



CRTPO Congestion Management Strategies

Table K-1: Congestion Management Strategies (Fully Controlled Access Facilities)	K2
Table K-2: Congestion Management Strategies (Limited/Partially Controlled Access Facilities).....	K3
Table K-3: Congestion Management Strategies (Regional)	K4



CONGESTION MANAGEMENT PROCESS

Congestion Management Strategies – Fully Controlled Access Facilities

Strategies for Fully Controlled Access Facilities (Freeways)	Currently In Use	Term Effectiveness	Congestion Type	Public Acceptance
Demand Management				
HOV Lanes	Yes	L	R	L
Variable Priced Lanes	Possible Future	L	R	L
Congestion Pricing (HOT)	Possible Future	M	R	L
Bridge Tolling	NA	L	R	L
Electronic Payment Systems	Possible Future	M	R	H
Alternative Mode Promotion				
Park-and-Ride Lot Improvements	Yes	S	R	H
Use of Shoulders for Transit Vehicles During Peak Periods	Possible Future	M	R	H
Improvements/Added Capacity to Rail and Bus Transit	Yes	ML	R	H
Service Coordination (Buses/Trains Sharing Real-Time Information)	Yes	M	RN	H
Traffic Operations				
Reversible Lanes or Movable Medians	Possible Future	M	RN	M
Spot Safety Improvements	Yes	S	N	H
Freeway Ramp Metering	Possible Future	M	RN	L
Variable Speed Limits	Possible Future	M	RN	M
Land Use				
Transportation-Land Use Plans with Locals Governments	Possible Future	M	R	H

Symbol Legend:

Term Effectiveness: (S)hort, (M)id, (L)ong

Congestion Type: (R)ecurring, (N)on-Recurring, or Both (RN)

Public Acceptance: (L)ow, (M)edium, (H)igh

TABLE K-2 | CONGESTION MANAGEMENT STRATEGIES (LIMITED/PARTIALLY CONTROLLED ACCESS FACILITIES)



CONGESTION MANAGEMENT PROCESS

Congestion Management Strategies – Limited/Partially Controlled Access Facilities

Strategies for Limited/Partially Controlled Access Facilities (Non-Freeways)	Currently In Use	Term Effectiveness	Congestion Type	Public Acceptance
Demand Management				
Access Management Program	Yes	M	RN	M
HOV Lanes	Possible Future	L	R	L
Congestion Pricing	Possible Future	M	R	L
Bridge Tolling	NA	L	R	L
Alternative Mode Promotion				
Transit Signal Priority Systems	Yes	M	R	H
Park-and-Ride Lot Improvements	Yes	S	R	H
Addition of Bicycle Racks at Public Transit Stations/Stops	Yes	S	R	H
Bicycle and Pedestrian Access to Transit Improvement	Yes	S	R	H
Sidewalk Gap Closure Program	Yes	M	R	M
Improve Pedestrian Facilities at Intersections	Yes	S	R	H
Creation of New Bicycle and Pedestrian Facilities	Yes	M	R	H
Bike Sharing Programs	Yes	M	R	M
Enhance Transit Amenities	Yes	S	R	H
Use of Shoulders for Transit Vehicles During Peak Periods	Possible Future	M	R	H
Safe Routes to School Initiatives	Yes	M	R	H
Bicycle and/or Pedestrian Corridor Safety Studies and Implementation	Yes	M	RN	H
Traffic Operations				
Imaging for Surveillance and Detection	Yes	S	N	H
Traffic Signal Timing	Yes	S	R	M
Red-Light Camera Enforcement	Possible Future	S	N	M
Dynamic Traffic Signal Systems	Possible Future	M	R	M
Service Patrols (e.g. IMAP)	Yes	M	N	H
Emergency Management Systems (EMS)	Yes	S	N	H
Turn Lane Construction and Extension	Yes	S	R	H
Roundabout Construction	Yes	S	RN	M
Reversible Lanes or Movable Medians	Yes	M	RN	M
SPOT Safety Improvements	Yes	S	N	H
Variable Speed Limits	Possible Future	S	RN	H
Variable Message Signs (VMS)	Yes	S	RN	H
Land Use				
Transportation-Land Use Plans with Locals Governments	Possible Future	M	R	H
Develop Overlay Districts to Manage Development Densities and Form	NA	M	R	M

Symbol Legend:

Term Effectiveness: (S)hort, (M)id, (L)ong

Congestion Type: (R)ecurring, (N)on-Recurring, or Both (RN)

Public Acceptance: (L)ow, (M)edium, (H)igh

TABLE K-3 | CONGESTION MANAGEMENT STRATEGIES (REGIONAL)



CONGESTION MANAGEMENT PROCESS

Congestion Management Strategies – Regional

Strategies Applied on a Regional Level (Regional)	Currently In Use	Term Effectiveness	Congestion Type	Public Acceptance
Demand Management				
Ridematching Services	Yes	S	R	L
Vanpooling	Yes	S	R	L
Parking Cash-Out or Carpool Parking Incentives	Yes	M	R	M
Alternative Commute Subsidy Program	NA	M	R	M
Telecommuting Promotion	Yes	S	R	M
Compressed/Flexible Workweeks	Possible Future	S	R	M
Employer Outreach/Mass Marketing	Possible Future	M	R	M
Cordon Pricing	NA	M	R	L
Alternative Mode Promotion				
Improvements/Added Capacity to Regional Rail and Bus Transit	Yes	ML	R	H
Service Coordination (Buses/Trains Sharing Real-Time Information)	Yes	M	RN	H
Bicycle / Pedestrian Education Program	Yes	M	R	H
Traffic Operations				
Imaging for Surveillance and Detection	Yes	S	N	H
Service Patrols (e.g. IMAP)	Yes	M	N	H
Traffic Management Centers (TMCs)	Yes	M	N	H
Parking Management and Information Systems	Yes	S	R	H
511 Traveler Information	Yes	S	RN	H
Highway Advisory Radio (HAR)	No	S	RN	H
Transit Information Systems	Yes	S	R	H
Work Zone Management	Yes	S	N	H
Variable Message Signs (VMS)	Yes	S	RN	H
Land Use				
Encourage Regional Activity Centers	Yes	M	R	M
Live-Work Proximity Incentives	NA	L	R	M
Require MPO Review for Regional Scale Developments	NA	L	R	M
Growth Management Restrictions	NA	L	R	M

Symbol Legend:

Term Effectiveness: (S)hort, (M)id, (L)ong

Congestion Type: (R)ecurring, (N)on-Recurring, or Both (RN)

Public Acceptance: (L)ow, (M)edium, (H)igh