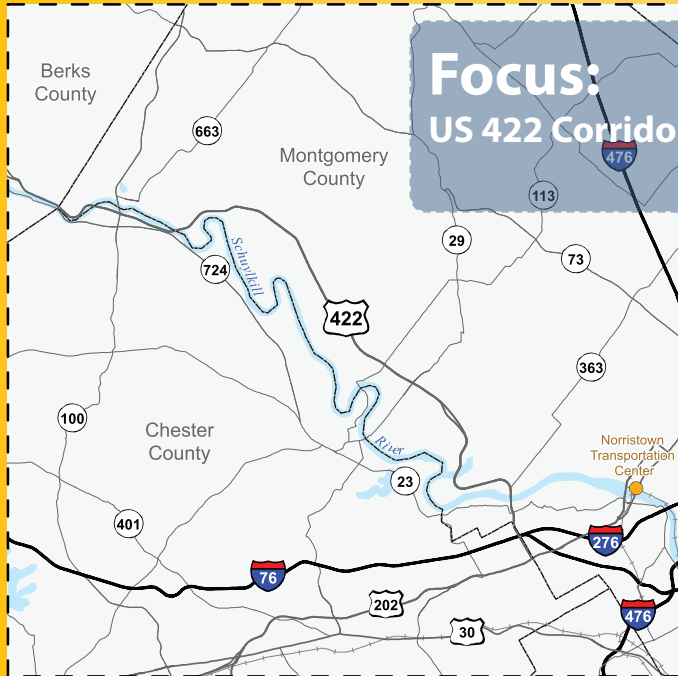


Congestion Management Process (CMP)

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Can We Reduce Congestion in Pennsylvania?



The Answer is Yes!

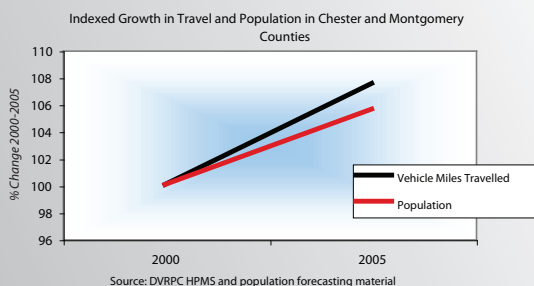
Together, we can make your community a better place to live and work! The Delaware Valley Regional Planning Commission (DVRPC) has created the Congestion Management Process (CMP) to help people and goods get to where they need to go. The CMP defines congested corridors and potential strategies to solve their mobility problems.

US 422 from King of Prussia and Norristown in Montgomery County to Amity Township, Berks County, and including Chester County, is a priority for land use and multimodal transportation planning. Rapid growth and heightening traffic congestion in the broadly defined corridor will be addressed in the US 422 Corridor Transportation Master Plan. An important component of the project will be to review and coordinate land use policies and practices among the corridor municipalities (see map).

You can make a difference! (Several ways are listed below.) See inside this brochure for location-specific strategies to consider.

What Can I Do as a Citizen?

- Combine trips when you can, take transit or use park and ride facilities, carpool, or join a local ridesharing program.
- Take advantage of local shopping and recreation opportunities, especially when accessible by transit, walking, or biking.
- Participate in local transportation and land use planning.
- Educate and express yourself when it comes to planning at all levels – public comment periods and DVRPC’s Regional Citizens Committee meetings are great ways to get involved. *To request a DVRPC Citizen’s Guide and learn how to get involved, call Jane Meconi, Public Outreach Manager, at 215.238.2871.*



What Can I Do as a Municipal Official or Employee?

- Be aware of the long and short term opportunities to shape your locale.
- Review your community’s comprehensive plan, zoning, and regulations to ensure they reinforce each other and work toward common goals – DVRPC can help.
- Coordinate with surrounding municipalities and county studies.
- Communicate with your county representatives on the DVRPC Board (see “About Us” at www.dvrpc.org to find the name of your representative).
- There may be more ways to fund transportation and land use improvements than you realize. The DVRPC Municipal Resource Guide (Publication 06043) and DVRPC’s Options for Filling the Region’s Transportation Funding Gap (Publication 07045) are great sources of information. *To request a copy of either publication, call 215.592.1800.*

Potential **Strategies** for this **Congested Corridor**



Very Appropriate Strategies:

- ▶ Closed Loop Computerized Traffic Signals
- ▶ Channelization
- ▶ Center Turn Lanes
- ▶ County and Local Road Connectivity
- ▶ Transit First Policy
- ▶ Expanded Parking/Improved Access to Stations (all modes)
- ▶ More Frequent Transit or More Hours of Service
- ▶ Extensions or Changes in Bus Routes



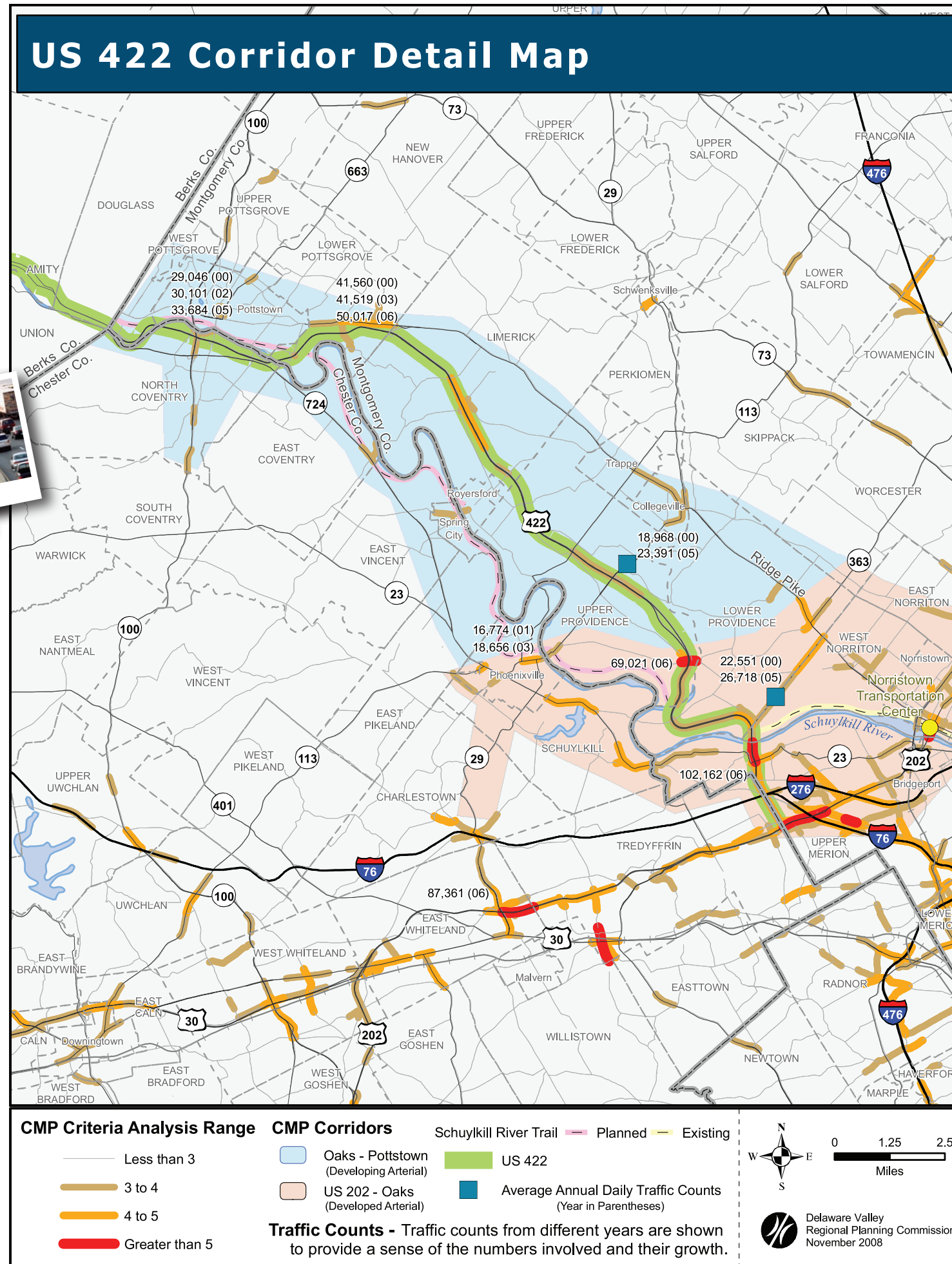
Secondary Strategies:

- ▶ Automated Toll Collection Improvements
- ▶ Transit Signal Priority (TSP)
- ▶ Environmental Justice Outreach for Decision-Making
- ▶ Multilingual and Non-Traditional Communication
- ▶ Planning and Design for Nonmotorized Transportation
- ▶ Enhanced Transit Amenities and Safety
- ▶ Jughandles
- ▶ Tolls/Congestion Pricing
- ▶ Local Delivery Service
- ▶ Environmentally Friendly Transportation Policies
- ▶ Context Sensitive Design
- ▶ Park-and-Ride Lots
- ▶ Transit Oriented Development (TOD)
- ▶ Major Reconstruction with Minor Capacity Additions
- ▶ Transportation Services for Specific Populations
- ▶ Bus Rapid Transit (BRT) or Exclusive Right-of-Way Bus Lanes
- ▶ Regional or Intercity Rail Service
- ▶ Interchange with Related Road Segments



(See Report for more strategies.)

US 422 Corridor Detail Map



2008 PA



Useful Strategies for Almost Anywhere

- ▶ Safety Improvements and Programs
- ▶ Improvements for Pedestrians and Bicyclists
- ▶ Basic Upgrading of Traffic Signals
- ▶ Intersection Improvements of a Limited Scale
- ▶ Bottleneck Improvements of a Limited Scale, Vehicle or Rail
- ▶ Accessibility and Environmental Justice
- ▶ Access Management
- ▶ Marketing/Outreach for Transit and Transportation Demand Management (TDM) services including Carpool, Vanpool, and Ridesharing Programs, Alternate Work Hours, Telecommuting, Guaranteed Ride Home, TransitChek, Carsharing, and One-less-car Programs (where these strategies are applicable)
- ▶ Revision of Existing Land Use/Transportation Regulations
- ▶ Growth Management and Smart Growth

Map Explanations

Strategies - A brief definition of each strategy is available at www.dvrpc.org/transportation/longrange/cmp/report/section3.pdf.

CMP Criteria Analysis - The CMP used eight criteria including current daily and peak-hour traffic congestion, future daily and peak-hour congestion based on 2025 traffic model simulations, heavily used roads and intermodal facilities, current and potential transit and freight needs, segments with high crash rates, and coordination with regional land use goals. Roadway segments exhibiting multiple criteria are a starting point for further consideration of improvements. The CMP also advances the environmental, community, and economic development goals of the Long-Range Plan (see back page).

Quick Introductions:

Congestion Management Process (CMP)

A CMP is a systematic process for managing congestion. It provides information on transportation system performance and a range of strategies to minimize congestion and enhance the mobility of people and goods. The CMP advances the goals of the DVRPC's Long-Range Plan and strengthens the connection between the Plan, the Transportation Improvement Program (TIP), and other Commission efforts.

Long-Range Plan

The *Destination 2030 Long-Range Plan* was adopted by the DVRPC Board in June 2005 and is currently being updated. It is intended to help DVRPC carry out its defined mission to plan for the orderly growth and development of the region. Metropolitan Planning Organizations like DVRPC are key actors in regions across the country, responsible for coordinated, comprehensive, continuing transportation planning. For more information, visit <http://www.dvrpc.org/connections>

Transportation Improvement Program (TIP)

The TIP is the regionally agreed-upon list of priority projects, as required by federal law. The TIP must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. Projects address highway and transit projects, as well as bicyclist, pedestrian, and freight-related needs.

DVRPC Corridor Study

US 422 will be the focus of a multijurisdictional study managed by DVRPC in 2008-2009. In addition to a plan, there will be investigation into implementation strategies and alternative funding options.

Watch for more information from the Commission about how to get involved. For more information, contact Jerry Coyne, Manager, Office of Transportation Studies, at 215.238.2850 or jcoyne@dvrpc.org

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Abstract: The CMP newsletter series focuses on congested subcorridors in the Delaware Valley, alternating between New Jersey and Pennsylvania. This edition highlights the US 422 corridor, helping to introduce a land use and multimodal transportation study underway in 2008-2009.

For more information about any of these programs, please visit www.dvrpc.org



DELAWARE VALLEY REGIONAL PLANNING COMMISSION



LET US KNOW what YOU think!

This is the second of a series of newsletters, each of which will focus on a selected congested subcorridor in the Delaware Valley. Help make this a useful resource for other communities by sending comments to Zoe Neaderland, Senior Transportation Planner at 215.238.2839 or zneaderland@dvrpc.org



Photos: Boles, Smyth Associates, Inc.

DVRPC

DVRPC serves as the official planning and review agency for the nine-county metropolitan region, which comprises Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. Through data collection, research, coordination, and planning efforts, DVRPC sets a framework for governmental decisions affecting development within the Delaware Valley.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC documents and publications can be translated into alternate formats or languages, if requested. For more information, visit the DVRPC website at www.dvrpc.org or call Jane Meconi at 215.238.2371.