

## CONGESTION MANAGEMENT/CRASH MITIGATION PROCESS (CM/CMP)

### Operational Strategies Study: HOV, Reversible Lanes, Off-Peak Parking

Faced with the challenges of worsening congestion and limited funding, the MPO's CM/CMP is focused around three goals:

1. **Improving reliability** – Congestion cannot be eliminated, but making our roads less unpredictable reduces negative impact on the economy and quality of life.
2. **Shifting trips to non-single-occupancy modes** – This goal is to improve system-wide efficiency and provide real alternatives to sitting in traffic.
3. **Reducing peak-hour impacts** – Operational improvements targeting the most congested hours can have the greatest impacts on delay.

This study investigates potential operational improvements to address Goal 3 and begins with case studies of places in the country that have applied the following strategies on non-limited access arterial roads:

#### Reversible Lanes:

- Connecticut Avenue, Washington, DC
- Tyvola Road, Charlotte, NC
- 7<sup>th</sup> Street / 7<sup>th</sup> Avenue, Phoenix, AZ

#### High Occupancy Vehicle Lanes:

- US 1, Alexandria, VA., as part of Alexandria Multimodal Master Plan
- Santa Fe Drive, Denver, CO
- Airport Road, Seattle, WA

#### Off- Peak-Period Parking Lanes:

- Main Street, Richmond, VA., as part of Richmond Transportation Plan
- 14<sup>th</sup> Street, Washington DC
- Main Street, Gainesville, FL

The case studies will be thoroughly documented as to why the particular treatment was chosen; challenges overcome; outcomes, etc. The MPO will make available guest speakers with experience in successful application of these strategies, for briefings with local agency staff.

The second part of the study turns to applying lessons learned from these case studies to our roadways. Based on the case studies' identification of key indicators, recommendations will be made on non-limited access arterial corridors in Hillsborough County which may be suitable for these treatments. A second set of briefings will be held with agency staff and stakeholders to receive input and discuss these potential strategies' application locally.

The project is expected to wrap up by September 30, 2012, with an Executive Summary that clearly demonstrates the strategies' benefits, key considerations for success, and the candidate corridors where they may be applied to best effect.