Comprehensive Regional Goods Movement Plan and Implementation Strategy

Bottlenecks Strategy

Goals of Bottlenecks Strategy
- Identify highest priority truck bottlenecks in the SCAG region and counties
- Develop project concepts for highest priority bottlenecks with no current planned projects
- Identify the goods movement linkage between truck bottlenecks and currently planned projects
  - Raise profile of projects and leverage future goods movement funding
- Develop options for resolving problems outside of the E-W freight corridor
Steps to get there

- Define truck highways
- Identify high/medium/low priority truck bottlenecks through data assessment and stakeholder input
- Map bottleneck locations and roadway improvement projects (sources include FTIP, County RTP submissions, MCGMAP, CSMP)
- Overlay analysis: Bottlenecks and Existing Projects
- Develop project concepts

Key Caveats and Data Issues

- **Planning-level analysis**: Analysis does not simulate performance of individual projects and does not analyze planned project impacts on bottlenecks
- **PeMS** data Issues
- **INRIX** data Issues
Key Regional Truck Highways

Identified the 15 corridors in the SCAG region with the heaviest five-axle truck volumes

High/Med/Low Priority Bottlenecks (WEST)
High/Med/Low Priority Bottlenecks (EAST)

Highest Priority Truck Bottlenecks
Further Analysis due to Data Deficiencies

GPS Data for I-15/I-215 Devore Interchange, PM Peak Period, October 2009

Remaining Steps

• **Complete** project/bottleneck overlay analysis *(Early September)*
• **Develop** project concepts for highest priority bottlenecks with no project concepts *(Mid September)*
• **Develop** consolidated high priority project list *(End September)*
SH7  I would suggest slightly different deadlines - see my new slide on the next slide.
Sophie Hartshorn, 9/1/2011