

# 2022 CONGESTION MANAGEMENT PROCESS (CMP) TECHNICAL REPORT

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## Information

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TPB Commuter Connections Subcommittee Meeting  
September 20 , 2022



# Status

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- 2022 CMP Technical Report is released
  - under COG Home>Documents>Congestion Management Process (CMP) Technical Report
  - as the TPB Technical Committee accepted at its July 8, 2022 meeting
- With the Commuter Connections Subcommittee
  - Briefed the report development on September 21st, 2021
  - Comments received and reflected to the final version





<https://www.mwcog.org/documents/2022/07/08/congestion-management-process-cmp-technical-report-congestion-management-process/>

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PUBLICATIONS

## Congestion Management Process (CMP) Technical Report

Posted: Jul 8, 2022



### Summary

This report provides technical details and documents the Congestion Management Process in the National Capital Region. It contains updated congestion information and congestion management strategies on the region's transportation systems, as well as the process integrating the Congestion Management Process into the region's Long-Range Transportation Plan known as Visualize 2045

### Related Documents (5)

- [2022 Congestion Management Process Technical Report](#)
- [2020 Congestion Management Process Technical Report](#)
- [2018 Congestion Management Process Technical Report](#)
- [2016 CMP Technical Report](#)
- [2014 CMP Technical Report](#)

Tags: [Congestion Management Process](#)

# Examples of TDM Strategies

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- Commuter Connections Program – Including strategies such as Telework, Employer Outreach, Guaranteed Ride Home, Live Near Your Work, Carpooling, Vanpooling, Ridematching Services, Car Free Day, and Bike To Work Day.
- Promotion of local travel demand management.
- Public transportation improvements
- Pedestrian and bicycle transportation enhancements as promoted and tracked through the Bicycle and Pedestrian Planning program
- Car sharing - Local governments work with private companies to make the region's car sharing market viable.
- Land use strategies – Including those promoted by the Transportation-Land Use Connections (TLC) Program.



# Ongoing TDM Strategies and Traffic Management Activities

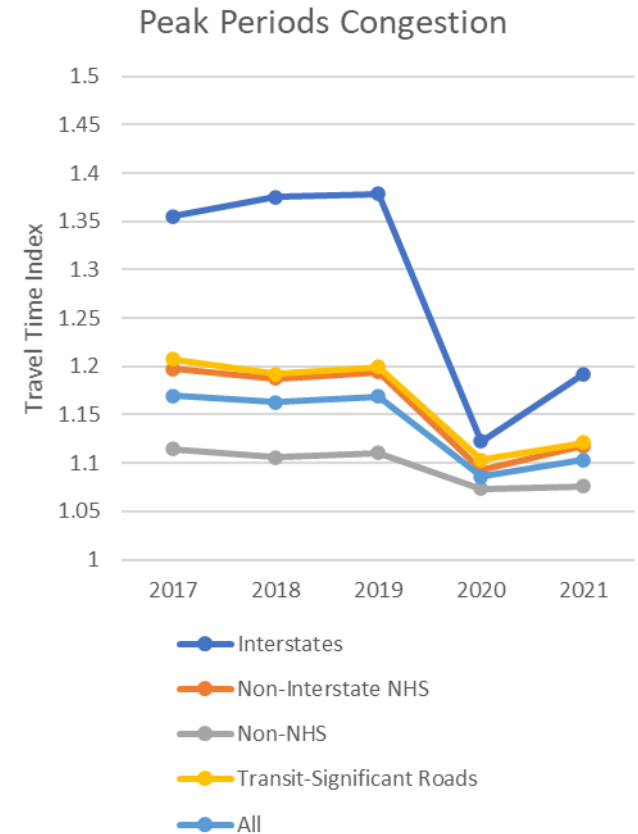
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- Table 3 - 1 provides information on ongoing transportation demand management strategies and traffic management activities in the Washington region.
- Comments from the Commuter Connections Subcommittee were received and reflected.



# Key Findings

1. Congestion analysis
2. Reliability analysis
3. Bottlenecks
4. Travel demand management continues its importance
5. Walking/biking continue to grow
6. Variably priced lanes offer travel options
7. Regional Transportation Operations Coordination
8. Real-time travel information
9. COVID-19 Pandemic Impacts



# Report Recommendations (1/2)

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1. **Continue the Commuter Connections program**
2. Continue the MATOC program
3. Continue to coordinate PBPP with the CMP
4. Encourage integration of operations and travel demand management components of congestion management
5. Pursue sufficient investment in the existing transportation system
6. Consider variable pricing and other management strategies
7. Encourage transit and explore transit priority strategies
8. Encourage congestion management during major construction projects
9. Encourage access to non-auto travel modes



# Report Recommendations (2/2)

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10. Continue and enhance traveler information
11. Encourage implementation of projects, programs, and processes that support the TPB Aspirational Initiatives
12. Encourage connectivity within and between Regional Activity Centers
13. Continue and enhance the regional congestion monitoring program with multiple data sources
14. Monitor trends in freight, specifically truck travel
15. Participate in collaborative planning connected and autonomous vehicle readiness
16. Monitor impacts of and interactions with shared mobility services
17. Encourage Traffic Incident Management (TIM)





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