborhoods such as the CBD and French Quarter, and may therefore justify giving ease of pedestrian movements a higher priority than optimizing vehicle travel. This may not be true in more automobile-oriented parts of the region, where improved vehicle travel may be given a higher priority. It will be the joint responsibility of the RPC and relevant stakeholders to determine the most context-sensitive approaches to congestion management.

The complex issues the CMP must take into consideration are reflected in the Eight Planning Factors outlined in 23 CFR 450.306. The Factors are general federal guidelines for metropolitan transportation planning that express national priorities for urban transportation systems. They are listed in Box 2 below.

THE EIGHT PLANNING FACTORS

23 CFR 450.306 calls for the consideration of the following eight factors in the metropolitan transportation planning process.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

To address the complexities of Congestion Management Planning in an urban context, and reflecting the Eight Planning Factors, the considerations listed below will guide the CMP Strategy Selection Task.

1. Give special priority to those strategies that will either improve the economic vitality of a corridor or area or diminish congestion in corridors or areas where economic vitality is harmed due to high levels of congestion.
2. Assess proposed strategies for their potential impact on safety, especially as they relate to the effectiveness of hurricane evacuation routes.
3. Include the recommendations of law enforcement and related agencies to ensure the safety of the CM network itself and to allow for the most effective use of the CM network for safety-related purposes.
4. Actively pursue those strategies that will increase mobility and accessibility, both on CM corridors and in the region as a whole.

5. Identify planned or forecasted developments that may have a significant impact on congestion in the region. Use this information to develop strategies that will have the most positive impact possible on the environment, energy consumption, and quality of life.
6. Consider the potential for increasing connectivity between modes in the decision making process.
7. Place a high priority on strategies that enhance the efficiency of operations and management.
8. Emphasize strategies that encourage the preservation of the current transportation system

In short, this Task's guiding principle can be stated as the following:

Task 2 will identify strategies that achieve a context-sensitive balance between the needs of motor vehicle users and other regionally acknowledged goals such as improved sustainability and neighborhood livability.

The objectives for this Task are:

- * Utilize data gathered in Task 1 to identify potential congestion management strategies for the region as a whole and for specific corridors.
- * Establish a stakeholder input based process for vetting and selecting potential strategies for implementation.
- * Maintain a record of selected strategies in preparation for future implementation.

STRATEGY OVERVIEW

There are numerous CM Strategies that vary in terms of effectiveness, cost, sophistication, and difficulty of implementation. Furthermore each strategy type must be tailored for the specific context and application, and can be combined with other strategies for a more comprehensive approach. In this sense, then, there are countless potential approaches to congestion management. SAFETEA-LU emphasizes maintaining and improving existing transportation infrastructure rather than making major infrastructure changes, leading to a focus on congestion management strategies that improve operations as well as manage travel demand. Capacity increases should be considered only when necessary. The TACs will identify those strategies that are most appropriate for individual corridors and areas based on these guidelines and on corridor priorities and classifications. The following sections describe a number of congestion management strategies that have proven effective in numerous applications in the region and elsewhere. They are not, however, an exhaustive or exclusive list of all potential congestion management strategies. The CMP is meant to encourage the development of innovative, context-sensitive approaches to congestion management that best fit the needs of the region. The strategies ultimately selected for implementation may include those listed below, or may constitute a unique approach to the problem.

Operational Management (O & M)

A wide variety of strategies can reduce congestion by enhancing the operations and management efficiency of the transportation system. Operational management strategies can be organized under the broad categories of Access Management, Transportation Systems Management, Incident Management, and Intelligent Transportation Systems. Each of these categories consists of a number of specific strategies.

Stemming from the federal focus on preserving existing transportation systems, 23 CFR 450 emphasizes Operations and Management strategies as a preferred method of congestion management. O & M strategies are considered less expensive and easier to implement than most other C.M. strategies.

- * **Access Management:** Strategies that control the entrance and exit of vehicles on the roadway to remove potential conflict points between vehicles and/or areas requiring reductions in speed. Examples:
 - Remove Turning Vehicles from Through Lanes
 - Limit Deceleration Requirements, e.g., minimize stop signs
 - Separate and Limit Basic Conflict Areas, e.g., regulate driveway size, quantity, and spacing
- * **Transportation Systems Management:** Strategies that optimize the efficiency of the transportation system by improving the flow of vehicles. Examples:
 - Reversible Lanes
 - Roadway Maintenance / Repair
 - Highway Geometric Improvements
 - Traffic Signal Improvements
 - Improved Ease of Use, e.g., wayfinding and signage
- * **Incident Management:** Strategies to respond to roadway incidents such as collisions that may cause non-recurrent congestion. Examples:
 - Reduce Detection and Verification Time
 - Improve Response Times
 - Reduce Clearance Times
 - Motorist Assistance Patrols
- * **Intelligent Transportation Systems:** Strategies that use information technology to improve the functionality of the transportation system. Examples:
 - Ramp Metering
 - Traveler Information and Rerouting Systems
 - Electronic Commercial Vehicle Clearance

Travel Demand Management (TDM)

Increased congestion and the rising costs of single occupant vehicle usage indicate the need for travel demand management. These strategies take many forms, but all have the general goal of reducing the need to travel by single occupant vehicles. Some TDM strategies, such as increased ridesharing, are particularly useful in suburban applications where commute distances are longer, while others, such as improving transit ridership, are more appropriate for implementation in denser, more urban contexts.

TDM strategies, like O&M strategies, are encouraged by federal legislation. They attempt to directly reduce Vehicle Miles Travelled (VMT), thereby reducing congestion and its various negative

impacts. The RPC has taken a particular interest in implementing TDM, largely due to its relatively low costs and the potentially strong correlation between lower VMT and reduced congestion.

A number of TDM strategies are described below, but the list is not exhaustive.

- * **Increasing Rideshare:** Strategies that encourage and aid in the use of carpooling and vanpooling. High Occupancy Vehicle (HOV) lanes can also be considered a strategy for increasing rideshare.
- * **Alternative Work Arrangements:** Strategies that reduce the number of commuters at peak hours by encouraging and aiding employers to implement policies such as flexible work hours, telecommuting, or satellite offices.
- * **Parking Supply & Pricing Management:** These strategies attempt to encourage walking in dense urban areas by regulating the price and supply of parking spaces. Briefly, pricing structures can be adopted wherein spaces in premium locations have higher prices, and drivers not wishing to pay the higher prices will not try to find spaces in prime locations. This results in a decrease in the number of drivers driving on urban streets looking for parking spaces, a significant cause of congestion. Centralized parking lots can similarly reduce the number of drivers on urban streets by offering a small number of parking options rather than a multitude of decentralized, dispersed locations. Both strategies also encourage pedestrian activity in urban areas, as most drivers are required to walk from their parking space to their eventual destination.
- * **Alternative Commute Modes:** Strategies can also be adopted to encourage commuting via transit, bicycling, or walking. Use of these modes can be increased through education and outreach as well as directly improving infrastructure and services.
- * **Land Use Management:** Land use and development patterns have a profound effect on the transportation system. Indeed land use patterns are one of the most important factors contributing to commuter mode choice. As densities decrease and uses are further separated, the need to drive between destinations becomes greater. This is especially true when transit service, pedestrian accommodations, and bicycle facilities are limited. As such careful planning of development and growth patterns can have a substantial impact on congestion.

Capacity Increases

In the past capacity increases (i.e., adding travel lanes) were seen as the primary tool for reducing congestion. This is no longer the case, as continually growing populations and increasing congestion mean that most capacity increases can offer at best only a temporary reduction in congestion. Both federal legislation and RPC policy prefer CM strategies that maintain the existing transportation system while still improving mobility and accessibility. These are very often more cost effective than capacity increases, and almost always have a longer lasting and more sustainable impact on congestion. Generally, capacity increases are to be considered a strategy alternative of last resort. In many cases capacity increases are necessary, however, and the CMP should be an aid in identifying and selecting the situations in which they are implemented.

Strategy Selection Considerations

The identification and selection of transportation system improvement projects is a complex process, involving multiple inputs and considerations. Project concepts come from a wide variety of sources, and despite established vetting and selection policies each project presents a unique set of

challenges on its path to implementation. The process is in many ways organic, shifting to adapt to new developments and with relevant stakeholders becoming involved as necessary. RPC alternatively plays the role of project originator and champion, technical advisor, and intermediary. The complexity of the system makes establishing a single, straightforward process for selecting congestion management strategies extremely difficult. The CMP will, however, attempt to ensure that congestion mitigation is actively considered as an important issue in the larger metropolitan transportation planning process. It will also address congestion reduction directly by garnering strategy suggestions from stakeholders, the public, and RPC staff.

CMP Policy 2A, Identifying Strategies from Multiple Sources

As discussed above there are three major sources for potential congestion mitigation strategies: stakeholders, the public, and RPC staff. Each of these sources will be used to identify potential congestion mitigation strategies.

- * Stakeholders' input will be gathered at the previously defined TAC meetings. In addition to defining congestion, TACs will be asked to identify preferred strategy types to reduce congestion. The membership and meeting requirements will be the same as those outlined in Policy 1F. It may also be beneficial to contact TAC members individually or in small groups to encourage more detailed discussion about potential strategies.
- * Public participation is an invaluable part of the CMP as it provides end-use input. That is, the actual members of the public who are affected daily by congestion may provide the most appropriate and innovative suggestions for reducing congestion. At the time of this writing the RPC is developing a comprehensive Public Participation Plan, and the CMP shall defer to that plan for garnering public input. Projects identified by that plan that relate to congestion management will be included in the CMP for further vetting and potential selection, as discussed below. Strategies identified by the public will be given the same consideration as those identified via other sources.
- * RPC staff, as regional transportation planners, can be expected to independently identify potential congestion reduction strategies. In such instances staff will be required to refine their concepts to such a point that they can be put through the vetting process described below.

The policy of the CMP for the New Orleans region is that the best method for identifying strategies that meet the above-stated objective is through direct interaction with stakeholders. This policy arises from the simple fact that stakeholders provide insight that is unavailable from any other source. While objective decision-making tools such as the CM Index are indispensable for assessing the performance of the regional transportation system and identifying congestion priorities, they cannot identify the ill-defined conditions of particular corridors that can have a drastic impact on the types of congestion management strategies that are appropriate for implementation. The potential cumulative effects of proposed changes to the transportation system can only truly be assessed through the collaboration of multiple stakeholders.

TACs can and will identify projects that can be immediately set up for implementation, but in many cases their recommendations will consist of preferred strategy types and projects that are unable to be implemented on a stand-alone basis.

Many congestion problems and their related causes are not tied to specific contexts but are rather region-wide issues that require a non-place-specific approach. Such problems may therefore escape the attention of parish-based TACs, which are focused on specific corridors and areas within a given

jurisdiction. RPC's role as a regional planning entity places it in a particularly strong position to identify congestion problems and solutions from a region-wide perspective. In an attempt to create a more comprehensive to congestion management, then, the RPC will undertake actions specifically intended to identify regional congestion issues and their potential solutions.

CMP Policy 2B, Vetting and Selecting Suggested Strategies

RPC staff will record and maintain all strategies identified for consideration by Policy 2A, and will present them to the Congestion Management TAC for consideration. It will be the TAC's responsibility to select preferred strategies and recommend them for advancement.

- * Proposed strategies will be recommended for advancement if the TAC supports them by general consensus. When applicable (i.e., corridor or location specific strategies), those TAC members whose jurisdictions will be directly affected will ultimate decision-making power over strategy advancement.
- * Strategies recommended for advancement will be implemented via the policies laid out in Task 3 - Strategy Implementation.

CMP Policy 2C, Considering Congestion in the Larger Planning Process

It is acknowledged that the RPC may be involved in projects that are not initiated through the CMP, but can have a significant positive impact on congestion in the region. While not a direct result of the CMP, these projects are important to overall Congestion Management and should be tracked. The primary method for identifying such projects will be the RPC's Project Ranking Scorecard, an objective measure used by the RPC to aid in the selection of projects for inclusion in its Transportation Improvement Program (TIP). The TIP guides the RPC's project implementation over the next four (4) years, and inclusion in the TIP is required for all projects that will receive RPC funding or administrative support. The Project Ranking Scorecard was developed by the RPC in 2009 to provide an impartial, quantitative measure of proposed projects' potential impact. RPC policy states that all projects to be considered for inclusion in the TIP must be ranked on the scorecard. Impacts on congestion are one of the primary ranking criteria on the Scorecard, and projects are scored on a scale from one to five based on their impact on congestion, with a score of one representing a very negative impact and a score of five representing a very positive impact. Therefore, any project advanced for implementation by the RPC will be ranked based on its potential impact on congestion.

- * Projects that receive a ranking of 4 or higher on the Congestion ranking criteria on the RPC's Project Ranking Scorecard will be deemed Congestion Management projects, and will be tracked accordingly by the CMP. Only those projects that are recommended for inclusion in the TIP based on their overall Scorecard score will be tracked, as they are the only projects likely to be implemented.
- * Projects that receive a ranking of 2 or lower on the Congestion ranking criteria on the RPC's Project Ranking Scorecard will also be closely monitored by staff due to their potential negative impact on congestion. However, it is unlikely that projects with such low rankings will be recommended for inclusion in the TIP.

In order to make the CMP as comprehensive as possible, it should also include policies for ensuring the inclusion of Congestion Management considerations in the initial phases of project development. While the Project Ranking Scorecard is an excellent tool for gauging a project's relation to Congestion Management, it is focused on projects that have already been through an

extensive development and vetting process. Projects ranked on the Scorecard are in the final steps before being programmed for implementation. Policies should also be put in place that attempt to include Congestion Management planning in earlier stages of project development.

- * Provide staff and consultants with a brief explanation of the CMP. Ensure they are aware of congestion management strategy recommendations for corridors, areas, or policy arenas that may be related to their work.
- * Any projects or studies that include CM corridors will be required to address the feasibility of including congestion management strategies. This should be an internal policy for RPC staff jobs, and included in scopes of work for consultant jobs. In order to incorporate congestion management planning into projects involving CM corridors in a comprehensive manner, RPC staff or other representatives familiar with the CMP should be included in any projects involving CM corridors.

CMP Policy 2D, Tracking Congestion Management Strategies

RPC staff will be responsible for cataloging and tracking Congestion Management strategies recommended for implementation, or identified by the Project Ranking Scorecard. All strategies formally recommended by the CM TAC will be recorded in Appendix C of this plan, which will be updated annually. Projects identified as Congestion Management projects by the Project Ranking Scorecard will also be tracked. Additionally, strategies that relate to specific CM corridors, as opposed to those that have a solely region-wide basis, will be recorded on Corridor Summary Reports (CSRs). Appendix C will also include information specific to project implementation, as described in Task 3.

- * Appendix C of this report will contain a record of all strategies recommended for implementation by the Congestion Management TAC, or identified for tracking by RPC's Project Ranking Scorecard. It will contain a full description of each strategy, including its recommendation date and actions taken towards implementation. RPC staff will be responsible for maintaining and updating Appendix C annually.
- * Strategies that apply to specific corridors will also be noted on relevant CSRs.

CMP Policy 2E, Capacity Increases and Air Quality

It is possible that in the future the region may fall into nonattainment of federal air quality standards, and if that happens federal law mandates that any capacity increases in the region must be justified by the CMP. In such a situation the CMP will take on an even more critical role in maintaining and improving the regional transportation system.

23 CFR 450.320(d) states:

“In a TMA designated as nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity of SOVs...unless the project is addressed through a congestion management process”

23 CFR 450.320(e) further states:

“In TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management

strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs...is proposed to be advanced with Federal funds.”

The Environmental Protection Agency (EPA) is expected to publish new air quality standards in August, 2010, and if the New Orleans region is not in attainment of those standards it will be designated as such in August, 2011. At that time the CMP will take on a greater significance in determining future transportation improvement projects.

If the region is designated as being in nonattainment for carbon monoxide or ozone, the CMP strategy recommendation process may need to be modified to reflect its greater significance. In such case the following actions will be taken:

- * A special TAC meeting will be held to develop formalized procedures for dealing with proposed capacity increases.
- * The recommendations of the TAC will be presented to the RPC board for approval and adoption.
- * The CMP document, policies and procedures will be updated to reflect the new requirements.

TASK 2
POLICY SUMMARY AND ACTION LIST

Policy	Description
<p>2A Identifying Strategies from Multiple Sources</p>	<ul style="list-style-type: none"> ● Potential CM strategies may be identified through the following channels: <ul style="list-style-type: none"> ■ Stakeholders via TACs ■ The Public via RPC’s Public Participation Process ■ RPC Staff Members ● Any potential strategies will be recorded and put through the vetting process described in Policy 2B
<p>2B Vetting and Selecting Strategies</p>	<ul style="list-style-type: none"> ● Projects that receive a ranking of 3.5 or higher on the Congestion ranking criteria on the RPC’s Project Ranking Scorecard will be deemed Congestion Management projects, and will be tracked accordingly by the CMP. Only those projects that are recommended for inclusion in the TIP based on their overall Scorecard score will be tracked, as they are the only projects likely to be implemented. ● Projects that receive a ranking of 2 or lower on the Congestion ranking criteria on the RPC’s Project Ranking Scorecard will also be closely monitored by staff due to their potential negative impact on congestion. However, it is unlikely that projects with such low rankings will be recommended for inclusion in the TIP.
<p>2C Considering Congestion in the Larger Planning Process</p>	<ul style="list-style-type: none"> ● Projects that receive a ranking of 4 or higher on the Congestion ranking criteria on the RPC’s Project Ranking Scorecard will be deemed Congestion Management projects, and will be tracked accordingly by the CMP. Only those projects that are recommended for inclusion in the TIP based on their overall Scorecard score will be tracked, as they are the only projects likely to be implemented. ● Projects that receive a ranking of 2 or lower on the Congestion ranking criteria on the RPC’s Project Ranking Scorecard will also be closely monitored by staff due to their potential negative impact on congestion. However, it is unlikely that projects with such low rankings will be recommended for inclusion in the TIP. ● Provide staff and consultants with a brief explanation of the CMP to ensure they are aware of congestion management strategy

	<p>recommendations for corridors, areas, or policy arenas that may be related to their work.</p> <ul style="list-style-type: none"> • Any projects or studies that include CM corridors will be required to address the feasibility of including congestion management strategies. This should be an internal policy for RPC staff jobs, and included in scopes of work for consultant jobs. In order to incorporate congestion management planning into projects involving CM corridors in a comprehensive manner, RPC staff or other representatives familiar with the CMP should be included in any projects involving CM corridors.
<p>2D Tracking Congestion Management Strategies</p>	<ul style="list-style-type: none"> • Appendix C of this report will contain a record of all strategies recommended for implementation by the Congestion Management TAC. It will contain a full description of each strategy, including its recommendation date and actions taken towards implementation. RPC staff will be responsible for maintaining and updating Appendix C annually. • Strategies that apply to specific corridors will also be noted on relevant CSRs.
<p>2E Capacity Increases and Air Quality</p>	<ul style="list-style-type: none"> • If the region is designated as being in nonattainment for carbon monoxide or ozone air quality standards, the following will occur: <ul style="list-style-type: none"> ■ A special TAC meeting will be held to develop formalized procedures for dealing with proposed capacity increases. ■ The recommendations of the TAC will be presented to the RPC board for approval and adoption. ■ The CMP document, policies and procedures will be updated to reflect the new requirements.

TASK 3: STRATEGY IMPLEMENTATION

The purpose of Task 3 is to guide CM strategies recommended for advancement through the implementation process.

The review of the previous CMS resulted in the following recommendation for Task 3:

Establish, to the extent possible, potential responsible parties, schedules, and funding sources. It is understood that this recommendation will be a preliminary step pursuant to final approval by the RPC and inclusion in the TIP.

TASK 3 OBJECTIVES

The RPC has a well established project implementation process that is defined both through internal policy and federal legislation. Transportation projects are recommended by RPC staff to the Transportation Policy Committee, which whether to include the project in the Transportation Improvement Program (TIP). Prior to consideration for inclusion in the TIPS, project feasibility has been evaluated and funding has been identified. As such Task 3 will largely consist of inserting identified strategies into the RPC's larger implementation process, but the CMP will still play an important role in ensuring that pre-implementation tasks are completed. Task 3 outlines policies for identifying potential funding, naming principal stakeholders, and generally tracking CM strategies through the implementation process. Ultimately it will be RPC staff responsibility for ensuring CM strategies make it through the critical steps to implementation.

It should also be noted that not all CM strategies recommended for implementation will be able to be implemented as "stand-alone" projects. Rather they are most effective, or only possible, when implemented in conjunction with other projects. For example, major improvements to access management are usually included as part of other, larger road improvement projects. They are rarely accomplished on a single project basis. The policies set forth in this Task take such strategies into consideration.

Therefore this Task's guiding principle is:

Task 3 will guide recommended CM strategies through RPC's established implementation process to ensure they are implemented in a timely manner, and will encourage the inclusion of CM strategies in other planned projects where appropriate.

The objectives of Task 3 are:

- * Provide a mechanism for inserting recommended CM strategies into the RPC's implementation process.
- * Track the progress of recommended CM strategies through the implementation process.
- * Create policies for encouraging the inclusion of CM strategies in other planned projects where appropriate.

CMP Policy 3A, Stand-alone Strategy Implementation Process

In order to be implemented, projects must be approved for inclusion in the TIP by the Transportation Policy Committee. For this to occur RPC staff must accomplish the following goals.

- * Identify project funding and primary stakeholders.
- * Conduct any necessary feasibility and environmental impact studies. Studies will require their own funding and likely require the use of a consultant.
- * Identify an implementation schedule, timeline, and scope of work.
- * Present project to the Transportation Policy Committee for consideration.
- * Upon inclusion in the TIP, staff will track the project via Policy 3B and will accomplish any tasks necessary to ensure its progression through the implementation process.

CMP Policy 3B, Tracking Project Implementation

Appendix C of this report, described in Policy 2B, will be used to track projects through the implementation process in addition to the tracking already discussed in Policy 2B. It will be updated by RPC staff annually to reflect project progress.

RPC Staff will update Appendix C in this report annually to reflect milestones in the implementation process.

CMP Policy 3C, Incorporating CM Strategies Into Other Projects

As noted above many CM strategies cannot or should not be implemented as stand-alone projects. Such strategies should be noted in Appendix C, the strategy tracking mechanism of the CMP. Additionally, RPC staff will be responsible for identifying projects that could include such strategies and list them in Appendix C. Finally, staff familiar with the CMP will be responsible for informing other staff members about the potential for inclusion of CM strategies in their projects. Awareness of preferred CM strategies among the planning staff will make it more likely that they are included at the earliest possible stages of project development.

- * Strategies that should be implemented as part of larger transportation improvement projects will be noted as such in Appendix C, the CMP tracking mechanism.
- * Appendix C will list the types of projects that a strategy could potentially be implemented with. When applicable it will also suggest planned projects onto which the strategy could be added.
- * The RPC's Congestion Management staff will inform other RPC planning staff members about preferred strategies and request that they consider the inclusion of those strategies in the project development process.

TASK 3
POLICY SUMMARY AND ACTION LIST

Policy	Description
3A, Stand-alone Strategy Implementation Process	<ul style="list-style-type: none"> • Identify project funding and primary stakeholders. • Conduct any necessary feasibility and environmental impact studies. Studies will require their own funding and likely require the use of a consultant. • Identify an implementation schedule, timeline, and scope of work. • Present project to the Transportation Policy Committee for consideration. • Upon inclusion in the TIP, staff will track the project via Policy 3B and will accomplish any tasks necessary to ensure its progression through the implementation process.
3B, Tracking Project Implementation	<ul style="list-style-type: none"> • RPC Staff will update Appendix C annually.
3C, Incorporating CM Strategies Into Other Projects	<ul style="list-style-type: none"> • Strategies that should be implemented as part of larger transportation improvement projects will be noted as such in Appendix C, the CMP tracking mechanism. • Appendix C will list the types of projects that a strategy could potentially be implemented with. When applicable it will also suggest planned projects onto which the strategy could be added. • CM staff will inform other RPC planning staff members about preferred strategies and request that they consider the inclusion of those strategies in the project development process.

TASK 4: PERFORMANCE MONITORING AND STRATEGY EVALUATION

Task 4 of the CMP requires the RPC and other stakeholders to evaluate the performance of implemented strategies, and to use them to inform future decision making. This Task makes the CMP an iterative process, using the successes and failures of implemented strategies to refine the RPC's approach to regional congestion management.

The review of the previous CMS resulted in the following recommendation:

Attempt to catalog the numerous congestion management strategies that have been implemented in recent years, and attempt to evaluate their performance. Establish a systematic, ongoing, and comprehensive method for evaluating the performance of newly implemented strategies.

TASK 4 OBJECTIVES

The primary purpose of Task 4 is to assess the effectiveness of implemented strategies and their overall impact on regional congestion. This task therefore requires analyzing two separate but related components, the overall performance of the CM Network and the effects of specific strategies.

Task 1 of the CMP establishes a method for assessing system performance, and those same policies will be used for that portion of Task 4. Measuring the effectiveness of implemented CM strategies requires a different approach, however, and poses some challenges. Most importantly, the wide variety of CM strategy types makes it difficult to define a single measure for strategy effectiveness. Different strategies will necessarily be judged according to different criteria, but the final assessment of their effectiveness must always be relatable to the CMP as a whole. For this reason preference is given to simple, straightforward assessments of strategy effectiveness that can be easily communicated to stakeholders. Complex, higher-level evaluations will still take place as part of the CMP in the System Performance measures outlined in Task 1.

Task 4 is intended to allow stakeholders to decide which strategies have been most successful, and to use those successes in future decision making. Therefore Task 4 can only be truly effective if the reasons behind strategy effectiveness can be identified. The policies outlined below attempt to take this need into consideration.

Thus, Task 4's guiding principle can be stated as:

Task 4 will assess and explain the performance of the CM Network as well as the effectiveness of implemented strategies.

The Objectives of Task 4 are:

- * Catalog and track CM strategies implemented in the region. Any identifiable CM strategy will be tracked, not just those recommended and implemented through the CMP.
- * Provide a method for assessing the effectiveness of CM strategies that is at once applicable to differing types of strategies but also relatable to the CMP as a whole.
- * Identify the base causes for strategy success or failure.

- * Provide a mechanism for introducing the findings of Task 4 into Tasks 1, 2, & 3 of the CMP.

CMP Policy 4A, Tracking Implemented Strategies

Following implementation, CM strategies must be tracked in order to continually evaluated their effectiveness.

All implemented CM strategies will be listed in Appendix D of this report. Projects that were listed in Appendix C, “Strategies Planned for Implementation,” prior to implementation will be moved to Appendix D following implementation. RPC staff will make all attempts to list any project that could be considered Congestion Management, regardless of its prior relationship to the CMP. The strategies and projects listed in Appendix D will be updated once annually to reflect work done in the previous year.

CMP Policy 4B, Assessing Strategy Effectiveness

Each strategy should have its unique measures of effectiveness identified as early as possible in the project development process, and that measure should be consistently used throughout the monitoring process. Ideally, measures of effectiveness will be identified in the project’s original scope of work, but if necessary RPC staff may develop measures after project implementation. Determining the best measures of effectiveness will be at RPC staff discretion, in consultation with experts and stakeholders.

Agreed-upon strategy performance measures will be listed in Appendix D, including policies for frequency of evaluations and method of reporting.

CMP Policy 4C, Explaining Strategy Effectiveness

While performance measures will provide some explanation as to the cause of strategy effectiveness, fuller explanations can be garnered from stakeholders. They will be able to provide important input regarding the strategy’s effectiveness, thereby offering more detailed information for future decision making.

Whenever the effectiveness of a strategy has been assessed via its established performance measures, it shall be presented for discussion to the TAC. Results of the discussion will be recorded in Appendix D.

CMP Policy 4D, Incorporating Strategy Assessments Into Other CMP Tasks

Ensuring that the results of this Task are incorporated into the other three CMP Tasks will complete the cycle that makes the CMP an iterative process, building upon lessons learned in the past.

- * Task 1, Defining and Measuring Congestion: Implemented strategies and their effectiveness assessments will be included in any relevant CSR’s, and therefore considered in Task 1. Assessments will also be presented to TACs, which will determine their effect on reducing congestion.
- * Task 2, Strategy Identification and Selection: The performance assessments of previously implemented strategies will be an invaluable resource for the identification and selection of new CM strategies. TACs will consider the performance of implemented strategies in the identification, vetting, and selection of new strategies.

- * Task 3, Strategy Implementation: Successful application of CM strategies can provide a justification and impetus for implementing new, related strategies.

CMP Policy 4E, Objectives and Performance Measures

The objectives set out at the beginning of this plan will be evaluated periodically using the predetermined performance measures.

- * Once annually the CMP Objectives will be reviewed and evaluated based on their predetermined Performance Measures.
- * At the end of an Objective’s performance period the success of the CMP in accomplishing it shall be evaluated and new Objectives will be formulated based on past experience.

TASK 4
POLICY SUMMARY AND ACTION LIST

Policy	Description
CMP Policy 4A Tracking Implemented Strategies	All implemented CM strategies will be listed in Appendix D of this report. Projects that were listed in Appendix D prior to implementation will be moved to Appendix D following implementation. RPC staff will make all attempts to list any project that could be considered Congestion Management, regardless of its prior relationship to the CMP. The strategies and projects listed in Appendix D will be updated once annually.
CMP Policy 4B Assessing Strategy Effectiveness	Agreed-upon strategy performance measures will be listed in Appendix D, including policies for frequency of evaluations and method of reporting.
CMP Policy 4C Explaining Strategy Effectiveness	Whenever the effectiveness of a strategy has been assessed via its established performance measures, it shall be presented for discussion to the TAC. Results of the discussion will be recorded in Appendix D.
CMP Policy 4D Incorporating Strategy Assessments Into Other CMP Tasks	Task 1, Defining and Measuring Congestion: Implemented strategies and their effectiveness assessments will be included in any relevant CSR’s, and therefore considered in Task 1. Assessments will also be presented to TACs, which will determine their effect on reducing congestion. Task 2, Strategy Identification and Selection: The performance assessments of previously implemented strategies will be an invaluable resource for the identification and selection

	<p>of new CM strategies. TACs will consider the performance of implemented strategies in the identification, vetting, and selection of new strategies.</p> <p>Task 3, Strategy Implementation: Successful application of CM strategies can provide a justification and impetus for implementing new, related strategies.</p>
<p>CMP Policy 4E Objectives and Performance Measures</p>	<p>Once annually the CMP Objectives will be reviewed and evaluated based on their predetermined Performance Measures.</p> <p>At the end of an Objective's performance period the success of the CMP in accomplishing it shall be evaluated and new Objectives will be formulated based on past experience.</p>

SUMMARY & ACTION LIST

This CMP Plan outlines actions for the RPC and its partners to identify and define congestion, select and implement mitigation strategies, and evaluate the performance of those strategies. It is important to note that while this document serves as a guide, it is also a tool for tracking and monitoring Congestion Management activities. The RPC is responsible for the activities that will ensure the CMP is an ongoing process rather than a one-time plan update. The following actions are necessary to maintain the CMP:

- * **Technical Advisory Committee (TAC) Meetings:** The RPC is responsible for hosting Technical Advisory Committee Meetings. TAC input is used for identifying congestion, recommending and selecting congestion management strategies.
 - **Recurrence:** Once annually
 - **Membership:** Traffic engineers and planners from each regional parish and each transit operator, as well as LaDOTD & FHWA
 - **Follow-up Activities:** RPC will create meeting summaries for each TAC meeting. Summaries will be distributed to members. TAC recommendations will be noted in the appropriate section of the CMP, and strategy implementation will be pursued as necessary.
- * **Data Collection and Management:** Qualitative data requirements of the CMP will be accomplished through the RPC's overall data collection and management program. Since traffic data is used for purposes beyond the CMP, policies and procedures for data collection and management are part of a separate, stand-alone program.
- * **CM Index Calculations:** The CM Index is the CMP's quantitative measure of congestion. The Index is calculated with a formula including ADT, Speed, and Commercial Operated Vehicles. The RPC is responsible for calculating the index.
 - **Recurrence:** The Index will be recalculated for all CM routes once annually.
- * **CM Network Data Maintenance (Appendix A & Appendix E):** Appendix A of the CMP report lists changes that have been made to the CM Network. Appendix E contains Corridor Summary Reports (CSR), which include basic information about each CM route.
 - **Recurrence:** Appendix A will be updated when CM routes are changed and such changes have been approved by the TAC. Appendix E will be updated once annually to reflect available data.
- * **Planned CM Strategy Tracking (Appendix C):** The CMP attempts to track planned programs and projects that are expected to reduce congestion. Appendix C lists planned projects.
 - **Recurrence:** Appendix C will be updated once annually.
- * **Implemented CM Strategy Tracking (Appendix D):** The CMP also tracks projects that have been implemented. Such projects are listed in Appendix D.
 - **Recurrence:** Appendix D will be updated once annually.
- * **Objective and Performance Measure Tracking:** The CMP includes several objectives meant to guide the strategy selection and performance measuring processes. These each involve the

accomplishment of a measurable goal within a specific time frame. The RPC will monitor progress towards objective achievement.

- Recurrence: Performance Measures for each objective will be checked once annually. At the end of an objective's given timeframe, RPC will report results to the TAC.

APPENDIX A RECORD OF CM NETWORK CHANGES

Changes to the CM Network should be documented below. Include the date of change, the purpose, and a detailed description of the changes made.

Date of Change: July, 2009

Purpose for Change: Network was modified to reflect changes in land use, population patterns, and transportation needs that have taken place since the Congestion Management System was last written. The

Description of Change: The following modifications have been made:

- * End the W. Esplanade CM Corridor at Williams Blvd. rather than Loyola Blvd.
- * End the Veterans Blvd. CM corridor at Loyola Blvd. rather than the parish line.
- * Remove the Loyola Ave. portion of the Earhart corridor section and extend the Earhart corridor down Calliope to Convention Center Blvd.
- * Change the eastern terminus of the Tchoupitoulas corridor to Napoleon Ave. rather than Nashville Ave.
- * End the St. Charles corridor at the Pontchartrain Expressway rather than Canal St.
- * End the US 90 East corridor at Alcee Fortier Blvd. rather than US 11.
- * End the Hayne Blvd. corridor at Read Rd. rather than Paris Rd.
- * Include all of I-310 as a CM corridor
- * Extend the US 61 corridor to LA 3188 (Belle Terre Blvd.)
- * Extend the Terry Parkway corridor down Wall Blvd. to Lapalco Blvd
- * Extend the LA 23 (Belle Chasse Hwy.) corridor to the entrance of Alvin Calender Field (Russell Dr.)
- * Extend the Baratavia Blvd. corridor down Lafitte-Larose Hwy. to Crown Point
- * Extend I-10 West corridor from I-310 to Belle Terre Blvd.

In addition, routes were defined for St. Tammany Parish, and are listed in the table below.

Route	From	To	Length (Centerline Miles)
I-10	Lake Pontchartrain S. Shore	State Line	
I-12	Parish Line	I-10 / I-59	
I-59	I-10 / I-12	State Line	
US 11	Lake Pontchartrain	LA 41	
US 190	LA 1077	Military Rd. & 190B	
US 190B (Fremaux Ave.)	Front St. / US 11	US 90	
US 190B (Boston St.)	US 190 (West Int.)	US 190 (East Int.)	
LA 21 (South)	LA 1077	US 190B	
LA 21 (North)	US 190	LA 59	
LA 22	N. Causeway Blvd.	LA 1085	
LA 25	US 190	LA 40	
LA 36 / Abita Hwy	LA 21	Dundee Rd.	
LA 41	LA 36	US 11	
LA 59	US 190	LA 36	
LA 433 (West)	US 190	I-10	
LA 433 (East)	Pontchartrain Dr.	I-10	
LA 434	US 190	LA 36	
LA 437	US 190	LA 1081	
LA 437 S (Columbia St.)	US 190	US 190 B	
LA 1077	LA 22	US 190	
LA 1085 / Bootlegger	LA 22	LA 21	
LA 1088	LA 59	I-12	
LA 1090 / Military Rd.	Gause Blvd.	US 11	
LA 1091 / Robert Rd.	Gause Blvd	US 11	
LA 3228	US 190 (N. Int.)	US 190 (S. Int.)	
Brownswitch Rd.	US 11	LA 1090 / Military Rd.	
Causeway	Lake Pontchartrain S. Shore	LA 22	
E. Causeway Approach	Causeway	US 190	
W. Causeway Approach	LA 22	Causeway	
Harrison Ave.	US 190	LA 59	
Northshore Blvd.	US 190	Bellaire Blvd.	
Sharp Rd.	LA 3228	LA 59	

APPENDIX B

CM INDEX FORMULA / METHODOLOGY

The CM Index has three primary components – Average Daily Traffic (ADT) per Lane, Travel Speed Ratio (Average Speed to Posted Speed), and percent commercially occupied vehicles (% CVO). Each roadway segment on a CM route is assigned an ordinal rank, 1-5, for each of these measures. Ranking categories are predetermined and summarized in the sections below. Those scores are then applied to a formula, in which each of the measures is weighted for its relative importance to overall congestion. The formula is:

$$\text{CM Index} = (.75) \text{ Travel Speed Ratio Score} + (.15) \text{ ADT Score} + (.10) \% \text{ CVO Score}$$

The index is calculated for each segment on the region’s 32 Congestion Management routes. The routes, segments, and their logical termini were determined by RPC staff in consultation with stakeholders from a variety of agencies. Together they make up a road network that carries the vast majority of the region’s VMT. Each CM segment can have a possible Index score of 1-5, with five representing the worst congestion and one representing near-free-flow conditions. Since the components of the formula are ranked on an ordinal scale, the Index provides a relative score by which congestion the CM segments can be judged against each other. In this sense the Index provides the RPC with a more specific method for determining which of the region’s roadways have the “worst” congestion than other measures.

Each component of the formula is briefly described below.

Travel Speed Ratio

Travel Speed Ratio is calculated as the average observed speed on a road segment divided by the posted speed limit. Average travel speeds are determined through actual drive-time testing utilizing GPS tracking equipment. The higher the ratio, the more quickly traffic moves on a roadway segment. The ordinal scores for Travel Speed Ratio are:

Score	Travel Speed
1	> 1
2	≤ 1
3	≤ 0.75
4	≤ 0.5
5	≤ 0.25

Average Daily Traffic

Average Daily Traffic (ADT) data is attained through a variety of sources, including RPC’s consultant contracts, the Parishes and municipalities, and LaDOTD’s traffic data collection program. ADT per lane rankings are used in order to normalize data on road segments with varying numbers of lanes. The ADT per lane ordinal scores are:

Score	ADT Per Lane
1	< 4,999
2	≤ 9,999
3	≤ 14,999
4	≤ 19,999
5	≥ 20,000

% COV (Commercially Operated Vehicles)

The percentage of Commercially Operated Vehicles is the percentage of total vehicle traffic that is comprised of Class 4 and above vehicles (See FHWA *Traffic Monitoring Guide*, Section 4). This data is collected through a variety of sources, including automatic and manual counting methods. The % COV ordinal scores are:

Score	% COV
1	< 3.99%
2	≤ 6.99%
3	≤ 9.99%
4	≤ 12.99%
5	≥ 13%

APPENDIX C

CM STRATEGIES PLANNED FOR IMPLEMENTATION

Strategy Title: New Orleans Regional Commuter Assistance Program (CAP)

Date of Recommendation:

Briefly describe the strategy and its expected outcomes:

The CAP will provide direct outreach to commuters, especially via employers, to encourage alternative commuting modes and other Travel Demand Strategies (TDM). It will encourage ridesharing, transit use, and walking and biking to work. It will establish a ride-matching website. Currently funds are only available for the New Orleans urbanized area, and not for Slidell or Mandeville/Covington. Strategy emphasis areas should take into consideration the transportation characteristics of the current target area. Shorter travel distances would suggest that encouraging alternative modes may be more effective than encouraging rideshare. However, rideshare may still be an effective strategy for certain commutes, such as those between the East and West bank of the Mississippi River, which could utilize the HOV lanes on the Crescent City Connection. It is expected that funding will eventually be made available for the urbanized areas on the Northshore, at which time it may become beneficial to place a greater emphasis on rideshare programs.

Describe potential methods for implementation, i.e. whether the project should be implemented as a stand-alone project or in conjunction with other projects. If the strategy should be implemented in conjunction with other projects, describe the type of project it should be a part of and, if applicable, any planned projects with which it might be included.

The CAP should be considered a stand-alone project. It is unlikely to be implemented along with other projects. However, it is possible that future public outreach projects could include information about CAP.

Describe the steps taken/required for implementation, including potential funding and primary stakeholders:

A Scope of Work is currently under development and funding has been identified. DOTD will provide the MPO with \$100,000 annually for TDM strategy implementation. At present all of these funds are slated to be used for the CAP. Agreements must be made to receive the funds from DOTD and the program must be included in the TIP. A managing consultant must also be selected.

Has the project been included in the TIP? Yes No

Expected Date of Implementation: Summer, 2010

APPENDIX D IMPLEMENTED CM STRATEGIES

**Matrix of Implemented Strategies
and CM Routes**

	<i>Transportation Demand Management</i>					<i>Operational Management Strategies</i>				<i>Capacity Increases</i>
	Transit	Rideshare	Non-motorized	Change Commute Times / Patterns	Land Use Management	Access Management	Transportation Systems Management	Incident Management	Intelligent Transportation Systems	Add Travel Lanes
Regionwide										
Southshore	?									
I-10 West	?									
I-10 East	?									
I-610	?									
I-310	?									
LA 47 / I-510 / Paris Rd.	?									
US 90 B / Westbank Expressway	?									
Causeway	?									
US 61 / Airline Hwy. / Tulane	?									
Veterans	?									
Earhart	?									
US 90 West	?									
US 90 East	?									
Hayne / L.C. Simon / R. E. Lee	?									
Elysian Fields	?									
Canal St. / Blvd.	?									

**Matrix of Implemented Strategies and
CM Routes**

	Transportation Demand Management					Operational Management Strategies			Capacity Increases	
	Transit	Rideshare	Non-motorized	Change Commute Times / Patterns	Land Use Management	Access Management	Transportation Systems Management	Incident Management	Intelligent Transportation Systems	Add Travel Lanes
N. Claiborne / Judge Perez Dr. / LA 39	?									
N. Rampart / St. Claude / St. Bernard / LA 46	?									
Clearview	?									
Lapalco / Behrman Hwy.	?									
LA 23	?									
Williams Blvd / LA 49	?									
Hickory / David / Power	?									
W. Esplanade	?									
Tchoupitoulas	?									
General DeGaulle	?									
Barataria / Lafitte Larose	?									
Manhattan	?									
Carrollton Ave.	?									
Read	?									
St. Charles Ave.										
Terry Pkwy. / Wall Blvd.										
Northshore										
I-10										
I-12										
I-59										

Matrix of Implemented Strategies and CM Routes

	Transportation Demand Management					Operational Management Strategies				Capacity Increases
	Transit	Rideshare	Non-motorized	Change Commute Times / Patterns	Land Use Management	Access Management	Transportation Systems Management	Incident Management	Intelligent Transportation Systems	Add Travel Lanes
US 11										
US 190										
US 190B (Fremaux Ave.)										
US 190B (Boston St.)										
LA 21 (South)										
LA 21 (North)										
LA 22										
LA 25										
LA 36 / Abita Hwy										
LA 41										
LA 59										
LA 433										
LA 434										
LA 437										
LA 437 S (Columbia St.)										
LA 1077										
LA 1085 / Bootlegger										
LA 1088										
LA 1090 / Military Rd.										
LA 1091 / Robert Rd.										

Matrix of Implemented Strategies and CM Routes

	<i>Transportation Demand Management</i>					<i>Operational Management Strategies</i>				<i>Capacity Increases</i>
	Transit	Rideshare	Non-motorized	Change Commute Times / Patterns	Land Use Management	Access Management	Transportation Systems Management	Incident Management	Intelligent Transportation Systems	Add Travel Lanes
LA 3228										
Brownswitch Rd.										
Causeway										
E. Causeway Approach										
W. Causeway Approach										
Harrison Ave.										
Northshore Blvd.										
Sharp Rd.										

Strategy Title: Regional Incident Management Programs

Date of Implementation: Ongoing

Briefly describe the strategy and its expected outcomes:

Incident Management is a broad collection of strategies that attempts to respond to both planned and unplanned interruptions to normal traffic flow, including but not limited to construction, special events, crashes, and disabled vehicles. Currently a number of agencies are working together to improve preparation for planned events and response to unplanned/emergency events. Several key strategies have been developed and are described below:

- * Incident Management Teams - Incident Management team meetings are held monthly on both the North and South shores of Lake Pontchartrain. The teams include LADOTD, law enforcement agencies, first responders, the RPC, and several other pertinent stakeholders. The meetings provide a forum for interagency coordination and information exchange. Stakeholders learn about the incident management capabilities of other agencies, and can identify needs, conflicts, and redundancies. At each meeting, recent incidents and their outcomes are discussed to determine lessons learned and continually refine incident response strategies.
- * LADOTD District 62 is currently developing diversion routes for major interchanges to respond to incidents. The routes identify alternative roads for both commercial and passenger vehicles. They are being identified for road closures at all Interstate exchanges in District 62, which covers the Northshore. The potential routes will be reviewed and commented upon by law enforcement and other relevant agencies before being finalized.
- * Regional Transportation Management Center (RTMC) – The RTMC is a new facility housing the RPC and LADOTD’s District 2 Engineering Division, as well as a state-of-the-art traffic monitoring center. A primary function of the RTMC will be to monitor and control the region’s Intelligent Transportation System (ITS), which provides a constant stream of data about the transportation system from a variety of detectors, cameras, and agencies. The RTMC will play a major role in Incident Management through the following tasks:
 - Detecting incidents and reporting them to the appropriate law enforcement agency, potentially increasing response times and incident resolution. Increased response times allow for roadways to be cleared more quickly, thereby reducing the duration of incident-caused congestion.
 - Monitoring for necessary operational adjustments. When an incident is detected or severe congestion is noted, the RTMC is able to contact relevant agencies to make necessary operational changes. For example, during a road closure the RTMC can inform LADOTD when it becomes necessary to adjust signal timings on detour routes to compensate for increased traffic.
 - Allowing special event monitoring by law enforcement and traffic control entities. Real-time monitoring allows stakeholders to make operational adjustments as necessary during special events.
 - Providing traveler information regarding incidents via Dynamic Messaging Signs, 511, and other outreach media such as radio, TV, and the internet. Informed travelers are better able to make route adjustments or change travel behavior, thereby reducing the congestion impact of an incident.

Describe the performance measurement procedures for the strategy:

There is currently no standard performance measurement procedure for Incident Management. RPC should address this issue at Incident Management Team Meetings. Potential measures should consider response times and clearance times for unplanned / emergency events, and the impact on congestion for both planned and unplanned events.

Describe the results of all performance evaluations:

Describe any lessons learned, specifically as they relate to future CM activities:

- The RPC should contact District 2 to determine if it is developing diversion routes similar to District 62.

APPENDIX E
SOUTHSHORE CORRIDOR SUMMARY REPORTS

NOTE: All traffic data in CSRs are averages for the entire corridor.

Corridor Summary Report

Corridor: Barataria / Lafitte Larose Hwy.

Last Updated: 9/21/09

Description: From US 90 B to Barataria & Lafitte Larose (S. Intersection)

Segments

From	To
US 90 B	Patriot
Patriot	Lapalco
Lapalco	Barataria & Lafitte Larose (N Intersection)
Barataria & Lafitte Larose (N Intersection)	Destrehan
Destrehan	Barataria & Lafitte Larose (S Intersection)

Traffic Data (Averages based on latest available data, December, 2009)

ADT	CM Index	Index Rank
34,315	3.15	7

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Canal St. / Blvd.

Last Updated: 9/21/09

Description: Robert E. Lee Blvd. to Convention Center Blvd.

Segments

From	To
Robert E. Lee	Harrison
Harrison	I-610
I-610	City Park Ave.
City Park Ave.	Carrollton Ave.
Carrollton Ave.	Jefferson Davis Pkwy.
Jefferson Davis Pkwy.	Broad St.
Broad St.	Galvez
Galvez	Claiborne
Claiborne	N. Rampart
N. Rampart	Convention Center Blvd.

Traffic Data

ADT	CM Index	Index Rank
19,021	2.69	20

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Carrollton Ave.

Last Updated: 9/21/09

Description: Esplanade Ave. to St. Charles Ave.

Segments

From	To
Esplanade Ave.	Orleans Ave.
Orleans Ave.	Canal St.
Canal St.	Tulane Ave.
Tulane Ave.	I-10
I-10	Palmetto St.
Palmetto St.	Earhart Blvd.
Earhart Blvd.	Claiborne Ave.
Claiborne Ave.	Oak St.
Oak St.	St. Charles Ave.

Traffic Data

ADT	CM Index	Index Rank
38,501	2.93	11

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Causeway Blvd.

Last Updated: 9/21/09

Description: Southshore Toll Plaza to River Road

Segments

From	To
Southshore Toll Plaza	W. Esplanade Ave.
W. Esplanade Ave.	Veterans Blvd.
Veterans Blvd.	I-10
I-10	US 61 / Airline Hwy.
US 61 / Airline Hwy.	Earhart Blvd.
Earhart Blvd.	LA 48 / Jefferson Hwy.
LA 48 / Jefferson Hwy.	River Road

Traffic Data

ADT	CM Index	Index Rank
53,974	2.68	21

TAC Meeting Results

Jody Savoie of Jefferson Parish Traffic division provided input on Causeway Blvd. in November, 2009. His comments are summarized below:

- Capacity improvements north of W. Napoleon Blvd. are highly unlikely due to the cost of replacing overpasses and lack of right-of-way.
- Capacity increases between I-10 and Airline Hwy. are possible given current right of way, if the existing drainage ditches are covered. Such increases may be considered for future planning.
- Signal timing is not a major issue between I-10 and Airline Hwy., as there are only 2 signals on this segment. Capacity increases appear to be the most effective engineering solution to congestion on this portion of the corridor.

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

The Causeway Blvd. / I-10 interchange is currently being reconfigured as part of a major improvement project. It is expected to greatly improve the flow of traffic on I-10, Causeway Blvd., and Veterans Blvd.

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Claiborne Ave / LA 39 / Judge Perez Dr.

Last Updated: 9/21/09

Description: Tulane Ave. to LA 46

Segments

From	To
Tulane Ave.	Canal St.
Canal St.	Orleans Ave.
Orleans Ave.	Esplanade Ave.
Esplanade Ave.	St. Bernard Ave.
St. Bernard Ave.	Elysian Fields Ave.
Elysian Fields Ave.	Franklin
Franklin	France
France	Forstall
Forstall	Parish Line
Parish Line	Paris Rd.
Paris Rd.	Archbishop Hannan
Archbishop Hannan	Colonial
Colonial	LA 46

Traffic Data

ADT
24,412

CM Index	Index Rank
3.12	9

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report – HIGH PRIORITY CORRIDOR

Corridor: Clearview Pkwy.

Last Updated: 9/21/09

Description: W. Esplanade Ave. to LA 48 / Jefferson Hwy.

Segments

From	To
W. Esplanade	Veterans Blvd.
Veterans Blvd.	I-10
I-10	W. Metairie Ave.
W. Metairie Ave.	US 61 / Airline Hwy.
US 61 / Airline Hwy.	Earhart Blvd.
Earhart Blvd.	Mounes
Mounes	LA 48 / Jefferson Hwy.

Traffic Data

ADT	CM Index	Index Rank
49,950	3.93	1

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Earhart / Calliope St.

Last Updated: 8/21/09

Description: Dickory / HDP to Convention Center Blvd.

Segments

From	To
Dickory / HDP	Clearview Blvd.
Clearview Blvd.	Cleary
Cleary	Deckbar Ave.
Deckbar Ave.	Hamilton
Hamilton	Carrollton Ave.
Carrollton Ave.	Jefferson Davis
Jefferson Davis	Broad St.
Broad St.	Claiborne Ave.
Claiborne Ave.	Loyola Ave.
Loyola Ave.	St. Charles Ave.
St. Charles Ave.	Convention Center Blvd.

Traffic Data

ADT
32,119

CM Index	Index Rank
2.08	28

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Elysian Fields Ave.

Last Updated: 9/21/09

Description: Leon C. Simon to N. Peters St.

Segments

From	To
Leon C. Simon Ave.	Filmore Ave.
Filmore Ave.	Mirabeau Ave.
Mirabeau Ave.	Gentilly Ave.
Gentilly Ave.	I-610
I-610	I-10
I-10	Claiborne Ave.
Claiborne Ave.	St. Claude Ave.
St. Claude Ave.	N. Peters St.

Traffic Data

ADT
21,349

CM Index	Index Rank
3.14	8

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: General DeGaulle Blvd.

Last Updated: 9/21/09

Description: US 90 B to Sullen Place

Segments

From	To
US 90 B / Westbank Expressway	Wall Blvd.
Wall Blvd.	McArthur Blvd.
McArthur Blvd.	Behrman Hwy.
Behrman Hwy.	Kabel
Kabel	Sullen Place.

Traffic Data

ADT
44,446

CM Index	Index Rank
2.68	22

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Hickory / David / Power

Last Updated: 9/21/09

Description: W. Esplanade Ave. to LA 48 / Jefferson Hwy.

Segments

From	To
W. Esplanade Ave.	I-10
I-10	Veterans
Veterans	US 61 / Airline Hwy.
US 61 / Airline Hwy.	Earhart Blvd.
Earhart Blvd.	Citrus
Citrus	Mounes ROW
Mounes ROW	LA 48 / Jefferson Hwy.

Traffic Data

ADT	CM Index	Index Rank
32,694	2.81	15

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: I-10 (West)

Last Updated: 9/21/09

Description: Belle Terre Blvd. to Canal St.

Segments

From	To
Belle Terre Blvd.	I-55
I-55	I-310
I-310	Jefferson Parish Line
Jefferson Parish Line	Loyola Blvd.
Loyola Blvd.	Williams Blvd.
Williams Blvd.	Power
Power	Veterans Blvd.
Veterans Blvd.	Clearview Blvd.
Clearview Blvd.	Causeway Blvd.
Causeway Blvd.	Bonnabel Ave.
Bonnabel Ave.	I-610
I-610	Metairie Rd.
Metairie Rd.	Carrollton Ave.
Carrollton Ave.	US 90 B
US 90 B	Poydras
Poydras	Canal St.

Traffic Data

ADT
105,953

CM Index	Index Rank
2.86	12

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: I-10 (East)

Last Updated: 9/21/09

Description: Canal St. to I-510

Segments

From	To
Canal St.	Orleans
Orleans	Esplanade
Esplanade	N. Claiborne
N. Claiborne	Elysian Fields
Elysian Fields	I-610
I-610	Louisa
Louisa	Downman
Downman	Chef Menteur
Chef Menteur	Morrison
Morrison	Crowder
Crowder	Read
Read	Bullard
Bullard	I-510

Traffic Data

ADT	CM Index	Index Rank
97,535	3.35	3

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: I-610

Last Updated: 9/21/09

Description: I-10 West Interchange to I-10 East Interchange

Segments

From	To
I-10 West Interchange	West End Blvd.
West End Blvd.	Canal
Canal	St. Bernard
St. Bernard	Broad
Broad	Elysian Fields
Elysian Fields	I-10 East Interchange

Traffic Data

ADT
70,137

CM Index	Index Rank
2.28	25

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: I-310

Last Updated: 9/21/09

Description: I-10 to US 90

Segments

From	To
I-10 West	US 61
US 61	LA 48
LA 48	LA 18
LA 18	LA 3127
LA 3127	US 90 West

Traffic Data

ADT
36,794

CM Index	Index Rank
Not Available	

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: I-510 / LA 47 / Paris Rd.

Last Updated: 9/21/09

Description: Haynes Blvd. to LA 46 / St. Bernard Hwy.

Segments

From	To
Haynes	I-10
I-10	Lake Forest
Lake Forest	US 90
US 90	Almonaster
Almonaster	Orleans Parish Line
Orleans Parish Line	Arpent Canal
Arpent Canal	LA 39 / Judge Perez
LA 39 / Judge Perez	LA 46 / St. Bernard Hwy.

Traffic Data

ADT	CM Index	Index Rank
29,662	2.74	19

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 23 / Belle Chasse Hwy.

Last Updated: 9/21/09

Description: US 90 B to Naval Air Station

Segments

From	To
US 90 B / Westbank Expressway	Whitney Ave.
Whitney Ave.	Terry Pkwy.
Terry Pkwy.	Behrman Hwy.
Behrman Hwy.	Parish Line
Parish Line	LA 406 / Woodland Hwy.
LA 406 / Woodland Hwy.	Naval Air Station

Traffic Data

ADT	CM Index	Index Rank
33,898	3.18	6

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Robert E. Lee / L.C. Simon / Hayne

Last Updated: 9/21/09

Description: Lake Ave. to Paris Rd.

Segments

From	To
Lake Ave.	West End Blvd.
West End Blvd.	Canal Blvd.
Canal Blvd.	Wisner Ave.
Wisner Ave.	L.C. Simon & R.E. Lee
L.C. Simon & R.E. Lee	Elysian Fields Ave.
Elysian Fields Ave.	Franklin Ave.
Franklin Ave.	Downman Rd.
Downman Rd.	Crowder Blvd.
Crowder Blvd.	Read Blvd.
Read Blvd.	Bullard Ave.
Bullard Ave.	Paris Rd.

Traffic Data

ADT	CM Index	Index Rank
16,747	2.14	27

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 46 / N. Rampart / St. Claude Ave. / St Bernard Hwy.

Last Updated: 9/21/09

Description: Canal St. to LA 39

Segments

From	To
Canal St.	Orleans Ave.
Orleans Ave.	Esplanade Ave.
Esplanade Ave.	Elysian Fields Ave.
Elysian Fields Ave.	Industrial Canal
Industrial Canal	Parish Line
Parish Line	Paris Rd.
Paris Rd.	Archbishop Hannan
Archbishop Hannan	Colonial
Colonial	LA 39

Traffic Data

ADT	CM Index	Index Rank
17,618	3.25	5

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 48 / Jefferson Hwy.

Last Updated: 9/21/09

Description: Williams Blvd. to Clearview Pkwy.

Segments

From	To
Williams	Filmore
Filmore	Little Farms
Little Farms	Citrus
Citrus	Rural
Rural	Hickory
Hickory	Edwards
Edwards	Clearview

Traffic Data

ADT	CM Index	Index Rank
22,710	2.18	26

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 49 / Williams Blvd.

Last Updated: 9/21/09

Description: LA 48 / Jefferson Hwy. to Sunset Blvd.

Segments

From	To
LA 48	US 61
US 61	Veterans
Veterans	I-10
I-10	W. Esplanade
W. Esplanade	Sunset

Traffic Data

ADT	CM Index	Index Rank
24,570	3.33	4

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Lapalco Blvd. / Behrman Hwy. – *HIGH PRIORITY CORRIDOR*

Last Updated: 9/21/09

Description: US 90 to General DeGaulle

Segments

From	To
US 90	Segnette
Segnette	Tanglewood
Tanglewood	Ames
Ames	Barataria
Barataria	Destrehan
Destrehan	Peters
Peters	Manhattan
Manhattan	LA 23
LA 23	Holmes
Holmes	DeGaulle

Traffic Data

ADT	CM Index	Index Rank
33,886	2.8	16

TAC Meeting Results

Jody Savoie of Jefferson Parish Traffic division provided input on Causeway Blvd. in November, 2009. His comments are summarized below:

- The intersection of Lapalco and Manhattan Blvd. is a major cause of congestion on Lapalco Blvd. Capacity increases to Lapalco are not the best solution to this problem. Better signal timing, such as giving more time to Manhattan, as well as capacity increases on Manhattan may have a positive impact on congestion. Increasing Manhattan to 3 lanes and adding right turn lanes onto Lapalco are suggested.

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Manhattan Blvd. – *HIGH PRIORITY CORRIDOR*

Last Updated: 9/21/09

Description: US 90 B to Lapalco Blvd.

Segments

From	To
US 90 B / Westbank Expressway	Gretna Blvd.
Gretna Blvd.	Lapalco

Traffic Data

ADT	CM Index	Index Rank
42,210	2.08	29

TAC Meeting Results

Jody Savoie of Jefferson Parish Traffic division provided input on Causeway Blvd. in November, 2009. His comments are summarized below:

- It is suggested that capacity be increased on Manhattan to 6 lanes, with turn lanes at Lapalco Blvd. It is also suggested that signal timings be adjusted to give more time to Manhattan.
- Access Management may provide substantial benefits to congestion on Manhattan, which is a major commercial corridor. In the past access management has been difficult to implement due to resistance from the business community. The RPC should work with Jefferson Parish and the business community to resolve some of these issues.

Expected / Planned Changes

Three projects between Gretna Blvd. and the Westbank Expressway are expected to improve congestion on this portion of Manhattan Blvd. More information on these projects has been requested from Jefferson Parish.

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Read Blvd.

Last Updated: 9/21/09

Description: Hayne to Almonaster

Segments

From	To
Hayne	Morrison
Morrison	I-10
I-10	Lake Forest
Lake Forest	Dwyer
Dwyer	Chef Menteur
Chef Menteur	Almonaster

Traffic Data

ADT	CM Index	Index Rank
18,386	1.82	31

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: St Charles Ave.

Last Updated: 9/21/09

Description: Carrollton Ave. to US 90 B

Segments

From	To
Carrollton	Broadway
Broadway	Nashville
Nashville	Napoleon
Napoleon	Jackson
Jackson	US 90 B / Ponchartrain Expressway

Traffic Data

ADT	CM Index	Index Rank
22,524	2.84	14

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Tchoupitoulas St.

Last Updated: 9/21/09

Description: Napoleon Ave. to US 90 B

Segments

From	To
Napoleon	Louisiana
Louisiana	Jackson
Jackson	US 90 B / Pontchartrain Expressway

Traffic Data

ADT	CM Index	Index Rank
24,162	3.46	2

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Terry Pkwy. / Wall Blvd.

Last Updated: 9/21/09

Description: US 90 B to Lapalco Blvd.

Segments

From	To
US 90 B / Westbank Expwy.	Holmes
Holmes	Stumpf
Stumpf	Carol Sue
Carol Sue	LA 23 / Belle Chasse Hwy.
LA 23 / Belle Chasse Hwy.	Lapalco

Traffic Data

ADT
35,573

CM Index	Index Rank
2.05	30

TAC Meeting Results

Expected / Planned Changes

Jefferson Parish is implementing minor geometric changes at the downramp of the Crescent City Connection.

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: US 61 / Airline Hwy. / Tulane Ave

Last Updated: 9/21/09

Description: Belle Terre Blvd. to Claiborne Ave.

Segments

From	To
Belle Terre Blvd.	US 51
US 51	S. J. Parish Line
S. J. Parish Line	Ormond Blvd.
Ormond Blvd.	I-310
I-310	Parish Line
Parish Line	LA 49 / Williams
LA 49 / Williams	David Dr.
David Dr.	Clearview
Clearview	Causeway
Causeway	JP Line
JP Line	I-10
I-10	Carrollton
Carrollton	Broad
Broad	Claiborne

Traffic Data

ADT
30,763

CM Index	Index Rank
2.85	13

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: US 90 B / Pontchartrain Expwy. / Westbank Expressway (Elevated)

Last Updated: 9/21/09

Description: I-10 to US 90

Segments

From	To
I-10	Claiborne Ave.
Claiborne Ave.	Loyola Ave.
Loyola Ave.	St. Charles Ave.
St. Charles Ave.	Tchoupitoulas
Tchoupitoulas	General DeGaulle
General DeGaulle	Terry Pkwy.
Terry Pkwy.	Stumpf
Stumpf	Lafayette
Lafayette	Manhattan
Manhattan	Barataria
Barataria	Ames
Ames	Westwood
Westwood	Tanglewood
Tanglewood	Louisiana
Louisiana	Segnette
Segnette	US 90

Traffic Data

ADT
84,922

CM Index	Index Rank
2.67	23

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: US 90 (East) / Broad St. / Gentilly Blvd. / Chef Menteur Hwy.

Last Updated: 9/21/09

Description: Tulane Ave. to Alee Fortier Blvd.

Segments

From	To
Tulane Ave.	Canal St.
Canal St.	Esplanade
Esplanade	St. Bernard
St. Bernard	I-610
I-610	Elysian Fields
Elysian Fields	Franklin
Franklin	France
France	Downman
Downman	I-10
I-10	Read
Read	I-510
I-510	Alcee Fortier

Traffic Data

ADT
22,855

CM Index	Index Rank
2.63	24

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: US 90 (West) / Jefferson Hwy. / Claiborne Ave.

Last Updated: 9/21/09

Description: I-310 to Tulane Ave.

Segments

From	To
I-310	JP Parish Line
JP Parish Line	Lapalco
Lapalco	US 90 B / Westbank Expressway
US 90 B / Westbank Expressway	HPL Traffic Circle
HPL Traffic Circle	Jefferson Hwy. / Clearview
Jefferson Hwy. / Clearview	Causeway
Causeway	Monticello
Monticello	Carrollton
Carrollton	Napoleon
Napoleon	Louisiana
Louisiana	M.L.K.
M.L.K.	Tulane

Traffic Data

ADT
36,635

CM Index	Index Rank	Index Date
2.63	24	

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Veterans Blvd. – *HIGH PRIORITY CORRIDOR*

Last Updated: 9/21/09

Description: Williams Blvd. to West End Blvd.

Segments

From	To
Williams	Power
Power	I-10
I-10	Clearview
Clearview	Cleary
Cleary	Causeway
Causeway	Bonnabel
Bonnabel	JP Line
JP Line	West End

Traffic Data

ADT
44,387

CM Index	Index Rank	Index Date
2.77	17	

TAC Meeting Results

Jefferson Parish’s approach to congestion mitigation on Veterans Blvd. focuses largely on operational improvements brought about through the implementation of ITS. Further large-scale capacity improvements are unlikely on most of the Veterans corridor.

Expected / Planned Changes

ITS improvements and signal upgrades will soon be completed on 5 intersections on Veterans Blvd. These intersections will give Jefferson Parish the capability to monitor traffic patterns and automatically adjust signal operations as necessary. It is Jefferson Parish’s goal to eventually extend these capabilities along the entire corridor, thereby making Veterans a “traffic responsive corridor.”

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: W. Esplanade Ave. – *HIGH PRIORITY CORRIDOR*

Last Updated: 9/21/09

Description: Williams Blvd. to Lake Ave.

Segments

From	To
Williams	Power
Power	Clearview
Clearview	Causeway
Causeway	Bonnabel
Bonnabel	Lake Ave.

Traffic Data

ADT
31,200

CM Index	Index Rank	Index Date
3.11	10	

TAC Meeting Results

Jody Savoie of Jefferson Parish Traffic division provided input on Causeway Blvd. in November, 2009. His comments are summarized below:

- W. Esplanade's capacity is a major cause of congestion on the corridor, especially between Severn and Causeway. However, due to right-of-way restrictions capacity increases are highly unlikely to occur.

RPC Note: The difficulty of increase capacity on W. Esplanade to meet current demand suggests the need for Congestion Management strategies that emphasize Operations improvements and Travel Demand Management.

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

APPENDIX F
NORTHSHORE CORRIDOR SUMMARY REPORTS

Corridor Summary Report

Corridor: I-10

Last Updated: 9/22/09

Description: Lake Pontchartrain S. Shore to MS State Line

Segments

From	To
Lake Pontch. S. Shore	Oak Harbor Blvd.
Oak Harbor Blvd.	Old Spanish Trail
Old Spanish Trail	US 190
US 190	Gause Blvd.
Gause Blvd.	I-12 / I-59
I-12 / I-59	State Line

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: I-12

Last Updated: 9/22/09

Description: Parish Line to I-10/I-59

Segments

From	To
Parish Line	LA 1077
LA 1077	LA 21
LA 21	US 190
US 190	LA 59
LA 59	LA 1088
LA 1088	LA 434
LA 434	Northshore Blvd.
Northshore Blvd.	US 11
US 11	I-10 / I-59

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: I-59

Last Updated: 9/22/09

Description: I-12/10 to MS State Line

Segments

From	To
I-12 / I-10	LA 1090
LA 1090	LA 41 Spur
LA 41 Spur	State Line

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: US 11

Last Updated: 9/22/09

Description: Lake Pontchartrain S. Shore to LA 41

Segments

From	To
Lake Pontchartrain	Eden Isles Blvd.
Eden Isles Blvd.	LA 433 / Old Spanish Trail
LA 433 / Old Spanish Trail	LA 433 & Front St.
LA 433 & Front St.	US 190B / Fremaux
US 190B / Fremaux	Gause
Gause	I-12
I-12	LA 1091
LA 1091	LA 41

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: US 190

Last Updated: 9/22/09

Description: LA 1077 to US 90

Segments

From	To
LA 1077	US 190 B
US 190 B	LA 25
LA 25	LA 437
LA 437	US 190 B
US 190 B	I-12
I-12	Fairway Dr.
Fairway Dr.	LA 22 / Emerald St.
LA 22 / Emerald St.	E. Causeway Approach
E. Causeway Approach	LA 59
LA 59	LA 1088
LA 1088	LA 434
LA 434	Northshore Blvd.
Northshore Blvd.	Carroll Rd.
Carroll Rd.	US 11 / Front St.
US 11 / Front St.	Robert Blvd.
Robert Blvd.	I-10
I-10	Cross Gates Blvd.
Cross Gates Blvd.	Military Rd. & Gause
Military Rd. & Gause	Military Rd. & 190B

Traffic Data

ADT

CM Index	Index Rank	Index Date

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: US 190B (West) / Fremaux Ave.

Last Updated: 9/22/09

Description: Front St. / US 11 to US 90

Segments

From	To
Front St. / US 11	I-10
I-10	Military Rd.
Military Rd.	US 90

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: US 190 B (East) / Boston St.

Last Updated: 9/22/09

Description: US 190 West Intersection to US 190 East Intersection

Segments

From	To
US 190 (West Int.)	LA 21
LA 21	US 190 (East Int.)

Traffic Data

ADT

CM Index	Index Rank	Index Date

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 21 (South)

Last Updated: 9/22/09

Description: LA 1077 to US 190B

Segments

From	To
LA 1077	I-12
I-12	LA 1085 / Bootlegger
LA 1085 / Bootlegger	11th Ave.
11th Ave.	US 190

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 21 (North)

Last Updated: 9/22/09

Description: US 190 to LA 59

Segments

From	To
US 190	LA 36
LA 36	LA 59

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 22

Last Updated: 9/22/09

Description: N. Causeway Blvd. to LA 1085

Segments

From	To
N. Causeway Blvd.	W. Causeway Approach
W. Causeway Approach	Winona Dr.
Winona Dr.	Tchefuncte River
Tchefuncte River	LA 1077
LA 1077	LA 1085

Traffic Data

ADT

CM Index	Index Rank	Index Date

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 25

Last Updated: 9/22/09

Description: US 190 to LA 40

Segments

From	To
US 190	Lake Ramsay Rd.
Lake Ramsay Rd.	LA 1077
LA 1077	LA 40

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 36 / Abita Hwy

Last Updated: 9/22/09

Description: LA 21 to Dundee St.

Segments

From	To
LA 21	LA 59
LA 59	LA 435
LA 435	Dundee St.

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 41

Last Updated: 9/22/09

Description: LA 41 Spur to US 11

Segments

From	To
LA 36	LA 41 Spur
LA 41 Spur	Pine St.
Pine St.	US 11

Traffic Data

ADT

CM Index	Index Rank	Index Date

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 59

Last Updated: 9/22/09

Description: US 190 to LA 36

Segments

From	To
US 190	LA 1088
LA 1088	I-12
I-12	LA 36
LA 36	LA 21

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 433 (West)

Last Updated: 9/22/09

Description: US 190 to I-10

Segments

From	To
US 190	Bayou Liberty
Bayou Liberty	Carroll Rd.
Carroll Rd.	US 11 / Front St.

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 433 East

Last Updated: 9/22/09

Description: Pontchartrain Dr. to I-10

Segments

From	To
Pontchartrain Dr.	I-10

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 434

Last Updated: 9/22/09

Description: US 190 to LA 36

Segments

From	To
US 190	I-12
I-12	LA 36

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 437

Last Updated: 9/22/09

Description: US 190 to LA 1081

Segments

From	To
US 190	River Rd.
River Rd.	LA 1081

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 437 Spur (Columbia St.)

Last Updated: 3/10/09

Description: US 190 to US 190B

Segments

From	To
US 190	Tyler St.
Tyler St.	US 190B

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 1077

Last Updated: 9/22/09

Description: LA 22 to US 190

Segments

From	To
LA 22	LA 21
LA 21	I-12
I-12	LA 1085
LA 1085	US 190

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 1085 / Bootlegger Rd.

Last Updated: 9/22/09

Description: LA 22 to LA 21

Segments

From	To
LA 22	I-12
I-12	LA 1077
LA 1077	LA 21

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 1088

Last Updated: 9/22/09

Description: LA 59 to I-12

Segments

From	To
LA 59	Soult St.
Soult St.	I-12
I-12	LA 36

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 1090

Last Updated: 9/22/09

Description: Gause Blvd. to US 11

Segments

From	To
Gause Blvd.	Brownswitch Rd.
Brownswitch Rd.	I-59
I-59	US 11

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 1091 / Robert Rd.

Last Updated: 9/22/09

Description: Gause Blvd. to US 11

Segments

From	To
Gause Blvd.	Brownswitch Rd.
Brownswitch Rd.	Haas Rd.
Haas Rd.	US 11

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: LA 3228

Last Updated: 3/10/10

Description: US 190 (S. Int.) to US 190 (N. Int.)

Segments

From	To
US 190 (S. Int.)	US 190 (N. Int.)

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Browns switch Rd.

Last Updated: 3/10/10

Description: US 11 to LA 1090 / Military Rd.

Segments

From	To
US 11	LA 1091 / Robert Blvd.
LA 1091 / Robert Blvd.	LA 1090 / Military Rd.

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Causeway

Last Updated: 9/22/09

Description: Southshore Toll Plaza to LA 22

Segments

From	To
S. Toll Plaza	N. Toll Plaza
N. Toll Plaza	LA 22

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: E. Causeway Approach

Last Updated: 9/22/09

Description: Causeway to US 190

Segments

From	To
Causeway	US 190

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: W. Causeway Approach

Last Updated: 9/22/09

Description: LA 22 to Causeway

Segments

From	To
LA 22	Causeway

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Harrison Ave.

Last Updated: 3/10/10

Description: US 190 to LA 59

Segments

From	To
US 190	LA 59

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Northshore Blvd.

Last Updated: 9/22/09

Description: US 190 to Bellaire Blvd.

Segments

From	To
US 190	I-10
I-10	Bellaire Blvd.

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies

Corridor Summary Report

Corridor: Sharp Rd.

Last Updated: 3/10/10

Description: LA 3228 to LA 59

Segments

From	To
LA 2228	LA 59

Traffic Data

ADT

CM Index	Index Rank

TAC Meeting Results

Expected / Planned Changes

Previously Implemented Congestion Management Strategies

Planned / Potential Congestion Management Strategies