



# CONGESTION IN THE ATLANTA REGION

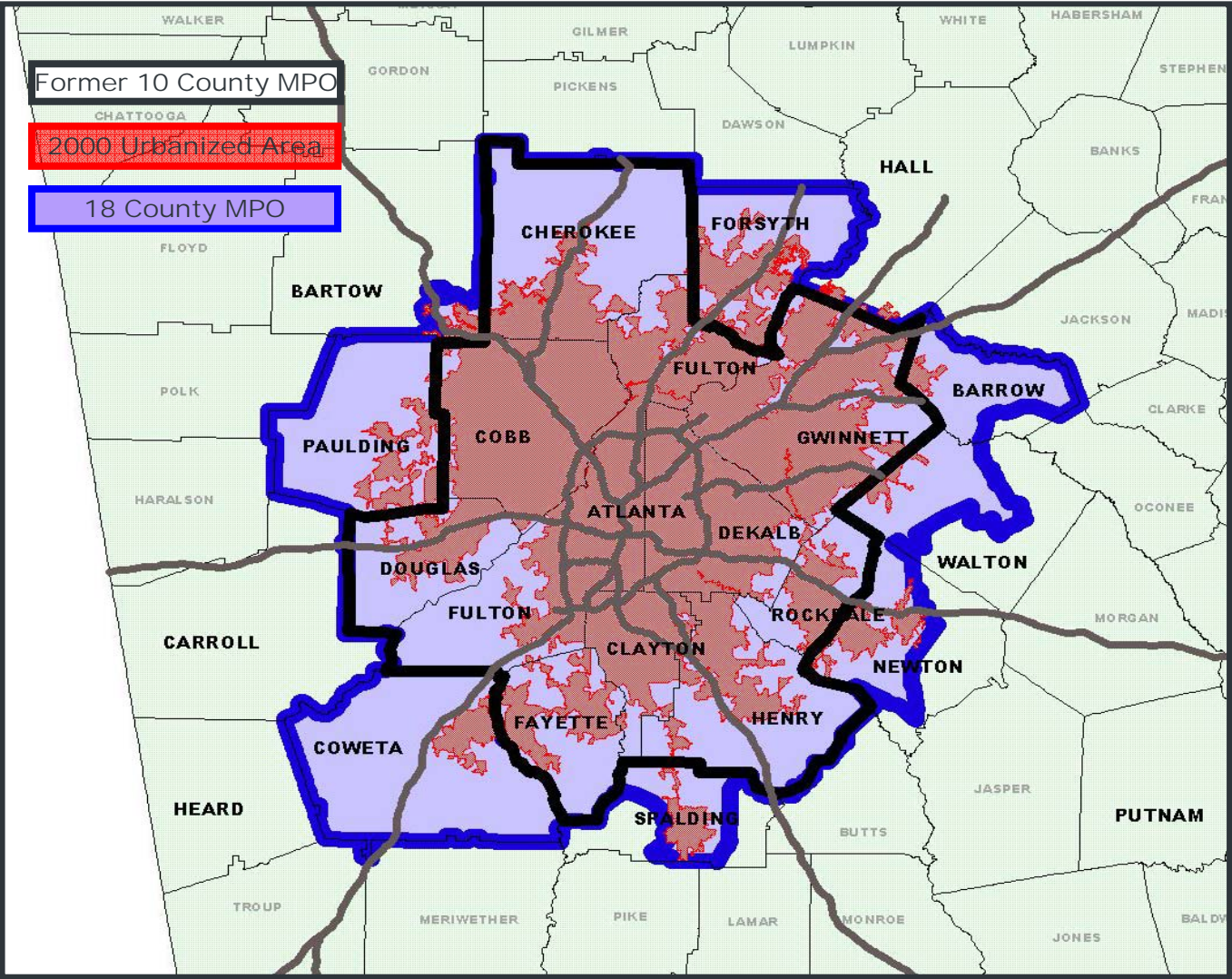
State Transportation Board  
Committee of the Whole  
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Atlanta Regional Commission



# Metropolitan Planning Organization (MPO) Boundaries



# Federal Planning Requirements for a MPO

- Develop long range plan (RTP)
- Develop short-range implementation program (TIP)
- RTP and TIP must be:
  - Multimodal and balanced
  - Collaboratively developed
  - Financially constrained
- RTP and TIP must conform to air quality standards in areas of nonattainment
- Congestion Management Process (CMP) must be developed and implemented by larger MPOs



## CMP Facility-Based Elements

- Measure system performance
- Identify causes of congestion
- Assess alternatives
- Implement cost-effective actions
- Evaluate effectiveness of actions

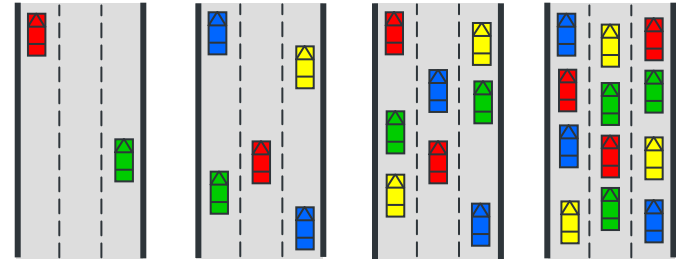
*Emphasizes demand reduction programs and operational improvements prior to consideration of SOV capacity*



# How the Atlanta CMP Defines Congestion

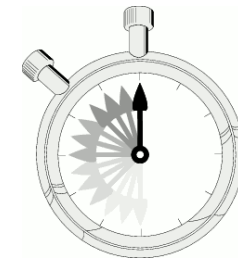
## INTENSITY (TTI)

How bad is the congestion?



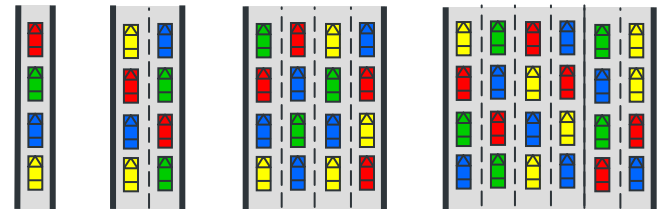
## DURATION

How long does it last?



## EXTENT

How many people are affected?



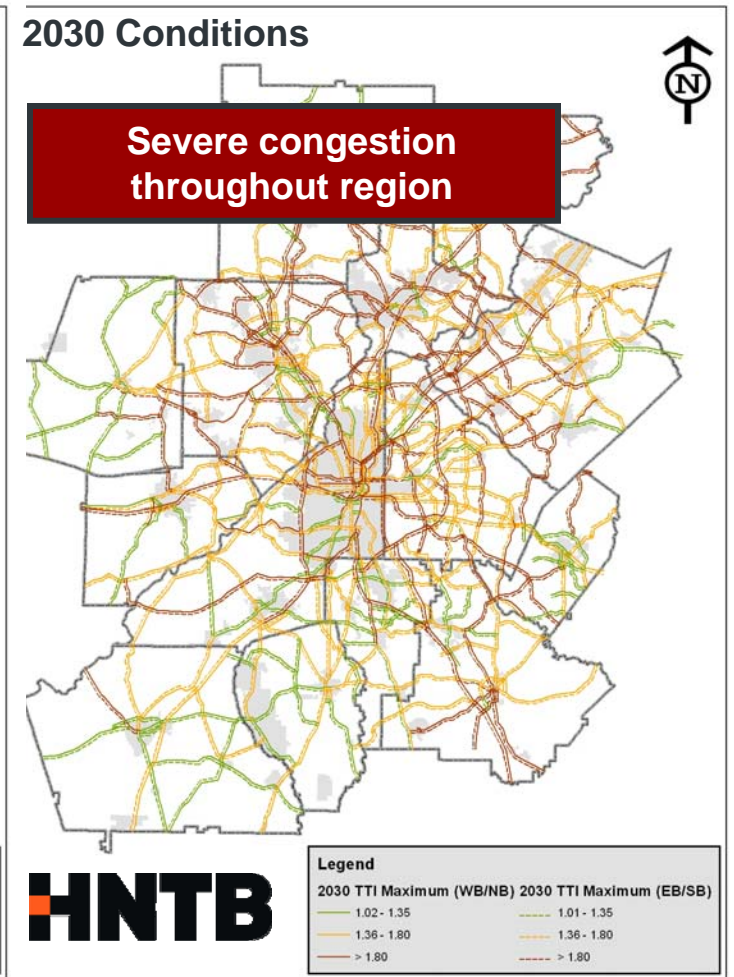
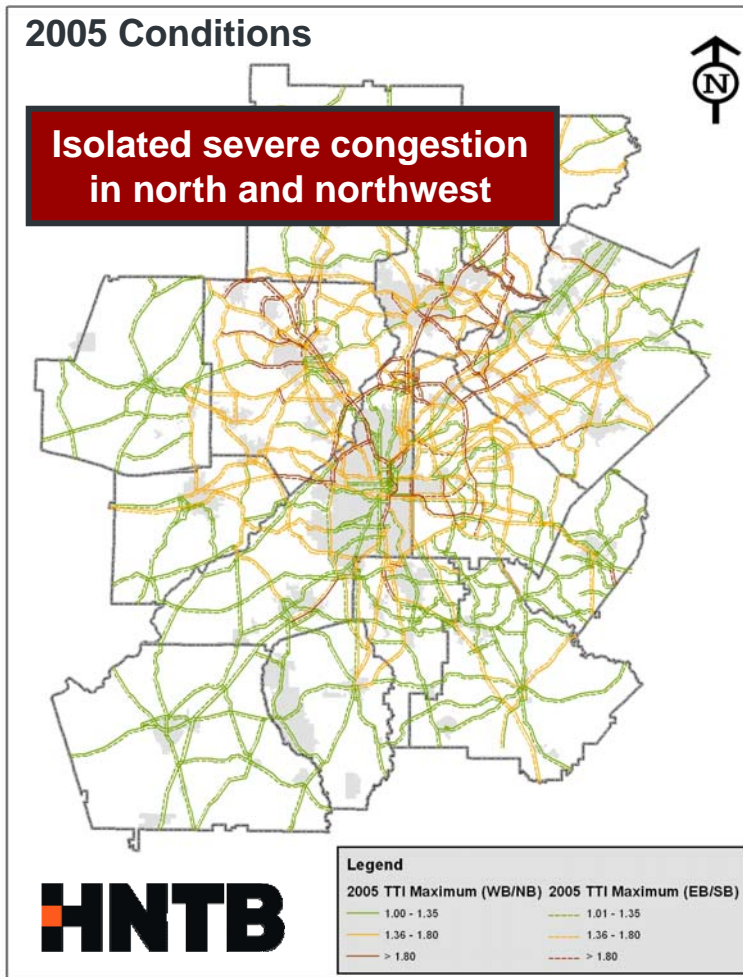
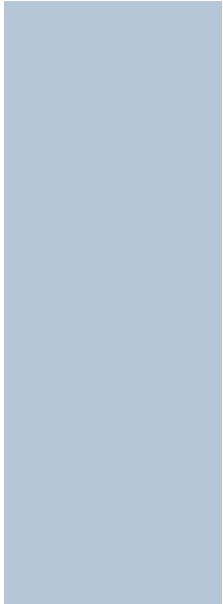
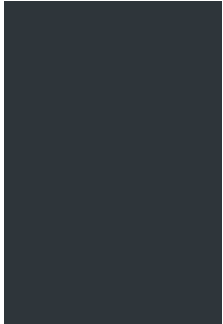
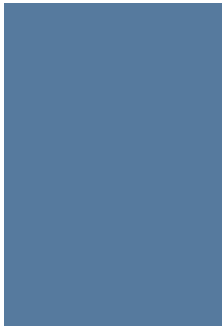
Incorporated into the 70% weighting of congestion relief for project prioritization

# Incorporation of Congestion Mitigation Task Force Recommendations

- Regional TTI Target of 1.35
- 70% Congestion Relief Weighting
- Apply consistent benefit-cost methodology



TTI: Congested Travel Time 35% longer than Free Flow Travel Time

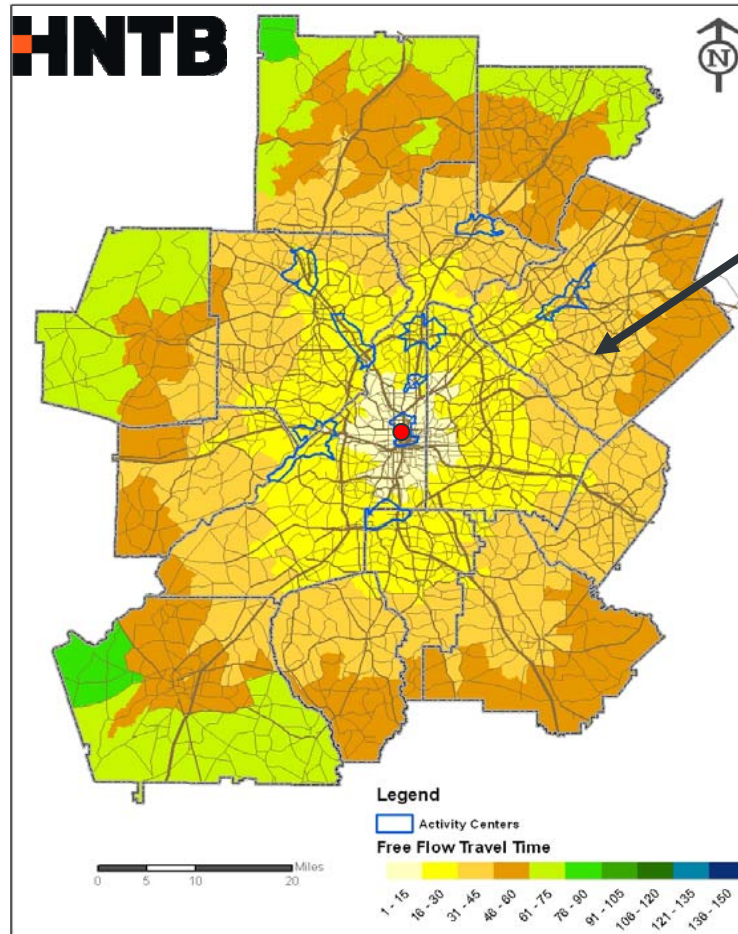


**NEW!**

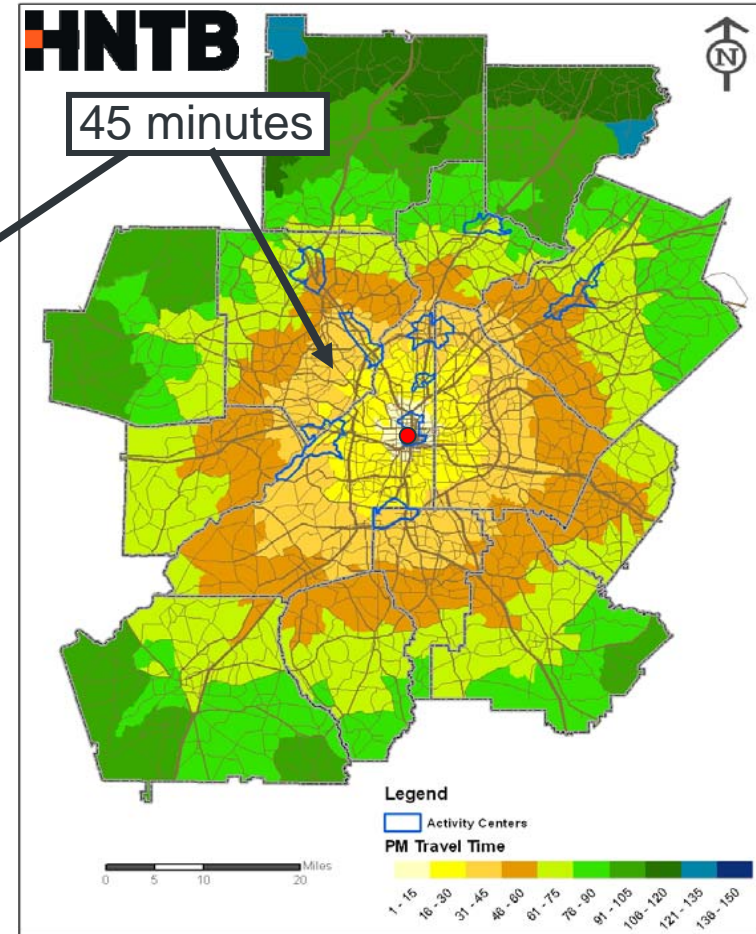
TTI	Congestion Level
1-1.35	No Congestion
1.35-1.80	Moderate Congestion
> 1.8	Severe Congestion

# Congestion Restricts Commuters

Free Flow Conditions



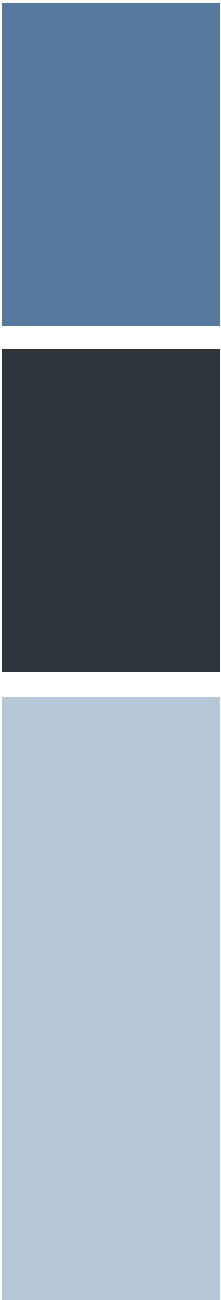
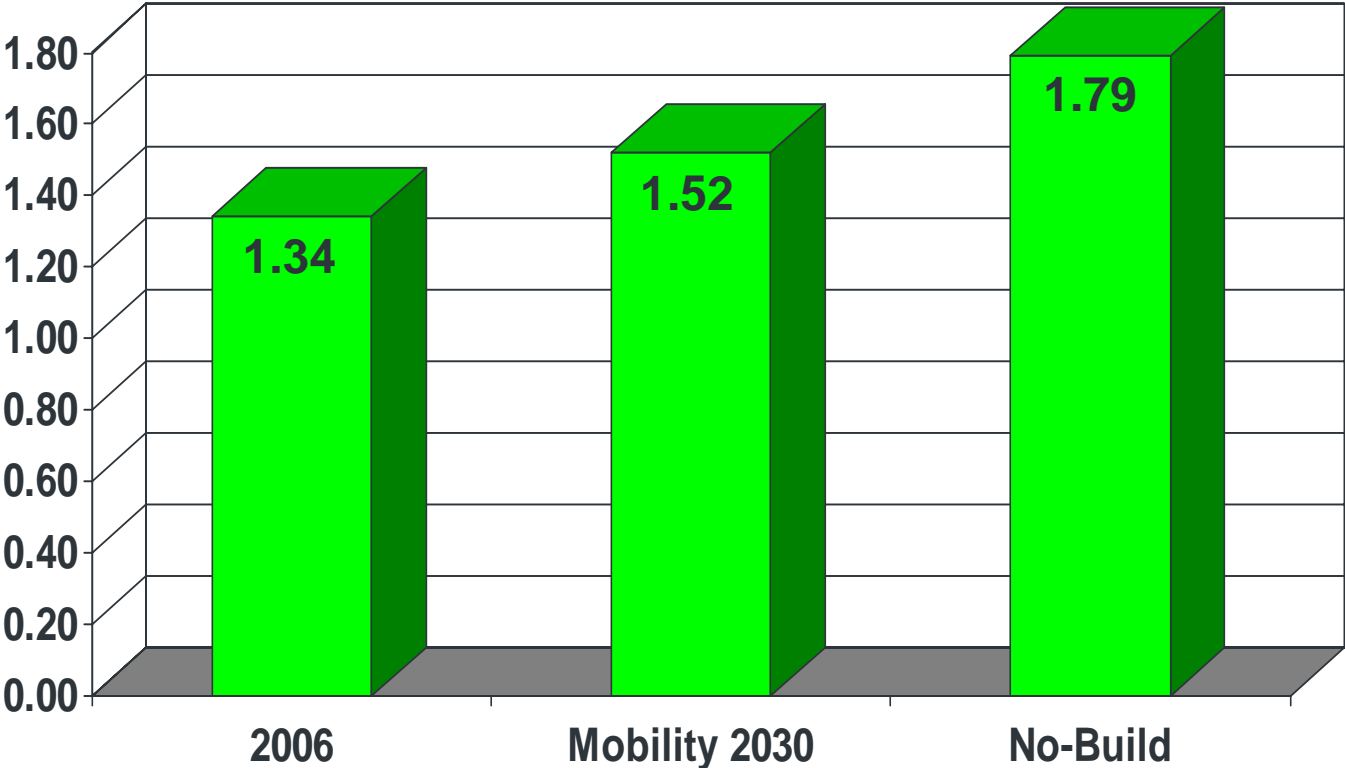
PM Peak Period



Reduced accessibility from Downtown/Midtown (2005)

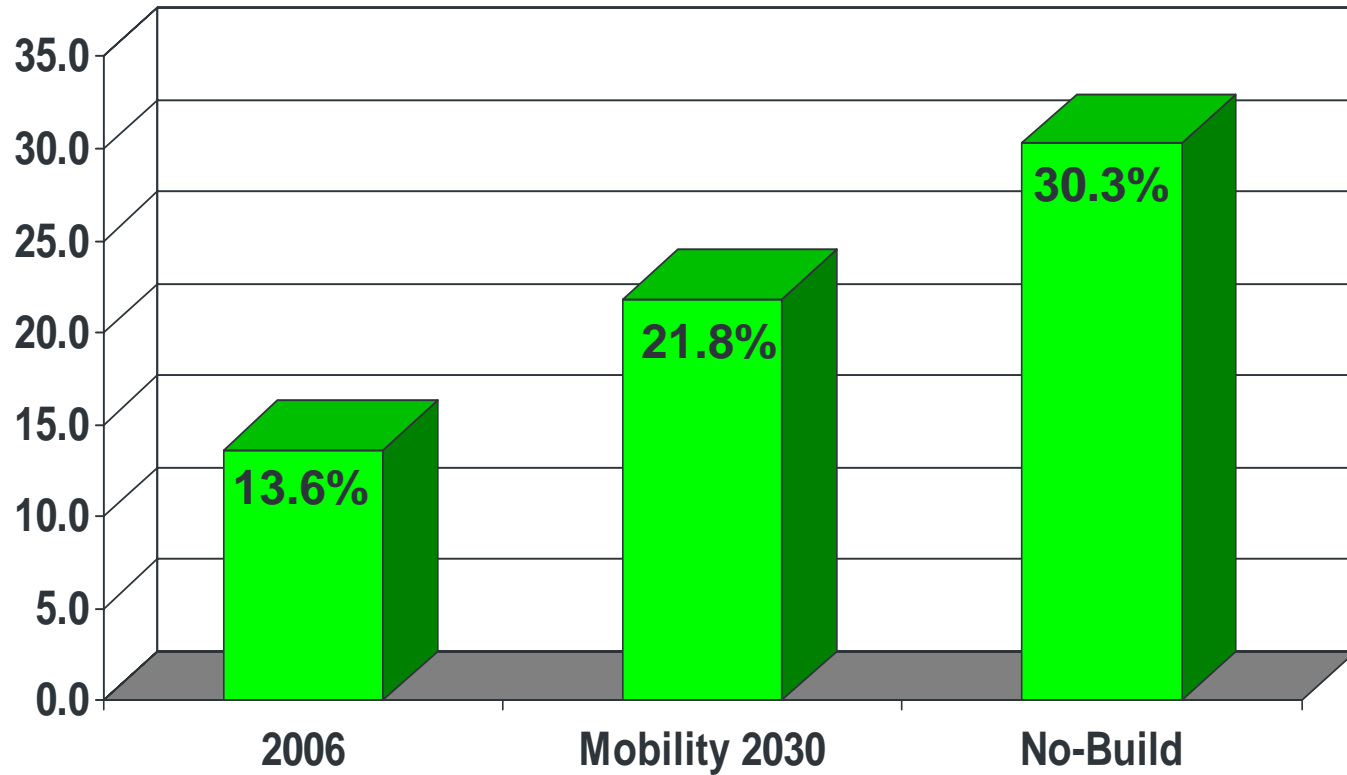
# Regional Travel Time Index

*Congested Travel Time vs. Free Flow Travel Time*

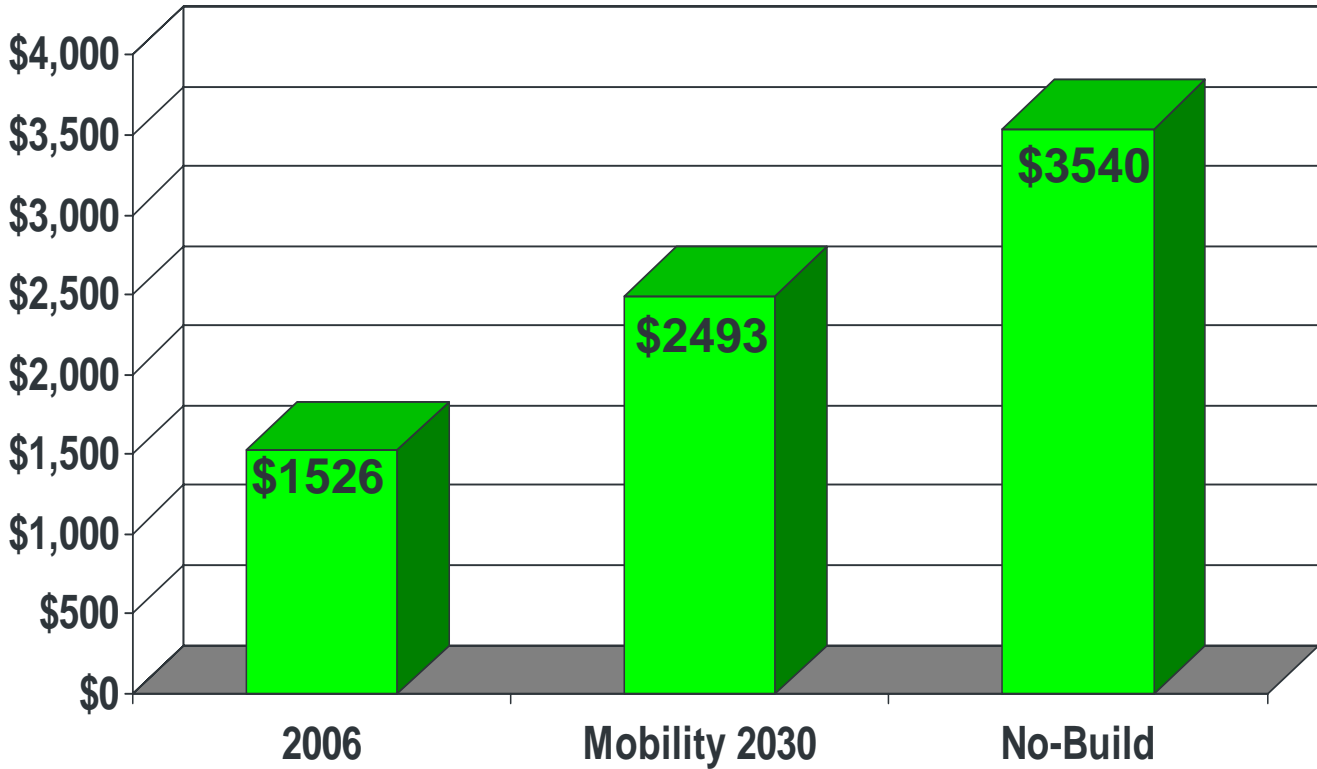


# Percent of VMT in Congestion

*VMT = Vehicle Miles of Travel*



# Annual Per Capita Cost of Congestion *Wasted Fuel and Time*



## There is no Silver Bullet

- Rapid growth will always create congestion
- Infrastructure “chases” growth
- Metro areas have a wide range of travel patterns and needs
- Traditional capacity expansions don’t meet all needs or conditions



# Crashes Cause Over Half of All Congestion



I-85 Southbound near Atlanta, GA  
September 26, 2006



*Extra capacity is not a cost effective strategy to address incident related congestion.*

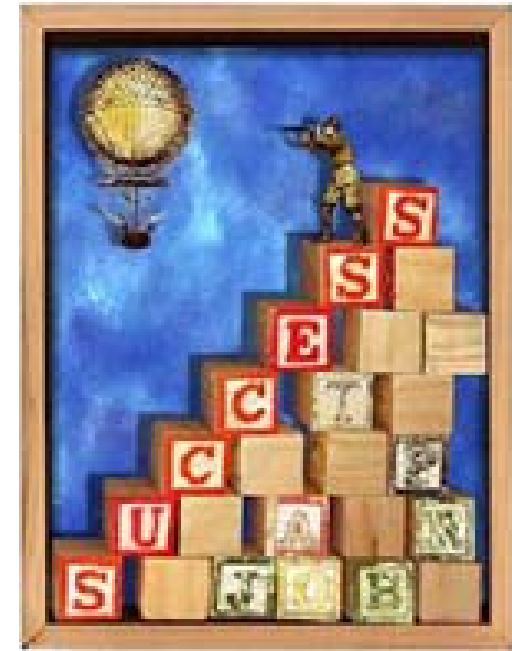
# Special Events Create Unique Demands



*Good planning, proper traffic control and travel options are all essential to manage unique demands. Remember how well traffic flowed during the Olympics?*

# Comprehensive Strategy is Needed

- More travel options for residents and visitors
- “Four T” approach
  - Tolling
  - Transit
  - Telecommuting
  - Technology
- Cost effective solutions
- Better implementation rate
- Integration of land use and transportation planning
- Additional funding to meet needs and priorities
  - Georgia spends 50% less per capita on transportation than the national average





## Next Steps

- Continued advances in CMP development
- Continued Incorporation into Project Identification and Prioritization Process
- Intensify Field and Real-Time Data Collection Efforts
  - Jurisdictional Bottleneck Submittals
  - Travel Time GPS Data
  - Intersection Turning Movement Count Data
- Activity Center Based Congestion Monitoring