

		Strategy	Implementing Agency
Strategy #1: Eliminate Person Trips or Reduce VMT	<b>Congestion Pricing</b>		
	1-2	<b>Road User Fees</b> - Includes area-wide pricing fees, time-of-day/congestion pricing and tolls. Most appropriately applied to freeways and expressways and requires the infrastructure to collect user fees. Complimented by transit/HOV discounts.	MDOT/DeIDOT
Strategy #2: Shift Trips from Automobile to Other Modes	<b>Public Transit Capital Improvements</b>		
	2-1	<b>Exclusive Right of Way – New Rail Service</b> - Includes heavy rail, commuter rail, and light rail services. Most appropriately applied in a dense context serving a major employment center.	DTC/MTA
	2-2	<b>Exclusive Right of Way – New Bus Facilities</b> - Includes Busways, Bus Only Lanes, and Bus Bypass Ramps. Most appropriately applied to freeways and expressways with high existing transit ridership rates.	DTC/MTA
	2-3	<b>Fleet Expansion</b> - Expansion of existing rail and/or bus capacity to provide increased service. Includes improvements to the service frequency and service area provided throughout the region.	DTC/MTA
	2-4	<b>Improved Intermodal Connections</b> - Improve the efficiency and functionality of intermodal connections where several modes of transportation are physically and operationally integrated.	DTC/MTA
	2-5	<b>Bus Rapid Transit</b> - A high-capacity bus transport system that is designed to move people from their current location to their destination with high frequency and reliability. May require exclusive right-of-way, signal preemption and modified boarding locations.	DTC/MTA
	<b>Public Transit Operational Improvements</b>		
	2-6	<b>Traffic Signal Preemption</b> - Improve traffic flow for transit vehicles traveling through signalized intersections.	DTC/MTA
	2-7	<b>Transit Fare Reductions/Reduced Rate of Fare</b> - Includes system-wide reductions, off-peak discounts and deep discount programs.	DTC/MTA
	<b>Advanced Public Transportation Systems (APTS)</b>		
	2-8	<b>Intelligent Bus Stops &amp; Transit Information Systems</b> - Increasing ridership by providing real-time vehicle, schedule, and transfer information and improved in-vehicle and station information systems to improve the dissemination of transit-related information to the user.	DTC/MTA
<b>Bicycle and Pedestrian Modes</b>			
2-9	<b>Improved/Expanded Bicycle Network and Facilities</b> - Includes on-road facilities, pathways, and greenways. Providing safe and secure places for bicyclists to store their bicycles at key locations including Park and Ride/Park and Pool Facilities.	MDOT/ DeIDOT/ Municipalities	
2-10	<b>Improved/Expanded Pedestrian Network Facilities</b> - Includes sidewalks, overpasses/tunnels, greenways and walkways.	MDDOT/ DeIDOT/ Municipalities	
Strategy #3: Shift Trips from SOV to HOV Auto/ Van	<b>Encourage High Occupancy Vehicle (HOV) Use</b>		
	3-1	<b>Add HOV Lanes</b> - Most appropriate use on freeways and expressways.	DeIDOT/MDOT
	3-2	<b>HOV Toll Savings</b> - Preferential pricing to multi-occupant vehicles. Needs infrastructure to administer toll collection.	DeIDOT/MDOT
	3-3	<b>Development of Park and Pool/Park-n-Ride Facilities &amp; Capital Improvements</b> - Modify or expand current capacity of Park and Ride/Park and Pool Lots.	DeIDOT/MDOT
	<b>Transportation System Management</b>		
3-4	<b>Parking Management</b> - Preferential parking is a low-cost incentive that can be used to encourage the utilization of alternative commute modes, such as carpooling and vanpooling.	Municipalities/ Private Businesses	
Strategy #4: Improve Roadway Operations	<b>Traffic Operational Improvements</b>		
	4-1	<b>Intersection Geometric/Channelization/Turn Restriction Improvements</b> - Improvements to intersection geometrics to improve overall efficiency, and operation and improvements that provide physical separation or delineation of conflicting traffic movements. Also includes turn restrictions to reduce conflicts and increase overall intersection performance.	DeIDOT/MDOT
	4-2	<b>Intersection Signalization Improvements</b> - Improving signal operations through re-timing signal phases, adding signal actuation, etc.	DeIDOT/MDOT
	4-3	<b>Coordinated Intersection Signals (ITS)</b> - Improve traffic signal progression along identified corridors.	DeIDOT/MDOT
	4-4	<b>Incident Management- Detection, Response &amp; Clearance</b> - Utilize traveler radio, travel alert notification (via e-mail, fax, etc.), and general public outreach to enhance incident-related information dissemination.	DeIDOT/MDOT
	<b>Arterial/Freeway Operations and Management</b>		
	4-5	<b>Elimination of Bottlenecks</b> - Eliminating high-traffic areas where one or more travel lane(s) are removed.	DeIDOT/MDOT
	4-6	<b>Ramp Metering</b> - Metering vehicular access to a freeway during peak periods to optimize the operational capacity of the freeway.	DeIDOT/MDOT
<b>Access Management</b>			
4-7	<b>Access Control / Roadway Frontage</b> - Reduction or elimination of "side friction", especially from driveways via traffic engineering, regulatory techniques, and purchase of property rights. Includes Auxiliary roadways which provide a separated lane or lanes for access to abutting land uses along freeways or arterials.	DeIDOT/MDOT	
4-8	<b>Access Management</b> - Reduction of centerline and "side friction", via traffic engineering and regulatory techniques.	DeIDOT/MDOT	
Strategy #5: Add Capacity	<b>Addition of General Purpose Lanes</b>		
	5-1	<b>Arterial/Freeway Lanes</b> - Increasing the capacity of congested arterials through additional travel lanes.	DeIDOT/MDOT
	5-2	<b>Interchanges</b> - Addition of Interchanges for capacity, operational or safety improvements.	DeIDOT/MDOT
	5-3	<b>Relief Routes</b> - The addition of a roadway designed to carry through traffic around an area of significant congestion.	DeIDOT/MDOT