




# Mobility & Accessibility

## Travel Time Delay

 <b>Objective:</b>	Improve mobility by reducing traffic congestion and delay
 <b>Strategy:</b>	Redesign key corridors
 <b>Performance Measure:</b>	Miles of roadway with excessive travel time delay

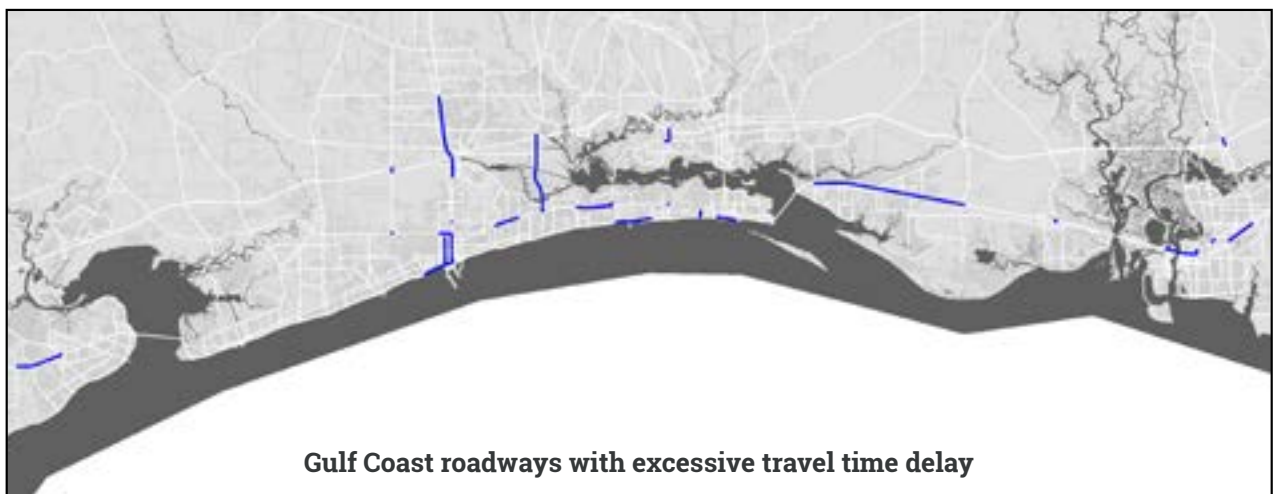
### National Performance Management Research Data Set

The NPMRDS contains field-observed travel time and speed data collected anonymously from a fleet of probe vehicles (cars and trucks) equipped with mobile devices. Using time and location information from probe vehicles, the NPMRDS generates speed and travel time data aggregated 1-hour increments. The NPMRDS data is used for traffic congestion analysis. The data presented on the map below represents traffic speed data during February 1, 2021 to March 12, 2021. The roads highlighted in blue indicate where actual travel speeds are

less than 50% of the speed that a motorist would travel if there were no congestion or other adverse conditions (free flow speed). Capacity issues are not always the cause of congestion on a corridor. Traffic operational problems can cause congestion. System management and operations improvement measures should be considered..

- Reduce the number of driveways along the corridor.
- Provide functional turning lanes along the corridor.
- Reduce the number of conflict points along the corridor
- Install Adaptive Signal Control Technology

- Integrate raised medians to limit potential conflicts.
- Improve lighting and signage throughout the corridor.
- Provide additional travel lanes
- Remove unwarranted signals
- Improve user information, signage and message boards
- Employ signal coordination
- Improve geometry of intersections
- Improve turn channelization of intersections
- Add or widen shoulders



Gulf Coast roadways with excessive travel time delay