

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## MEMORANDUM

**ITEM #11**

**September 3, 2010**

**TO:** TPB Technical Committee

**FROM:** Andrew Meese and Wenjing Pu  
Department of Transportation Planning

**SUBJECT:** Comments Received and Staff Responses on the Draft 2010 Congestion Management Process (CMP) Technical Report

The 2010 Congestion Management Process (CMP) Technical Report (Draft, dated April 30, 2010) was presented to the Technical Committee at the May 7 meeting, and comments requested by May 28. The 2010 CMP Technical Report was also presented to the following subcommittees and comments requested:

- Travel Management Subcommittee, April 27;
- MOITS Technical Subcommittee, May 11;
- Commuter Connections Subcommittee, May 18; and
- Travel Forecasting Subcommittee, May 21.

This memorandum summarizes the comments received and staff responses or actions taken. It also summarizes other changes to the document since April 30. Staff has received a total of nine comments.

### **Comments and Responses**

1. “Congestion” is defined differently for freeways and arterials – LOS-F on the freeway system (page 9), but LOS E or F on arterials (page 13). (Robert Moore, VDOT)

*The CMP report has preserved the congestion definitions used in the source documentation, and these definitions may vary depending on facility types, area types, or study methodology.*

2. By focusing on Peak Travel Times, Skycomp aerial surveys, traffic counts, and electronic monitoring of roads, the LOS for pedestrians and bicycles is being devalued. Additional measures should be developed to measure LOS for non-motorized transport and funding expended on same. (Reena Mathews, MSHA and Lyn Erickson, MDOT)

*The CMP report utilizes information as developed in the major congestion analysis reports currently available. Staff will work with the Bicycle and Pedestrian Subcommittee to explore how this issue could be better addressed in future work.*

3. The percentage (25%) of the Park & Ride Lots with bicycle parking facilities is too low (page 14); for [Maryland] state-owned facilities in the Washington Region, the percentage is 34%. (Reena Mathews, MSHA and Lyn Erickson, MDOT)

*Staff has changed this description to state that the Commuter Connections Program estimates that 25% of the Park and Ride Lots in the region have bicycle parking facilities; Maryland SHA has estimated that about 34% of the Maryland state-owned Park and Ride Lots have bicycle parking facilities.*

4. The reference in the Commuter Connections Program (Section 3.2.1) to the previously implemented InfoExpress Kiosks located in Northern Virginia should be corrected. (Robert Moore, VDOT)

*Staff recommends that the description in Section 3.2.1 remain as is to be consistent with the current TERM Analysis Report. It can be updated for subsequent CMP reports after the TERM Analysis Report is updated.*

5. A strategy of providing buses with bicycle racks to transport riders and their bikes should be added. (Reena Mathews, MSHA and Lyn Erickson, MDOT)

*The CMP report mentioned this strategy in Section 3.2.4 (Pedestrian and Bicycle Transportation). Staff has added this strategy to Section 3.2.3 (Transit Systems). Note that the majority of transit buses in the Washington Region are already equipped with bicycle racks.*

6. Intersection improvements (signalization timing/geometrics) can provide cost efficient congestion reduction and a performance measure should be developed to reflect this if possible. (Reena Mathews, MSHA and Lyn Erickson, MDOT)

*Staff has added the statement "Intersection improvements (signalization timing/geometrics) can provide cost efficient congestion reduction" in Section 3.3.3, and will further consider this recommendation in future work.*

7. Operational improvements are the most cost effective method of reducing both GHGs and congestion. MDOT/SHA currently utilizes performance measures for incident management and ITS. Regionally, similar measures could be developed. (Reena Mathews, MSHA and Lyn Erickson, MDOT)

*The recent Strategic Plan for the Management, Operations and Intelligent Transportation Systems (MOITS) Planning Program includes a recommendation to strengthen regional operations performance measurement. The CMP will coordinate with the MOITS Program in future program/strategy assessments.*

8. The recommendations section (Section 6.2) did not include a recommendation regarding transit. It would be good to highlight getting more out of existing infrastructure. (Sean Kennedy, WMATA)

*Staff added the following recommendation: "Continue to support transit in the Washington region and explore transit congestion measures to address passenger*

*crowding and person delay. The transit system in the Washington region serves as a major alternative to driving alone, and it is an important means of getting more out of existing infrastructure. Additional work with appropriate committees and transit agencies to address related data and performance measure issues would help further support the CMP.”*

9. We support the variable pricing recommendation for capacity increasing projects given the current financial constraints. (Reena Mathews, MSHA and Lyn Erickson, MDOT)

*Staff acknowledges the support.*

### **Other Updates to the Report**

Since the April 30 version of the report, staff has made a number of other updates, including:

1. Section 2.3.1, added bus speed maps and explanatory text provided by WMATA;
2. Section 2.7.3, Special Surveys and Studies, added information on the 2008 Regional Bus Survey and Montgomery County’s Highway Mobility Report;
3. Section 3.2.6, Land Use Strategies, added information on the COG – Greater Washington 2050 *Region Forward* and updated local land use planning activities;
4. Section 3.3.2, Variably Priced Lanes/Systems, updated project descriptions of the three major ongoing VPL projects;
5. Section 3.3.3.2, Intelligent Transportation Systems, added information on TIGER grant supported priority bus corridors;
6. Section 3.5, Project-Related Congestion Management, updated and rewritten; and
7. Section 4.1.4, Additional CMP Performance Measures, added the four new performance measures used in the 2010 report: travel time index, mile-hour of congestion, planning time index and buffer time index.