Congestion Management Planning Worksheet

This document has interactive text fields and clickable check boxes. Please include all information as instructed.

1. Project Name: **(Use the same name submitted for MiTIP)**
2. Project MTP #: **(Contact IMPO Planning Section if a new number is needed)**
3. Identify which congestion management strategies below are currently in place for the project, or have been considered for the project or considered in an adopted plan for your community. Refer to [pages 49-57 of the 2050 MTP](https://www.indympo.org/mtp) for more information on each of these strategies, and the potential benefits of each for the region.

| **Type of Improvement** | ***Specific Strategy*** | **Description** | **Currently in Place** | **Considered** |
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| Reduce trips / trip length | Growth Management | ***Update Land Use Plans*** | City, town, and county comprehensive plans, including the land use portion, outline the public’s vision for growth in an area. Zoning ordinances regulate the growth. |[ ] [ ]
|  |  | ***Update and Implement Land Use Policies*** | Specific policies established by a community surrounding land use, like requiring sidewalks and paths in new development. |[ ] [ ]
| Shift Trips from the Single Occupancy Vehicle | Public Transit Capital Improvements | ***Create Park-and-Ride Lots*** | These can be used in conjunction with high-occupancy vehicle (HOV) / carpool lanes and/or express bus services. They are particularly helpful for encouraging HOV use for longer distance commute trips. |[ ] [ ]
|  |  | ***Create Rapid Transit (Bus Rapid Transit, Light Rail, etc.) Services*** | Rapid Transit improves the travel time, comfort, and attractiveness of transit. |[ ] [ ]
|  | Public Transit Operational Improvements | ***Increase Bus Route Coverage*** | This provides better accessibility to transit to a greater share of the population.  |[ ] [ ]

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| **Type of Improvement** | ***Specific Strategy*** | **Description** | **Currently in Place** | **Considered** |
| Shift Trips from the Single Occupancy Vehicle | Public Transit Operational Improvements | ***Increase Bus Route Frequency*** | Increasing frequency makes transit more attractive to use. |[ ] [ ]
|  |  | ***Geometric Improvements for Transit Service*** | This includes providing transit stops in locations that do not affect the flow of traffic but improve sight lines, and improve merging and diverging of buses and cars. |[ ] [ ]
|  | Encourage non-motorized use | ***New Sidewalks and Designated Bicycle Lanes on Local Streets*** | Enhancing the visibility of bicycle and pedestrian facilities increases the perception of safety. In many cases, bike lanes can be added to existing roadways through re-striping. Protected bikeways and separated walkways provide even more safety, security, comfort, and use. |[ ] [ ]
|  |  | ***Improve Bicycle Facilities at Transit Stations and Other Trip Destinations*** | Bicycle racks and bike lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at or near workplaces provide further incentives for using bicycles. |[ ] [ ]
|  |  | ***Increase Bikeshare Options*** | Bikeshare services encourage both destination-based and casual ridership by providing a well-maintained, convenient bicycle for a low fee.  |[ ] [ ]
|  |  | ***Create Design Guidelines for Pedestrian-Scale Development*** | Maximum block lengths, building setback restrictions, and streetscape enhancements are examples of design guidelines that can be codified in zoning ordinances to encourage pedestrian activity. |[ ] [ ]
|  |  | ***Improve Safety of Existing Bicycle and Pedestrian Facilities*** | Maintaining lighting, signage, striping, traffic control devices, and pavement quality, and installing curb cuts, curb extensions, median refuges, and raised crosswalks can increase bicycle and pedestrian safety. |[ ] [ ]
|  |  | ***Build Exclusive Non-Motorized ROW*** | Abandoned rail ROW, waterways, existing parkland, and even bikeways physically separated from roadway pavement by greenspace can be used for medium- to long-distance bike trails, improving safety and reducing travel times. |[ ] [ ]
|  |  | ***Reduce Transit Fares*** | This encourages additional transit use, to the extent that high fares can be a barrier to transit. This can be universal fare reduction, or a fare reduction for qualified individuals (low wage-earners, people with disabilities or on fixed incomes, etc.). |[ ] [ ]

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| **Type of Improvement** | ***Specific Strategy*** | **Description** | **Currently in Place** | **Considered** |
| Shift Trips from the Single Occupancy Vehicle | Transportation Demand Management | ***Add HOV / HOT Lanes*** | This increases corridor capacity while at the same time provides an incentive for single-occupant drivers to shift to ridesharing / carpooling. These lanes are most effective as part of a comprehensive effort to encourage HOVs and high occupancy toll (HOT) lanes, including publicity, outreach, park-and-ride lots, and rideshare matching services. |[ ] [ ]
|  |  | ***Allow Alternative Work Hours*** | This allows workers to arrive and leave work outside of the traditional commute period. It can be on a scheduled basis or a true flex-time arrangement. |[ ] [ ]
|  |  | ***Allow Telecommuting*** | This involves employees working at home or an alternative worksite instead of a traditional worksite. This could be a permanent change, or telecommuting could occur only on certain work days. |[ ] [ ]
|  |  | ***Provide Resources for Ridesharing*** | This is typically arranged/ encouraged through employers or transportation management agencies (TMA), which provides ride-matching services. |[ ] [ ]
|  |  | ***Establish Congestion Pricing*** | This involves pricing facilities to encourage off-peak or HOV travel, and includes time-variable road, cordon tolls, HOT lanes, and vehicle-use fees. |[ ] [ ]
| Improve Roadway Operation | Traffic Operational Improvements | ***Improve Traffic Signal Coordination*** | This improves traffic flow and reduces emissions by minimizing stops on arterial streets. |[ ] [ ]
|  |  | ***Expand Highway or Advanced Traveler Information Systems*** | This provides specific data to travelers, such as real time speed estimates, and transit vehicle schedule progress that can then be used to make trip and route decisions. |[ ] [ ]
|  |  | ***Install Reversible Traffic Lanes*** | These are appropriate where traffic flow is highly directional. |[ ] [ ]
|  |  | ***Incorporate Ramp Metering*** | This allows freeways to operate at their optimal flow rates, thereby reducing delays, stopping, and collisions. |[ ] [ ]

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| **Type of Improvement** | ***Specific Strategy*** | **Description** | **Currently in Place** | **Considered** |
| Improve Roadway Operation | Incident Management | ***Improve Freeway Incident Detection and Management Systems*** | This is an effective way to alleviate non-recurring congestion. Systems can include video monitoring, dispatch systems, and sometimes roving service patrol vehicles. |[ ] [ ]
|  | Access Management | ***Include Left Turn, Curb Cut, and Driveway Restrictions*** | Turning vehicles can impede traffic flow and are more likely to be involved in crashes.  |[ ] [ ]
|  |  | ***Include Turn Lanes and New or Relocated Driveways and Exit Ramps*** | In some situations, increasing or modifying access to a property can be more beneficial than reducing access.  |[ ] [ ]
|  |  | ***Establish Minimum Intersection/ Interchange Spacing*** | Reduces number of conflict points and merging areas, which in turn reduces incidents and delays.  |[ ] [ ]
|  |  | ***Include Geometric Improvements for Roads*** | This includes widening to provide shoulders, additional turn lanes at intersections, improved sight lines, and auxiliary lanes to improve merging and diverging. |[ ] [ ]
| Add Capacity | Addition of General Purpose Lanes | ***Create Super Street Arterials*** | This involves converting existing major arterials with signalized intersections into “super streets” that feature grade-separated intersections. |[ ] [ ]
|  |  | ***Widen Roads by Adding Lanes*** | This is the traditional way to deal with congestion. |[ ] [ ]

1. If Added Capacity is proposed for this project, explain why added capacity is needed (related to the cause and severity of current and future congestion) as opposed to the implementation of any of the strategies listed above:
	1. **(Click or tap here to enter text.)**
2. If any of the strategies above will be implemented, explain in what way:
	1. **(Click or tap here to enter text.)**