

Congestion Management Process

Bay County Transportation Planning Organization

**Draft Minor Update: September
2026**

DRAFT

1.0 MINOR UPDATE

Traffic congestion is typically defined as when the volume of users on a transportation facility approaches or exceeds the capacity of the facility. This congested condition can be characterized by reduced travel speeds with longer trip times and delay. Congestion can also lead to unreliable travel times and frustration of the transportation system users. To help alleviate and manage congestion and to support the transportation planning process, a Congestion Management Process (CMP) is developed.¹

The CMP Major Update takes place every five years to coincide with the LRTP update. The CMP Major Update was updated in 2025 as part of the 2050 LRTP and can be found at www.ecrc.org/bay2050LRTP. The CMP reviews specific CMP strategies and projects (such as congested areas and corridors) as a part of the overall identification of opportunities for process improvement.

A minor update takes place on an annual basis and is documented through the CMP minor update report to coordinate its implementation with TIP development. The annual minor CMP update reflects the accomplishments in terms of congestion mitigation expected by the TPO by evaluating the Performance Measures and LOS Tables. FDOT publishes the existing and future LOS metrics at [FDOT District 3 Level of Service](#) via interactive map. The performance measures tracking (**Table 5**) is also updated annually as part of the minor CMP update.

¹ [Congestion Management Process \(CMP\) | Organizing and Planning for Operations - FHWA Office of Operations](#)

Table 5: Congestion Management Process – Performance Measures and Performance Targets

Performance Measure	2019	2020	2021	2022	2023	2024 Minor Update	Performance Target
% of Workers 16 and over who Car, Truck, or Van-Pooled to work	10.4%	10.8%	10.9%	11.1%	11.6%	11.5%	≥ 10.5% carpooled to work
Commute to Work Mode Split	81.4%	80.7%	80.0%	78.1%	76.4%	75.1%	≤ 75.0% Drove Alone
Commute to Work Travel Times (30 mins or less)	67.3%	67.0%	66.0%	65.36.0%	65.0%	66.7%	≥ 70% travel 30 mins or Less
SHS Miles	208.8	208.8	203.8	208.8	213.5	213.5	≥ 246 Miles
% Pedestrian Facility SHS Coverage	36.2%	36.3%	36.6%	37.3%	37.9%	40.7%	≥ 45.0%
Pedestrian Facility Miles	75.6	75.8	74.5	77.7	80.9	87.0	≥ 110 Miles
% Bicycle Facility SHS Coverage	27.3%	27.3%	24.3%	22.3%	30.1%	33.0%	≥ 50.0%
Bicycle Facility Miles	56.9	57.1	49.7	46.4	64.4	70.4	≥ 123 Miles
Passengers per Revenue Mile	0.817	0.613	0.584	0.614	0.51	0.82	0.7 Passenger per Revenue Mile
Serious Injury Rates per Annual 100 Million Vehicle Miles of Travel (MVMT)	10.449	9.278	8.596	7.724	7.18	7.20	0 Serious Injuries per Annual 100 MVMT
Fatality Rates per Annual 100 MVMT	1.584	1.617	1.665	1.829	1.17	1.49	0 Fatalities per Annual 100 MVMT

Performance Measure	2019	2020	2021	2022	2023	2024 Minor Update	Performance Target
% Population in Census Block Groups within 1 mile of Bicycle Facilities	84.6%	84.4%	81.6%	79.6%	94.6%	94.8%	≥ 90.0% of Population
% of facilities with LOS D, E, or F	21.0%	21.0%	-	-	24.5%	24.1%	≤ 30% of facilities with LOS D, E, or F
# of Resurfacing Projects in TIP/Total Projects in TIP	6.2%	8.7%	10.5%	12.2%	10.2%	9.6%	≥ 10.0% of Resurfacing Projects in TIP

Performance Target Methodology:

% of Worker 16 and over who Carpool to Work - Average of the Bay County TPO percentage plus 0.5% (ACS 5-year estimates represent data collected over a period of time. Ex. 2024 ACS 5-year estimates cover years 2020-2024. ACS 1-year estimates are reported for 2023.)

Commute to Work Model Split - ACS 5-year estimates are reported for years 2020 and 2024. ACS 1-year estimates are reported for years 2019, 2021, 2022 and 2023.

Commute to Work Travel Times - ACS 5-year estimates are reported for years 2020 and 2024. ACS 1-year estimates are reported for years 2019, 2021, 2022 and 2023.

% Pedestrian Facility SHS Coverage - Existing + Planned Pedestrian Facilities that will cover the SHS. Planned Facilities on the SHS (from the TIP) were added beginning in 2024.

% Bicycle Facility SHS Coverage - Existing + Planned Bicycle Facilities that will cover the SHS. Planned Facilities on the SHS (from the TIP) were added beginning in 2024.

Passengers per Revenue Mile - Peer Group Mean of Passengers per Revenue Mile in BayWay's TDP

Vehicle Miles Traveled (in millions) - Average of the Bay County TPO percentage

Serious Injury Rates per Annual 100 MMT - Supports FDOT's "Vision Zero".

Fatality Rates per Annual 100 MMT - Supports FDOT's "Vision Zero".

% Population within 1 mile of Bicycle Facilities on the SHS - Population within 1 mile of Existing + Planned Bicycle Facilities on the SHS.

% of Facilities or Centerline Miles with LOS D, E, F - Percent of facilities or centerline miles with LOS D, E, or F minus 5% (Centerline miles are used beginning in 2024.)

% Interstate Person-Miles Traveled that are Reliable - ECRC established target

% Non-Interstate NHS Person-Miles Traveled that are Reliable - ECRC established target

of Resurfacing Projects in TIP/Total Projects in TIP - Sum of resurfacing project mileage/Bay County TPO Roadway Network Mileage

The 2023 Major Update used an alternative methodology for SHS/Pedestrian/Bicycle Facility Miles, Pedestrian/Bicycle Facility SHS Coverage, and % Population within 1 mile of Bicycle Facilities.

APPENDIX

Attached below is Resolution BAY 26-20 for the approval of the Congestion Management Process Minor Update.

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