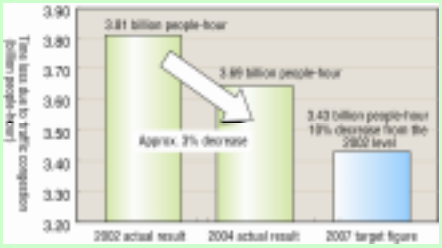
Policy theme: Reducing traffic congestion

Promotion of Effective Measures to Deal with Traffic Congestion

Current efforts and assessment

- Locations where measures to deal with traffic congestion are to be taken are not chosen mechanically, but rather selected taking into consideration the needs of the residents.
- Time loss due to traffic congestion decreased by about 3%, from 3.81 billion people-hours in 2002 to 3.69billion people-hours in 2004.

Nationwide figures



Problems

- **Acquirement of data in sections for which accurate data have not been obtained, and study of highly objective methods for selection of locations where measures will be taken.**
- **Study of methods for selecting locations where measures will be highly effective, taking into consideration user needs that are outside time loss due to traffic congestion.**

Future efforts

- **Sections where traffic congestion is serious will be selected based on objective data obtained by utilizing the Priority Indication Method. More effective and efficient measures to deal with traffic congestion will then be implemented by taking into consideration on-site situations.**

⇒Measures to expand traffic capacity that include construction of cross-grade intersections, bypasses, and ring roads.

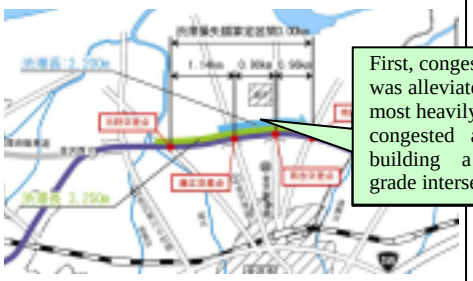
⇒Park-and-ride services, projects to support public transportation systems, implementation traffic-demand management, etc..

Example

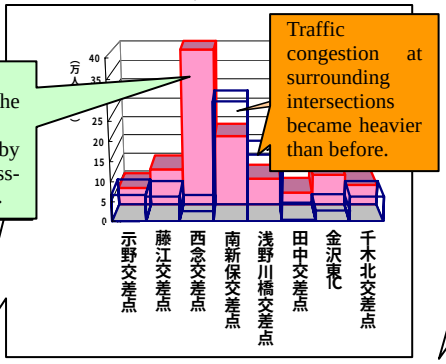
Reducing traffic congestion with a step-by-step approach, starting with locations that will show early results.

Effectiveness of the Sainen cross-grade intersection project and the Moroe-Minamishinbo lane expansion project on National Highway 8.

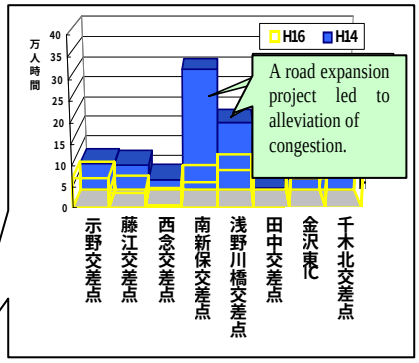
Traffic in the Sainen district along Route-8 and especially in the areas near the Sainen and Minamishinbo Intersections-were subject to congestion of 2 to 3 km during the morning and evening rush hours. To solve this problem, the Kanazawa Office of River and National Highway implemented a project to turn the Sainen Intersection, which had been the site of the most serious congestion, into a cross-grade intersection. This project was completed in fiscal 2002. However, while succeeding in alleviating congestion around the Sainen Intersection, the project also had the effect of making traffic in surrounding intersections even heavier than before. Thus, as a next step, the Office started a project to widen Route 8 from 4 lanes to 6 lanes in the section from the Moroe Intersection to the Sainen Intersection, where traffic had worsened. This road expansion project-which was implemented by effectively using land between Route 8 and the Hokuriku Expressway-was completed in fiscal 2003. As a result, traffic congestion between the Moroe and Sainen Intersections was nearly eliminated, with the length of traffic congestion reduced from 2,500 m to 140 m.



First, congestion was alleviated at the most heavily congested area by building a cross-grade intersection.



Traffic congestion at surrounding intersections became heavier than before.



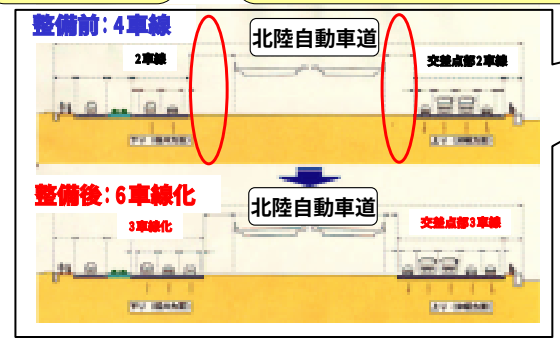
A road expansion project led to alleviation of congestion.

Identification of congested spots.

Sainen Intersection (the most heavily congested point)was turned into a cross-grade intersection . Traffic congestion at Sainen Intersection was alleviated. Congestion at surrounding intersections emerged.

Section between Moroe and Sainen Intersections was to six lanes using idle land.

Length of traffic congestion shortened to one-twentieth.



Length of traffic congestion reduced from 2,500m to 140m

Travel time shortened from 14 minutes to 2 minutes

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