

## Regional Congestion Management Plan

Federal requirements state that regions with more than 200,000 people, known as Transportation Management Areas (TMAs), must maintain a congestion management plan (CMP) and use it to inform transportation planning and decision-making. These requirements were introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and were continued under the successor law, the Transportation Equity Act for the 21st Century (TEA-21). Whereas previous laws referred to this set of activities as a congestion management system (CMS), the most recent surface transportation authorization law, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), refers to a “congestion management process”, reflecting that the goal of the law is to utilize a process that is an integral component of metropolitan transportation planning. The Regional Congestion Management Plan has been developed to address this federal requirement for the Columbia Area Transportation Study Metropolitan Planning Organization.

### Existing Conditions

- 28 corridors, approximately 330 centerline miles of key roadways were examined
- 4% of the corridors have a level of service “E” or “F”; 4% of the corridors have a level of service “D”
- The CMP network consists of approximately 1,170 intersections of which 845 are controlled by traffic signals
- Forty (40) intersections were identified as having a level of service “E” or “F”

### Recommendations and Strategies

The corridors identified with congestion were subsequently analyzed for potential mitigation strategies. Various unique characteristics pertaining to each corridor were examined in relations to the potential strategies to reduce congestion. The following list describes the general type of mitigation treatments considered for each corridor, in order of priority:

Level 1) Decrease need for trip making (strategies at regional level versus corridor level)

- Land use policies and regulations to limit growth in area with limited infrastructure
- Land use policies and regulations to enhance jobs to housing balance along corridors and within sections of the region

Level 2) Shift trips from automobiles to other modes

- Public transit capital improvements (exclusive right-of-way, commuter express, BRT)
- Public transit operational improvements (service enhancements, queue jumpers, information systems)
- Encourage the use of non-motorized modes (sidewalks, bicycles facilities, transit park and ride)

Level 3) Increase High Occupancy Vehicle Use

- Parking management/fee adjustment
- Vanpooling programs
- Ridesharing (Matching services)

Level 4) Enhance operations of existing roadway facilities

- Traffic operations improvements (intersection widening, signal coordination, traffic surveillance and control systems)
- Incident Management (detection and clearing of incidents)
- Access Management (medians, signals and driveway spacing, frontage roads, interparcel connections)

Level 5) Increase roadway capacity through additional infrastructure

- Arterial roadway capacity (widening and new roads)