

QUICK DVRPC Program Introductions

CONGESTION MANAGEMENT PROCESS (CMP)



The CMP is a systematic process for managing congestion. It provides information on transportation system performance and a range of strategies to minimize congestion and to help people and goods reach their destinations.

The CMP advances the goals of DVRPC's Long-Range Plan and strengthens the connection between the Plan, the Transportation Improvement Program (TIP), and other Commission efforts.

LONG-RANGE PLAN



CONNECTIONS 2040 PLAN FOR GREATER PHILADELPHIA

The *Connections 2040 Plan for Greater Philadelphia* (Publication #13042) was adopted by the DVRPC Board on July 25, 2013 as the long-range

plan for the Greater Philadelphia region. The *Connections* Plan puts a strong emphasis on creating livable communities, managing growth and protecting resources, building an energy-efficient economy, and creating a modern multimodal transportation system. Metropolitan planning organizations like DVRPC are key actors in regions across the country, responsible for coordinated, comprehensive, and continuing transportation planning. For more information, visit www.dvrpc.org/Connections2040.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



The TIP is the regionally agreed-upon list of priority projects, as required by federal law. The TIP must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. Projects address highway, transit, bicyclist, pedestrian, and freight-related needs. For more information, visit www.dvrpc.org/TIP.

CAMDEN COUNTY HIGHWAY MASTER PLAN



The Camden County Highway Master Plan will serve as the transportation element of the County Master Plan. Other component elements of the County Master Plan include Farmland

Preservation, Bicycling and Multi-Use Trails, and Land Use. Each is being developed in recognition and support of the others for the update of the overall Camden County Master Plan.



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Abstract The CMP newsletter series focuses on congested subcorridors in the Delaware Valley, alternating between New Jersey and Pennsylvania. This edition highlights the Camden County Highway Master Plan. For more information about any of these programs, please visit www.dvrpc.org.



LET US KNOW what YOU think!

This newsletter is part of a series that focuses on a selected subcorridor in the Delaware Valley. This is the fifth to focus on a subcorridor in New Jersey. The series includes an introduction to the Congestion Management Process (Publication #NL09007). Help make this a useful resource for other communities by sending any comments to Jesse Buerk, Senior Transportation Planner, at 215.238.2948 or jbuerk@dvrpc.org.



The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with the common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC documents and publications can be translated into alternate formats or languages, if requested. For more information, visit the DVRPC website at www.dvrpc.org or call 215.238.2871.

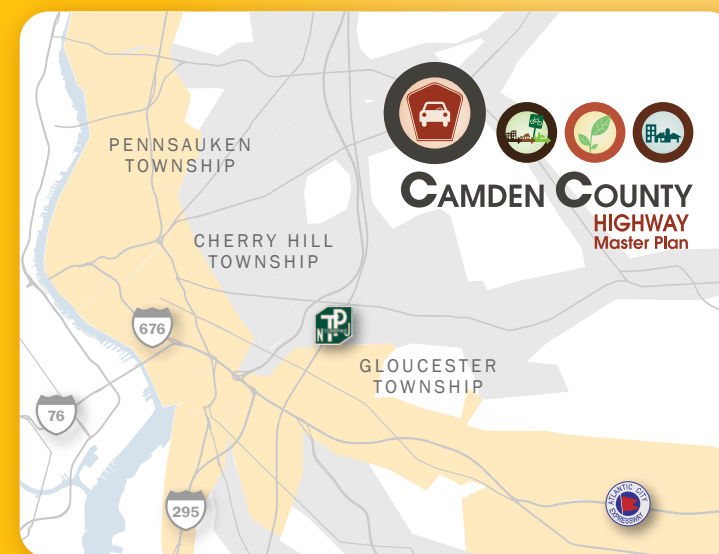
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Congestion Management Process (CMP)

Reducing Congestion in New Jersey

FOCUS: Camden County Highway Master Plan

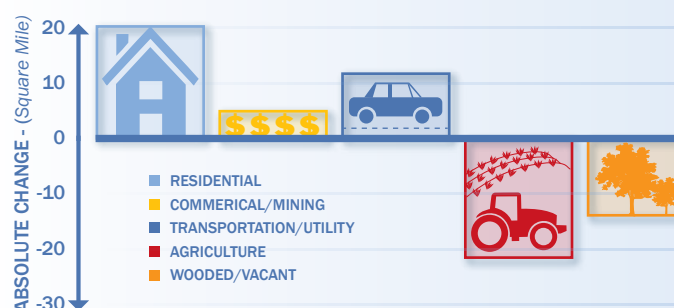


Together we can make your community and the region a better place to live and work. The CMP considers all modes of transportation in coordination with land use planning to help people and goods get to where they need to go. To help reduce congestion in Camden County, DVRPC is working on a Highway Master Plan focusing on the Camden County Route (CR) network that will directly support the county's new Land Use Master Plan and will integrate recommendations from the recent Bicycling and Multi-Use Trails Master Plan. DVRPC's travel demand forecasting model and the analytical procedures of the CMP will be used to identify CR infrastructure improvements. Project deliverables include a CR improvement program and implementation guide, and a GIS-database tool for managing the county's transportation assets. By considering the connections between toll, interstate, state, county, and local roads; trails, bikeways, and sidewalks; transit facilities; and land use, Camden County will be well positioned to understand and meet the future mobility needs of its residents and visitors.

What Can I Do as a Citizen?

- ▶ Combine trips when you can, take transit, carpool, or join a local ridesharing program.
- ▶ Take advantage of local shopping and recreational opportunities, especially when accessible by transit, walking, or biking.
- ▶ Get involved with planning the future of your community. To request a DVRPC Citizen's Guide and learn how to get involved, call Jane Meconi, Public Involvement Manager, at 215.238.2871.

Land Use Change 1970-2010



What Can I Do as a Municipal Official or Staff Person?

- ▶ Take actions that help manage travel through land development design, zoning, and subdivision ordinances;
- ▶ Coordinate with municipal and county plans and studies, including the Highway Master Plan, Land Use Master Plan, Bicycling and Multi-Use Trails Master Plan, and Farmland Preservation Master Plan efforts;
- ▶ Encourage adoption of a local "Complete Streets" policy that would require streets to be designed for all users, including bicyclists, pedestrians, disabled people, transit users, and all motorized modes;
- ▶ Communicate with your county representatives on the DVRPC Board (see "About" at www.dvrpc.org);
- ▶ There may be more ways to fund transportation improvements than you realize. The DVRPC Municipal Resource Guide (Pub #12003) and Funding Transportation Safety Improvements brochure (Pub #10018) are great sources of information.

POTENTIAL STRATEGIES for Camden County's Congested Corridors

STRATEGIES FOR LIMITED ACCESS FREEWAYS (including NJ 42)

- ▶ Intelligent Transportation Systems (ITS)
- ▶ Integrated Corridor Management (ICM)
- ▶ Incident Management
- ▶ Evacuation Planning
- ▶ Making Intermodal Transfers Easier for Freight
- ▶ ITS Improvements for Transit
- ▶ Interregional Transportation Coordination
- ▶ Park-and-Ride Lots
- ▶ Freight Capacity Investments
- ▶ Minor Road Expansions
- ▶ Major Reconstruction with Minor Capacity Additions
- ▶ Adding Capacity to Existing Roads
- ▶ New Bus Services
- ▶ Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- ▶ New Passenger Rail Investments

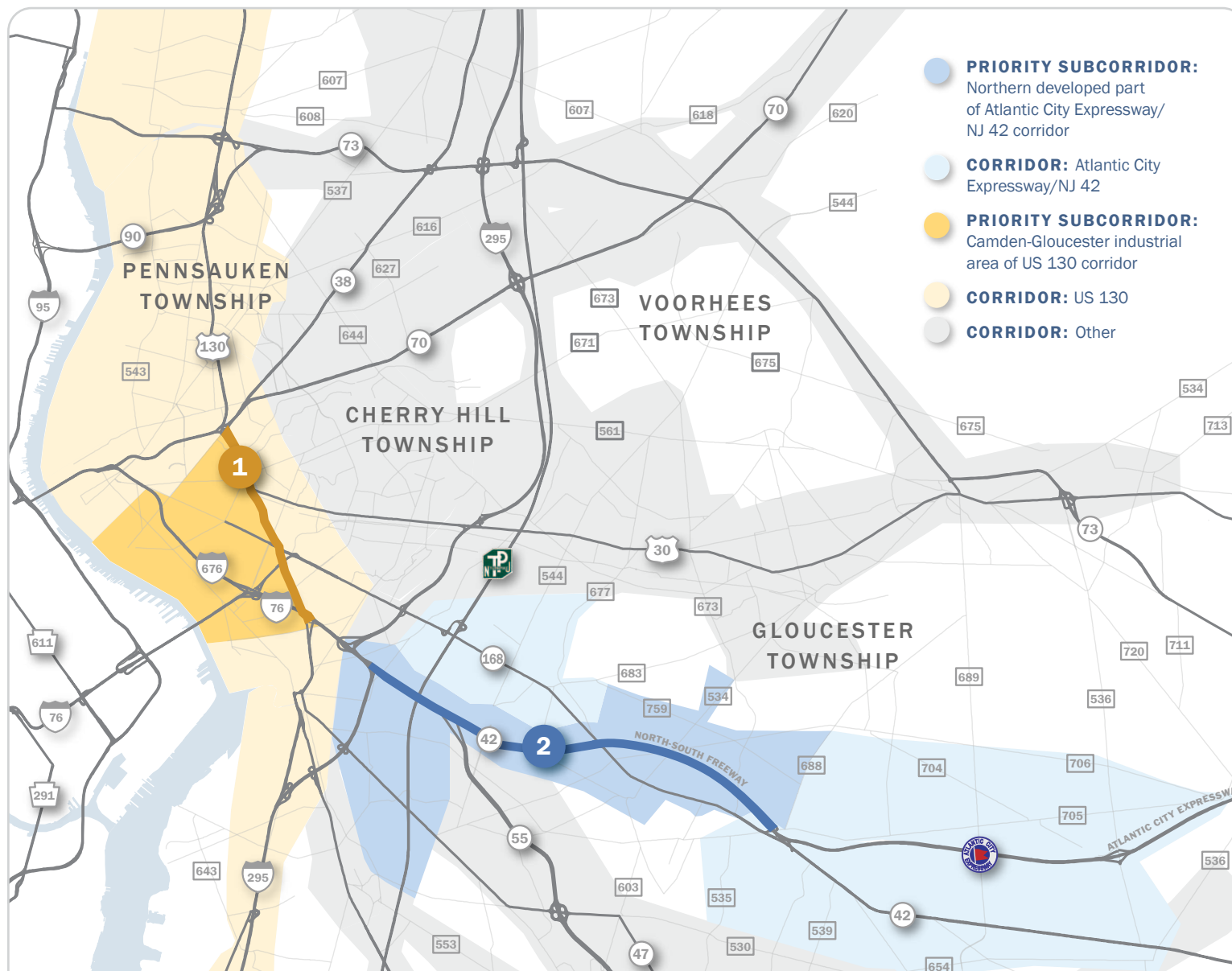
STRATEGIES FOR OTHER MAJOR ROADS (including US 130)

- ▶ Signal Improvements
- ▶ Turning Movement Enhancements
- ▶ Improve Circulation
- ▶ Engineering for Smart Growth
- ▶ Transit-Oriented Development (TOD)
- ▶ Walking and Bicycling Improvements
- ▶ Modifications to Existing Transit Routes or Services

PREVENTING FUTURE CONGESTION

The CMP also looks to the future. Nearly all of the spaces between the congested corridors in Camden County are at risk for congestion by the year 2035. The CMP includes low-cost, proactive strategies to help prevent these areas from becoming congested:

- ▶ Intersection Improvements of a Limited Scale
- ▶ Access Management (engineering and policy strategies)
- ▶ Marketing/Outreach for Transit & Transportation Demand Management Services (including carpool, vanpool, and ridesharing programs; alternate work hours; telecommuting; emergency ride home; transit benefit; and carsharing)
- ▶ Growth Management and Smart Growth



Travel Times in Camden County

The map above shows the CR network and CMP corridors in Camden County. The darker-colored subcorridors were selected as priorities for investment in the most recent update of the region's CMP. The insets to the right of the map quantify travel conditions along two of the major roadways within the corridors—NJ 42 and US 130.

In general, motorists know to expect that trips made during **peak hours** will take longer than those during **free-flow** conditions. For example, Inset 2 shows that on average, it takes 10 minutes and 30 seconds to make the 8-mile northbound trip on NJ 42 during the morning peak hour, while the same trip takes only seven minutes during free-flow conditions. But on some days, such as when traffic is especially heavy or a crash has occurred, the peak trip can take much longer. **Planning Time** is a measure that incorporates unexpected delay by comparing worst-case travel times to free-flow traffic. In other words, the Planning Time indicates how much extra time you need to plan for your trip to be sure that you get where you need to go on time. In the example shown in Inset 2, the Planning Time for the same 8-mile trip is nearly half an hour! Besides helping with trip planning, travel time data can be used to identify problem locations and cost-effective solutions. For example, the high Planning Time for the AM peak on NJ 42 northbound suggests that low-cost reliability improvements such as better incident management would likely be successful, reducing spillover to lower-order roads including the CR network. The NJ Southern Area First Responders (SAFR) Incident Management Task Force, managed by DVRPC's Office of Transportation Operations Management, is currently working to improve incident response in this congested corridor.

MAP AND GRAPHIC SOURCE: DVRPC | DATA SOURCE: VPP SUITE, 2013

1 US 130 from NJ 38 to I-76

DISTANCE =
3.5 MILES

SPEED LIMIT
40

Note: See "Travel Times in Camden County" for more information on planning time.

NORTHBOUND travel times



SOUTHBOUND travel times



2 NJ 42 from I-295/I-76 to Atlantic City Expressway

DISTANCE =
8 MILES

SPEED LIMIT
55

NORTHBOUND travel times



SOUTHBOUND travel times

