

Congestion Management Documentation Form for Projects in the 2030 CLRP



DRAFT

BASIC PROJECT INFORMATION

1. Agency: _____ Secondary Agency: _____
2. Project Title: **GENERIC TEMPLATE (SAMPLE)**

| | Prefix | Route | Name | Modifier |
|------------------|--------|-------|------|----------|
| 4. Facility: | | | | |
| 5. From (_ at): | | | | |
| 6. To: | | | | |

7. Jurisdiction(s): _____
8. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:
- Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)
 - A Transportation Management Association is in the vicinity
 - Channelized or grade-separated intersection(s) or roundabouts
 - Reversible, turning, acceleration/deceleration, or bypass lanes
 - High occupancy vehicle facilities or systems
 - Transit stop (rail or bus) within a 1/2 mile radius of the project location
 - Park-and-ride lot within a one-mile radius of the project location
 - Real-time surveillance/traffic device controlled by a traffic operations center
 - Motorist assistance/hazard clearance patrols
 - Interconnected/coordinated traffic signal system
 - Other in-place congestion management strategy or strategies (briefly describe below:)

This corridor also benefits from carsharing offered at transit stations and park-and-ride lots in the vicinity, which encourages people to leave their cars at home. In addition, there are extensive pedestrian connections in the area, including sidewalks and bicycle paths along this roadway. (Customize and/or add agency specifics...)

9. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.
- a. Transportation demand management measures, including growth management and congestion pricing

The status of and potential impacts of transportation demand management measures, including growth management and congestion pricing, have been considered for this corridor. The facility benefits from the regional alternative commute program, Commuter Connections, jointly funded by Virginia, Maryland, and the District of Columbia. Commuter Connections encourages ridesharing, teleworking, carpooling, vanpooling, and riding/biking to work, among other demand management measures. Additionally, the County promotes its own ridesharing program, providing a wealth of free information on commuting options, and promotes flexible/compressed workweeks. (Customize and/or add agency specifics...)

b. Traffic operational improvements

The status of and potential impacts of traffic operational improvements have been considered for this corridor. Feasible traffic operations management activities have been or will be implemented along the corridor, as well as traffic signal coordination. Strategies include those that aid in reducing non-recurring congestion. (Customize and/or add agency specifics...)

c. Public transportation improvements

The status of and potential impacts of feasible public transportation improvements have been considered for this corridor. Public transportation in the corridor includes regional bus and rail, along with locally-operated bus services. Park-and-Ride lots are also provided in the vicinity of the project. (Customize and/or add agency specifics...)

d. Intelligent Transportation Systems technologies

The status of and potential impacts of feasible Intelligent Transportation Systems (ITS) technologies have been considered for this corridor. ITS technologies providing traveler information and/or traffic management have been or will be implemented along the corridor. (Customize and/or add agency specifics...)

e. Other congestion management strategies

(Customize and/or add agency specifics...)

f. Combinations of the above strategies

The status of and potential impacts of feasible combinations of the above strategies have been considered for this corridor. The above strategies work together to reduce recurring and non-recurring congestion. (Customize and/or add agency specifics...)

10. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

No. While the above congestion management alternatives help manage existing traffic flow on the corridor, additional capacity is needed. However, additional congestion management strategies will continue to be considered and implemented to help manage future capacity in the corridor. (Customize and/or add agency specifics...)

11. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

The following congestion management strategies (#9a,b,c,d,e,and/or f) will be implemented and improved upon, and/or additional feasible strategies will be considered... (Customize and/or add agency specifics...)

12. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.

Feasible congestion management strategies are or will be in place along the corridor, and will continue to be in place as the project is implemented, under funding identified within the project. Consideration will be given on how to enhance these existing strategies and to what extent feasible new strategies can be implemented. (Customize and/or add agency specifics...)