

Congestion Policy Update

TIC

November 15, 2011





Rationale for a Congestion Policy

- To establish specific and clear policy direction
- To evaluate existing and proposed transportation systems



Congestion Policy Background

- Key implementation tool for *The Way We Move*
- Builds on the “Managed Congestion Report” from June 28, 2005

Congestion

Vibrant cities cannot be free of congestion

“Traffic congestion in urban areas is often the outcome of successful urban economic development, housing and cultural, policies that make people want to live and work relatively close together”
(ECMT 2007)



Congestion and Goods Movement



- Can be a burden to economic prosperity
- Congestion Policies should correspond to Goals in *The Way Ahead* and be respect the adjacent land uses
- *The Way We Move* recognizes this relationship

Congestion

- No one clear definition
- Difference between expectation and experience
- Demand > capacity



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Congestion Measurement





The Congestion Policy

- Proposes to:
 - Accept of some level of congestion
 - Define a measurement tool
 - Contain a methodology to measure, monitor and report
 - Use a Systems approach where all transportation modes are considered
 - Evaluate congestion on a network perspective rather than individual intersections or movements within intersections
 - Evaluate congestion for existing transportation systems and planned projects that change existing systems
 - Define at what level of congestion an assessment is required



The Congestion Policy

- Does not propose to:
 - Apply to irregular incidents such as construction, vehicle collisions, weather or special events
 - Establish an expectation that all congestion can be managed
 - Provide policies that conflict with *The Way We Move*





Next Steps

- Complete technical work related to Level of Service guidelines
- Develop a method to measure, evaluate and report congestion levels
- Develop tools to assess transportation system improvements
- Return to TIC with a Draft Policy in March