CONGESTION MANAGEMENT PROCESS

Measuring Mobility

The North Florida Transportation Planning Organization (North Florida TPO) is the independent transportation planning agency for the region.

We plan, fund and mobilize resources needed to develop and maintain our transportation system. The North Florida TPO is required to maintain a congestion management plan and process to address recurring congestion within the region. Recurring congestion refers to traffic back-ups that happen routinely, as opposed to a unique event caused by a crash or inclement weather. This Mobility Report summarizes the progress made by our region in managing congestion and enhancing mobility.

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The Cost of Congestion

The social and economic costs of recurring congestion within the North Florida region have a staggering impact. More than $316 million are lost each year by travelers due to delays and excess fuel consumption. When congestion resulting from crashes and other non-recurring congestion is considered, the total cost of congestion is $526 million per year. This amounts to 11 hours or $400 for each of our region’s 1.3 million residents.

Since the economic peak in 2007, congestion has declined overall due to the recession, but is on the rise again. Fewer people are on the road today than were in 2007, but total travel delays still increased 7.57 percent. Compared to 2011, the regional cost of congestion increased $18.91 million. This congestion is more concentrated on key facilities such as I-10, I-95, I-295, Banding Boulevard, Southside Boulevard, Atlantic Boulevard, San Jose Boulevard, J.T. Butler Boulevard and SR A1A.

Since 2007, transit ridership increased by 20 percent from 11.3 million riders to 13.8 million in 2011. In 2012, 46 percent of all residential households had a transit stop within the quarter-mile radius and 87 percent of all residential households were located within a five mile radius of a park and ride lot.

2013 Plan Update

The Congestion Management Process measures congestion trends and impacts, identifies specific highly congested corridors and recommends strategies to reduce congestion and improve mobility. This update identifies congested corridors in the four-county region as shown on the map insert. Congestion is defined as experiencing at least one hour of severe congestion.

There are multiple options to address congestion and enhance mobility for our region. Each option has trade-offs regarding benefits, impacts and costs. Goals were developed to guide the strategy evaluation process. Each goal includes corresponding objectives, performance measures and benchmarks.

**GOAL 1**
Invest in Projects That Enhance Economic Competitiveness

**GOAL 2**
Invest in Livable and Sustainable Communities

**GOAL 3**
Enhance Safety

**GOAL 4**
Enhance Mobility
A key shift in our approach to the congestion management process is an emphasis on enhancing and optimizing mobility for all travelers in lieu of simply reducing automobile congestion. To balance the need for automobile mobility with other modes, the following policies were adopted.

- Limit the number of lanes to six on non-freeway facilities and provide pedestrian, bicycle and transit friendly environments consistent with the corridor.
- Perform a corridor analysis before any capacity expansion project and use mobility improvement strategies identified in this plan.
- Encourage local governments to develop policies that support access management and driveway sharing for local projects.
- Consider context sensitive solutions that optimize the balance between automobiles and other modes of transportation such as transit and pedestrians. These strategies could include reducing speeds and the number of lanes within corridors to enhance the quality of transit, cycling and walking.

Context sensitive solutions, such as reducing speeds and the number of lanes within corridors, enhance the quality of transit, cycling and walking.

<table>
<thead>
<tr>
<th>TRENDS</th>
<th>2007 to 2011</th>
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<tbody>
<tr>
<td>Travel Delays</td>
<td>+7.57%</td>
</tr>
<tr>
<td>Transit Ridership</td>
<td>+20%</td>
</tr>
<tr>
<td>Regional Cost of Congestion</td>
<td>+18.91 Million</td>
</tr>
<tr>
<td>% System Heavily Congested</td>
<td>-30%</td>
</tr>
<tr>
<td>Vehicle Miles Traveled</td>
<td>-7% *</td>
</tr>
</tbody>
</table>

* Generally, increases in the quantity traveled are preferred as they tend to reflect overall economic activity. However, consistent with livability and sustainability goals, one of our objectives is to reduce the amount of travel needed in the future.

**Mobility Improvement Strategies**

Once congested corridors were identified, they were evaluated for potential congestion management strategies in the following categories.

**Transportation Systems Management and Operational (TSM&O) Strategies**

TSM&O strategies maximize the effectiveness and efficiency of the existing system. Examples include surveillance and incident management systems, access management, congestion pricing, hard shoulder running, reversible lanes, ramp metering, transit signal priority, variable speed limits, and dynamic detours.

**Travel Demand Management (TDM) Strategies**

TDM strategies shift trips from single-occupant vehicles to other modes. Examples include High-Occupancy Vehicle (HOV) incentives, park-and-ride lots and commuter assistance services such as the TPO’s Cool to Pool rideshare program.

**Transit Improvements**

Improvements for local bus, express bus, bus rapid transit, light rail and commuter rail services encourage the shift from auto travel to transit.

**Capacity Improvements**

Adding traffic lanes, express lanes, auxiliary lanes, intersection improvements or new roadways are very costly and are to be considered after the other strategies have been evaluated.

The success of the Congestion Management Process will be determined by evaluating performance measures that will quantify the mobility provided in the region. A mobility report will be published annually beginning in 2014.
The Cost of Congestion

The social and economic costs of recurring congestion within the North Florida region have staggering economic and social costs. More than $316 million are lost each year by travelers due to delays and excess fuel consumption associated with delays. When congestion resulting from crashes is considered, the total cost of congestion is $526 million. This amounts to 11 hours or $400 for each of our region’s 1.3 million residents.

Since the economic peak in 2007, congestion has declined overall due to the recession, but is on the rise again. Fewer people are on the road today than were in 2007, but total travel delays still increased 7.57 percent. Compared to 2011, the regional cost of congestion increased $18.91 million. This congestion is more concentrated on key facilities such as I-10, I-95, I-295, Blanding Boulevard, Southside Boulevard, Atlantic Boulevard, San Jose Boulevard, J.T. Butler Boulevard and SR A1A.

Transit ridership has grown over the last five years due to increases in fuel prices, the economic downturn and greater accessibility. Since 2007, transit ridership increased by 20% from 11.3 million riders to 13.8 million in 2011. In 2012, 46% of all residential households had a transit stop within the quarter-mile radius and 87% of all residential households were located within a five mile radius of a park and ride lot.

2013 Plan Update

The Congestion Management Process measures congestion trends and impacts, identifies specific highly congested corridors and recommends strategies to reduce congestion and improve mobility. The 2013 update identifies congested corridors in the four-county region as shown on the map insert. Congestion is defined as experiencing at least one hour of level of service (LOS) E/F which means that the road is at or exceeds capacity.

There are multiple ways to address congestion and each option has tradeoffs regarding benefits, impacts and costs. Goals were developed to guide the strategy evaluation process. Each goal includes corresponding objectives, performance measures and benchmarks.

Goal 1 Invest in Projects That Enhance Economic Competitiveness

Goal 2 Invest in Livable and Sustainable Communities

Goal 3 Enhance Safety

Goal 4 Enhance Mobility

Transit Ridership

<table>
<thead>
<tr>
<th>Year</th>
<th>Ridership</th>
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<tbody>
<tr>
<td>2007</td>
<td>11.3 million</td>
</tr>
<tr>
<td>2011</td>
<td>13.8 million</td>
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</table>

20% increase from 2007 to 2011.
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**Congestion Mitigation Strategies**

Once congested corridors were identified, they were evaluated for potential congestion management strategies in the following categories:

**Transportation Systems Management and Operational (TSM&O) Strategies**

Maximize the effectiveness and efficiency of the existing system. Examples include surveillance and incident management systems, access management, congestion pricing, hard shoulder running, reversible lanes, ramp metering, transit signal priority, variable speed limits, and dynamic detours.

**Travel Demand Management (TDM) Strategies**

Shift trips from single-occupant vehicles to other modes. Examples include High-Occupancy Vehicle (HOV) incentives, park-and-ride lots and commuter assistance services such as the TPO's Cool to Pool rideshare program.

**Transit Improvements**

Improvements for local bus, express bus, bus rapid transit, light rail and commuter rail services encourage the shift from auto travel to transit.

**Capacity Improvements**

Adding traffic lanes, managed lanes, auxiliary lanes, intersection improvements or new roadways are very costly and are to be considered after the other strategies have been evaluated.

**Policies**

Managing congestion is an ongoing process and the North Florida TPO has developed guiding policies including:

- Limiting the number of lanes to six on non-freeway facilities to provide pedestrian, bicycle and transit friendly environments consistent with the corridor.
- Performing a corridor analysis before any capacity expansion project and addressing the use of congestion mitigation strategies.
- Encouraging local governments to develop policies that support access management and driveway sharing for local projects.

The success of the Congestion Management Plan will be determined based on evaluating performance measures that will quantify the mobility provided in the region. This mobility report will be published annually beginning in 2014.
To read the full report and learn more about the Congestion Management Process and strategies to reduce congestion, please visit www.northfloridatpo.com