

HAMPTON ROADS

CONGESTION MANAGEMENT

PROCESS

PART I

HRTPO Board Meeting

Agenda Item #6

July 17, 2025



Congestion Management Process



Ongoing Process

- ▶ Monitors the Regional Roadway Network
- ▶ Identifies congested locations
- ▶ Determines the causes of congestion
- ▶ Develops strategies to mitigate congestion



Required in all metropolitan areas with a population greater than 200,000



Updated every 5 years to match the LRTP Cycle





CMP Report

- 1 Introduction
- 2 System Monitoring
- 3 System Performance
- 4 Ranking of CMP Congested Corridors
- 5 Future and Ongoing Roadway Projects
- 6 Congestion Mitigation Strategies
- 7 CMP Survey
- 8 Application of Strategies to CMP Corridors
- 9 Conclusions/Next Steps



CMP Report

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CMP Part I Report

Introduction

- What is a CMP
- CMP Elements
- CMP Goals and Objectives

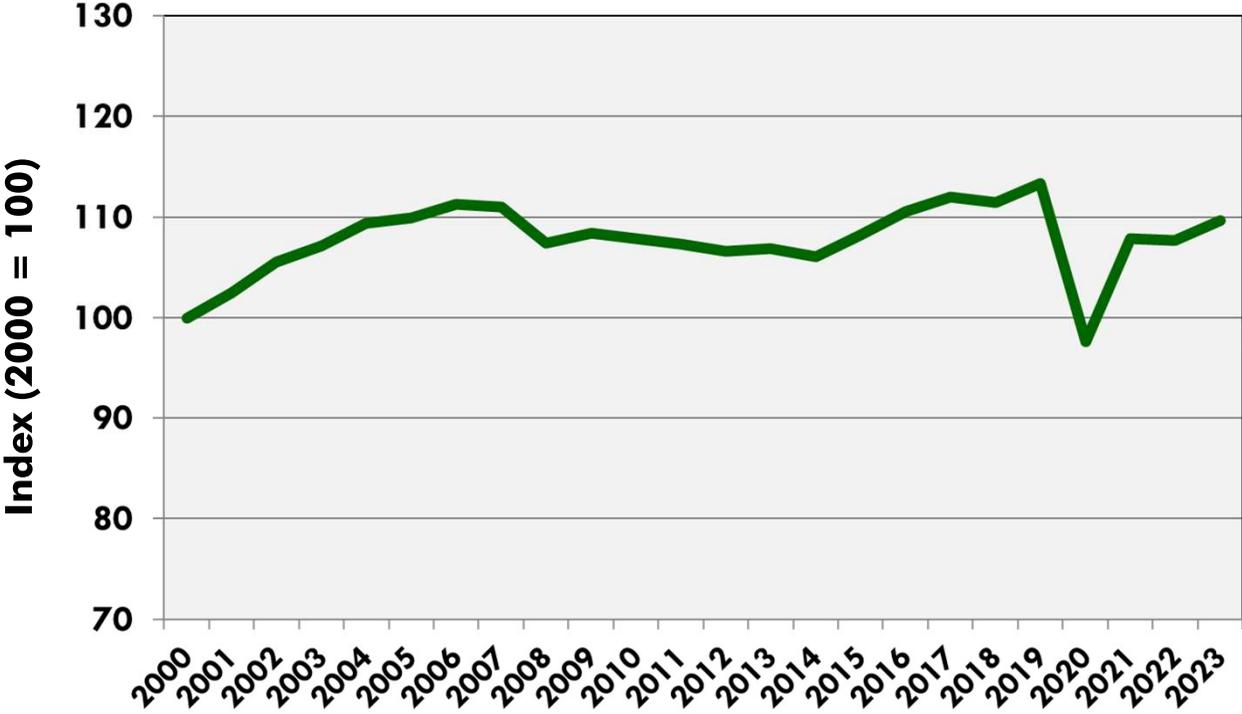
System Monitoring

- HRTPO System Monitoring Efforts
- Regional Roadway Travel Trends
- Benefits of Recently Completed Projects

System Performance

- Data Description
- Roadway Congestion Analysis

Regional Roadway Travel Trends



Based on approximately 80 continuous count stations throughout the region

Volumes increased 1.9% from 2022-2023

Volumes remain nearly 4% below pre-pandemic levels

CHANGE IN REGIONAL ROADWAY TRAVEL BASED ON CONTINUOUS COUNT STATIONS, 2000-2023

Source: HRTPO analysis of VDOT, CBBT, and various locality data.

Benefits of Recently Completed Projects

1 I-64 Peninsula – Segments 1, 2 and 3

2 I-64/I-264 Interchange – Phases I and II

3 I-64 Southside/High Rise Bridge Widening

4 Intermodal Connector

5 Atkinson Boulevard

6 Witchduck Road Widening

7 Longhill Road Widening

8 Indian River Road/Kempsville Road Intersection

9 Main St at Route 3/14 Intersection Improvements

10 Centerville Road/News Road Signal Installation

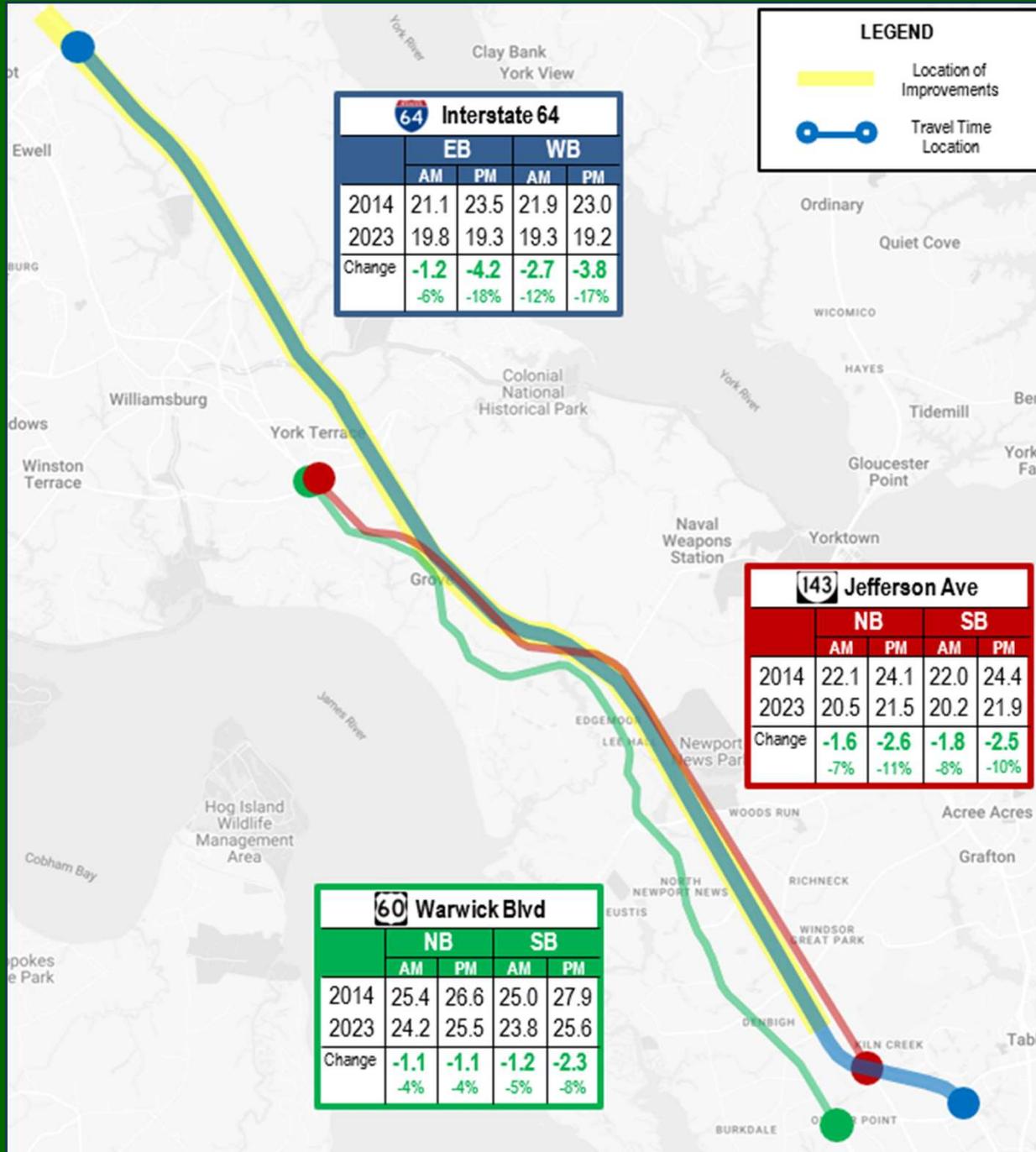
11 Ocean View Avenue Road Diet

12 Benns Church Boulevard Signal Retiming





Peninsula



Average weekday travel times improved by 4 minutes in each direction.

Summer Saturday travel times improved by 6 minutes (EB) and 11 minutes (WB)

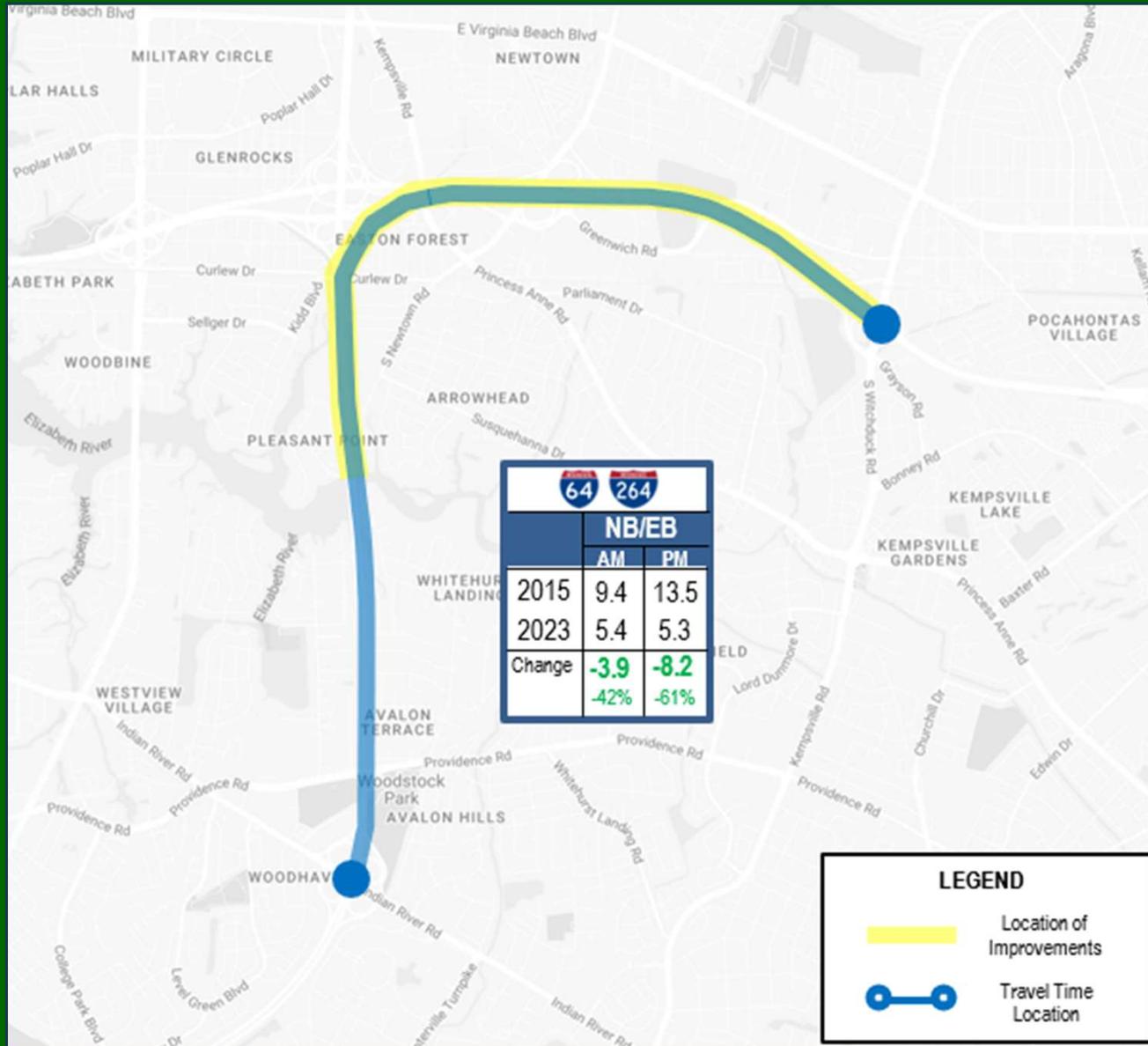
Warwick Boulevard and Jefferson Avenue both saw slight improvements



Interchange

Average weekday travel times improved by 4 minutes (-42%) in the AM Peak.

Average weekday travel times improved by 8 minutes (-61%) in the PM Peak



System Performance

- ▶ CMP Roadway Network includes all roadway classified as Minor Arterial and above, along with selected Collectors.
 - ▶ Nearly 1,700 centerline-miles
- ▶ Traffic volume data was largely obtained by VDOT from 2021-2023, along with city and toll facility data.
- ▶ Average speeds for each 15-minute period for 2023 based on an analysis of INRIX travel time data.





Congestion Measures

1 Peak Period Congestion Levels

Regional Congestion Levels

Corridor Travel Times

2 Congestion Duration

3 Total Delay

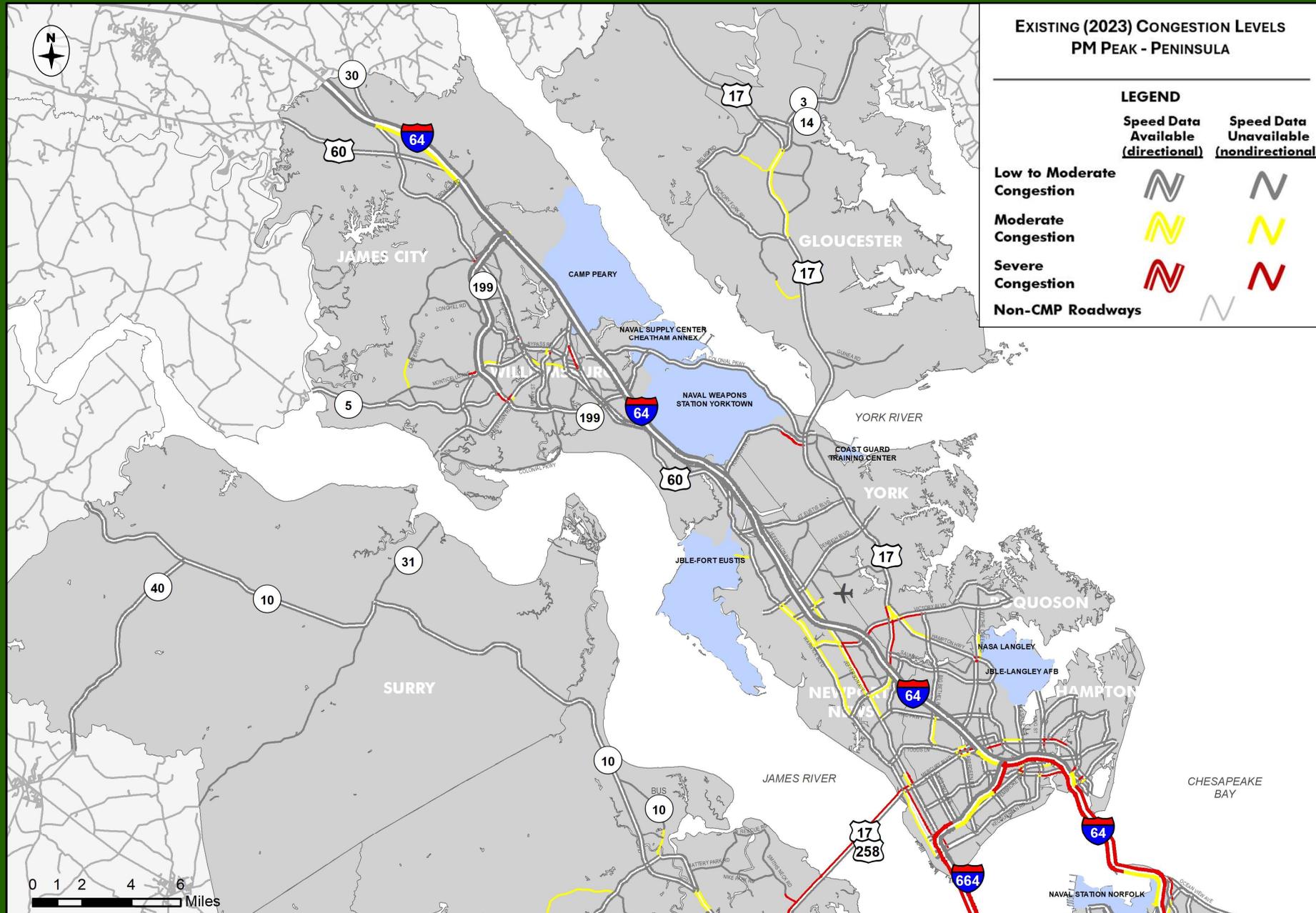
4 Travel Time Reliability

5 Truck Delay

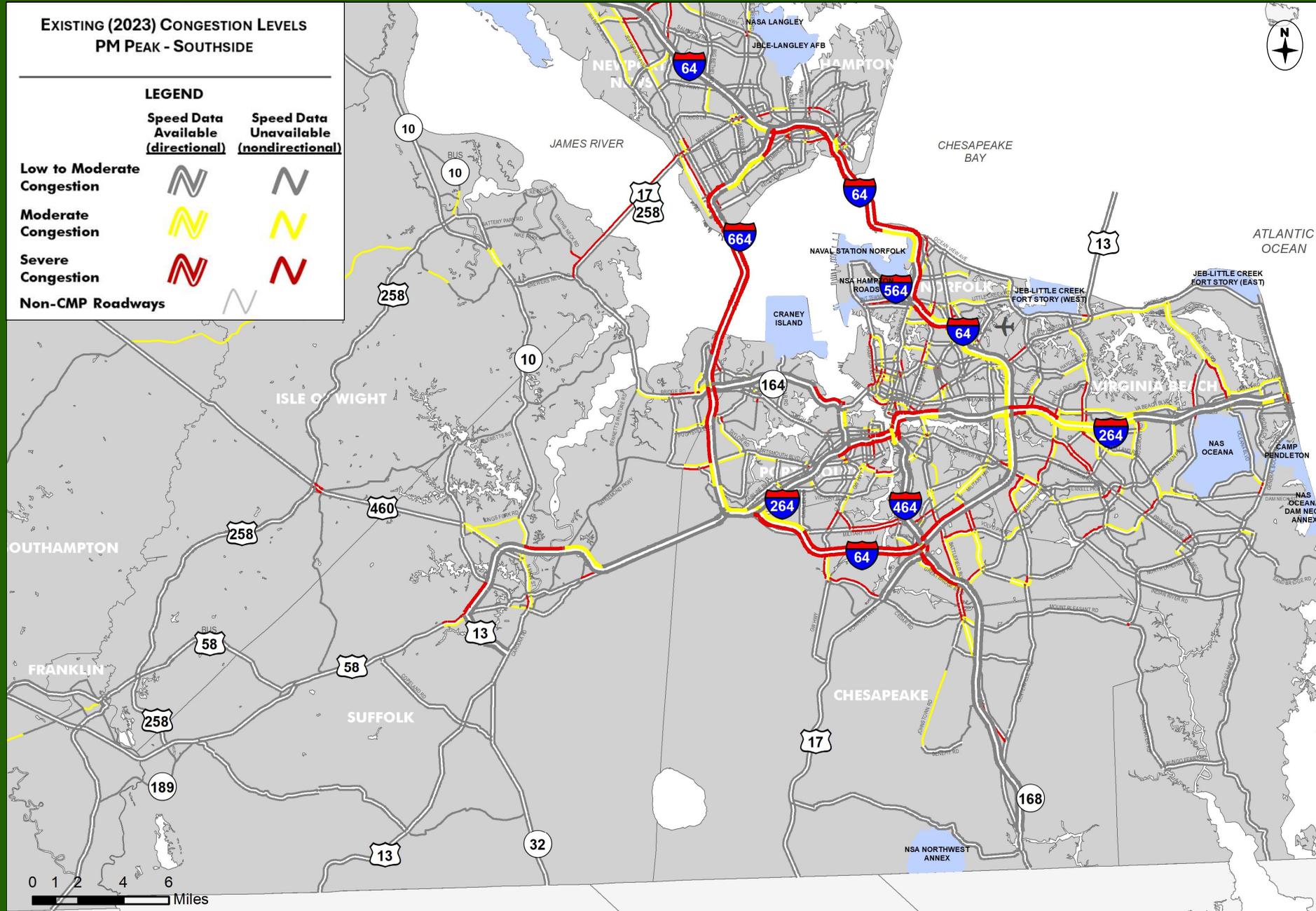
6 Truck Travel Time Reliability

7 Intersection Congestion Analysis

PM Peak Period Congestion Levels



PM Peak Period Congestion Levels

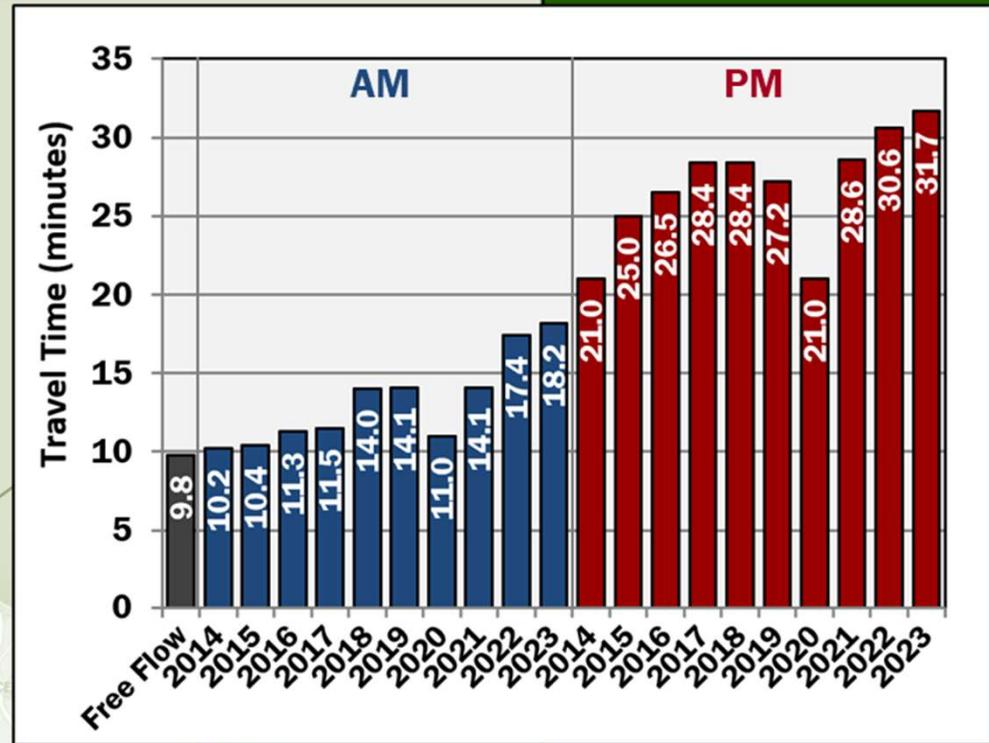
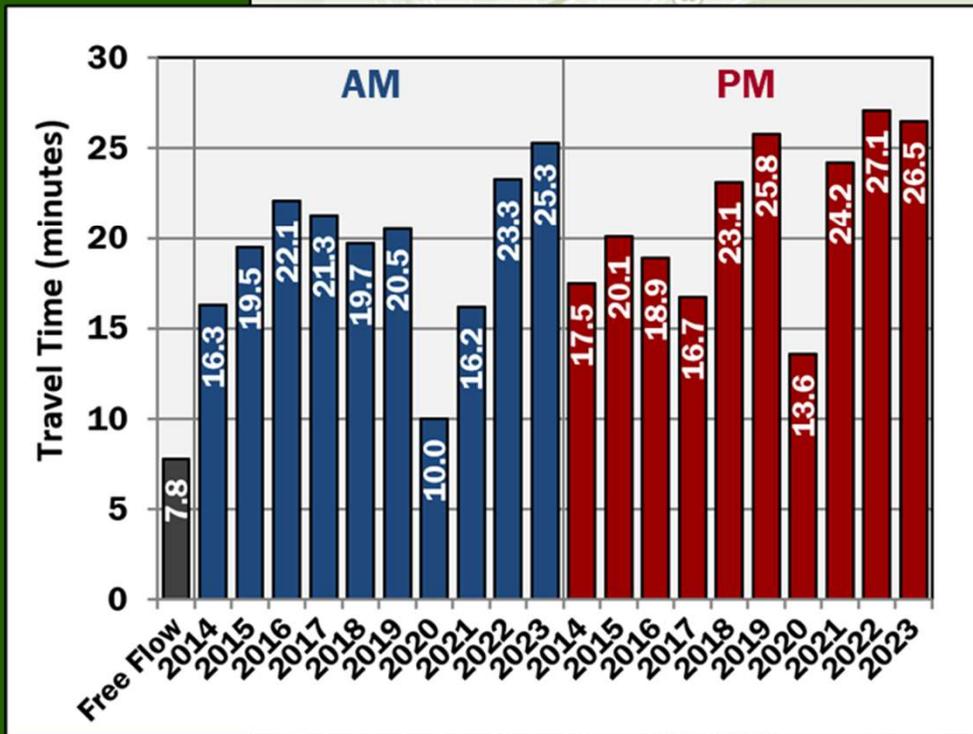
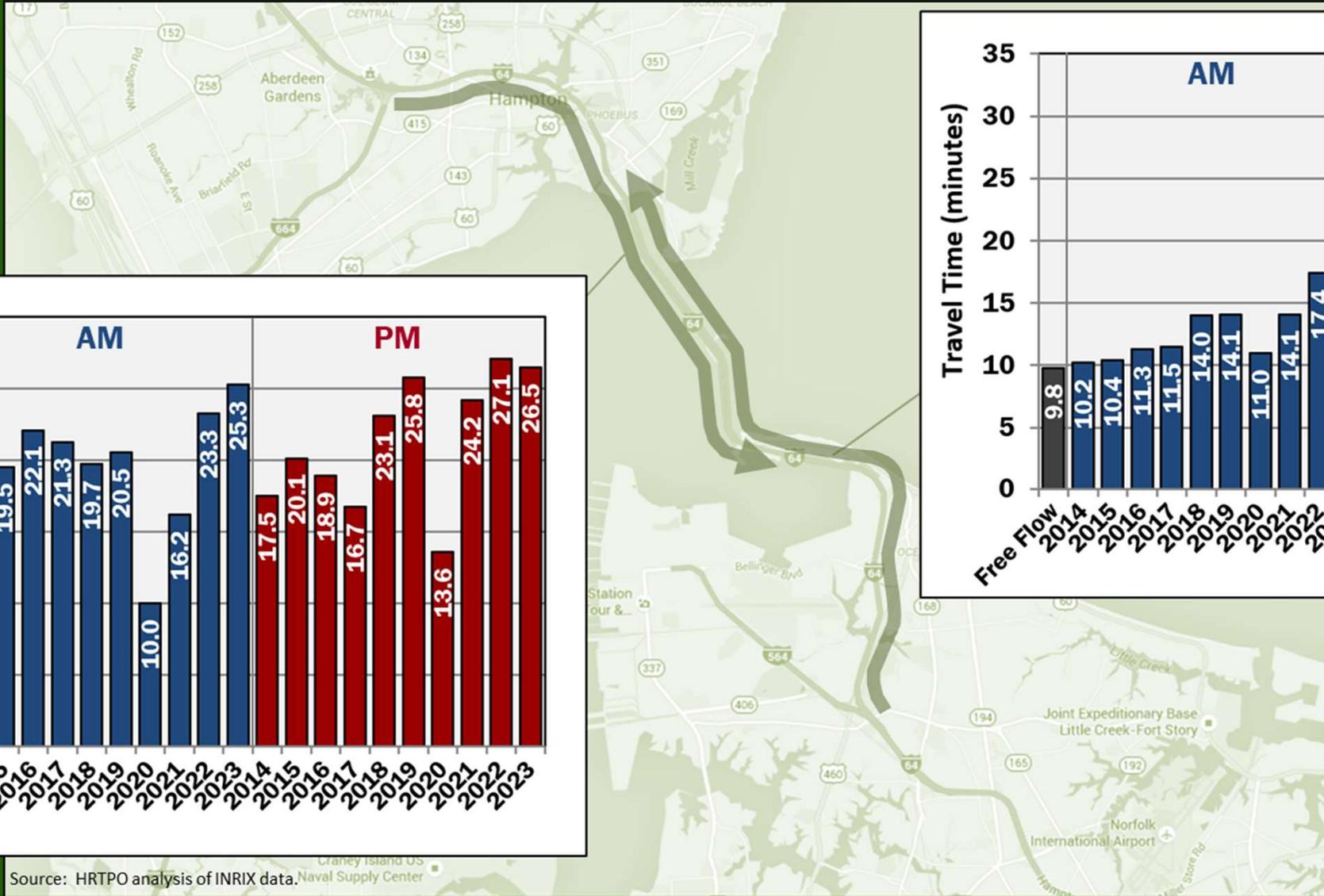




High Profile Corridors

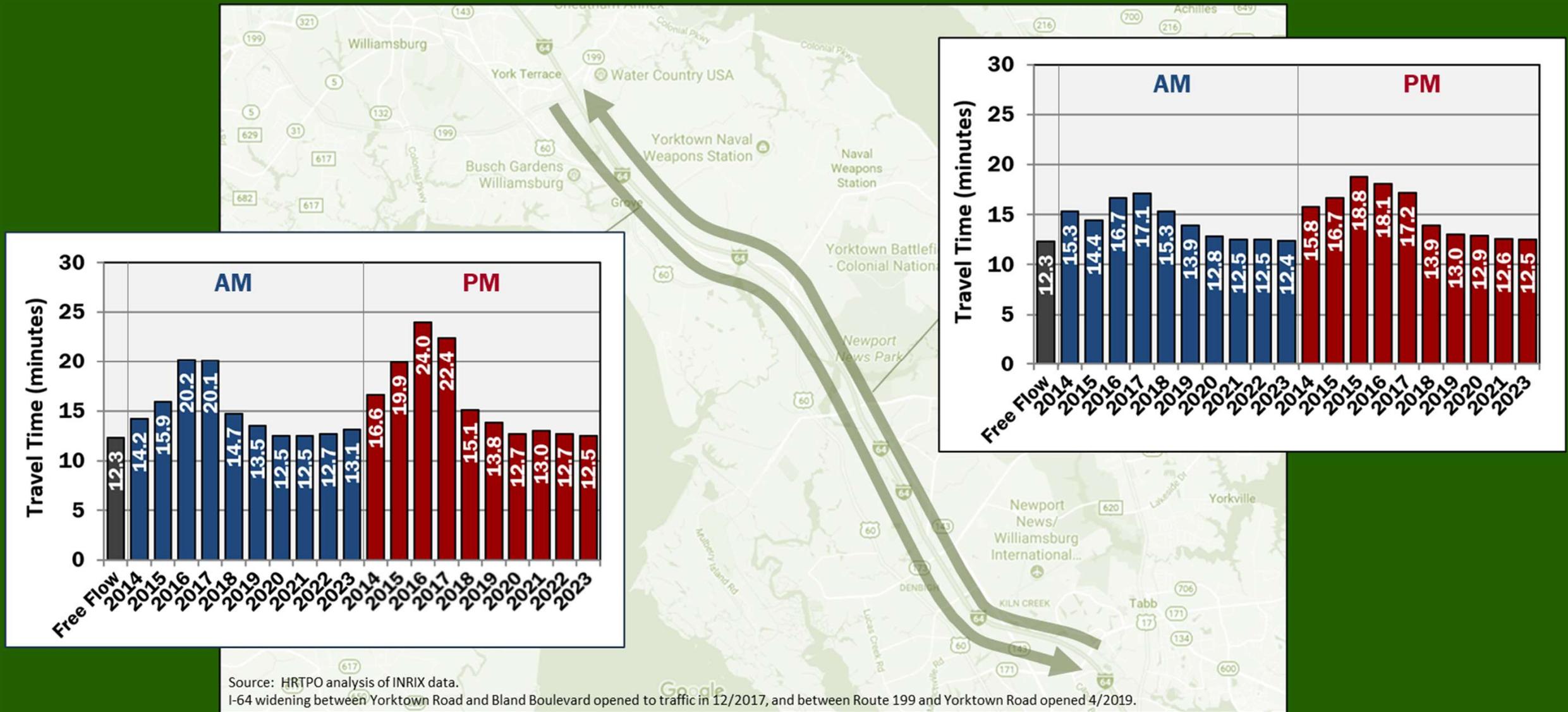
- 1 Hampton Roads Bridge-Tunnel
- 2 Monitor-Merrimac Memorial Bridge-Tunnel
- 3 Midtown Tunnel
- 4 Downtown Tunnel
- 5 I-64 High Rise Bridge
- 6 I-64 Peninsula
- 7 I-64/I-564 Norfolk
- 8 I-264 Norfolk/Virginia Beach
- 9 I-664 Southside
- 10 Chesapeake Expressway

Corridor Travel Times - HRBT



Source: HRTPO analysis of INRIX data.

Corridor Travel Times – I-64 Peninsula



Source: HRTPO analysis of INRIX data.
 I-64 widening between Yorktown Road and Bland Boulevard opened to traffic in 12/2017, and between Route 199 and Yorktown Road opened 4/2019.

CMP Part I Report

- ▶ The Hampton Roads Congestion Management Process: Part I – Introduction, System Monitoring, and System Performance report was included with today's agenda.
- ▶ No comments were received during the public review period (5/7/25 – 6/16/25).
- ▶ Recommended Action: *Approval of the final report*



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