

2012 Congestion Management Process Summary Report



Introduction

Residents traveling within Clark County and to Portland continue to experience travel delays and safety problems related to traffic congestion. Congestion results in delays for individuals and businesses. Southwest Washington Regional Transportation Council's (RTC's) Congestion Management Process (CMP) provides a tool for monitoring traffic congestion and delay. RTC's federally required congestion management process is a regional program that analyzes travel delay characteristics and provides system performance information on major streets and state highways.

The findings of the CMP have changed over time as the region has grown. Prior to 2000, the report's key findings focused on the locations where the volume of traffic exceeded roadway capacity. Local and state government responded by adding lane capacity and by bringing the region's most heavily traveled streets up to urban standards.

In recent years, the CMP monitoring has shown an increase of slower travel times on many of the region's major streets and a lesser change on major streets where volumes exceeds capacity. Adding additional travel lanes has become very costly because of limited right-of-way. In order to address these changes the region has started to focus on traffic management and operational alternatives that help to maintain travel reliability. Local and state government has begun to invest in traffic management and operational improvements that have improved travel reliability.

Congestion Monitoring Report

The Congestion Management Process includes a warehouse of transportation data and conducts an analysis of transportation system performance. The data is translated into tables and maps that are contained in the full report. The CMP can be located on RTC's website at <http://www.rtc.wa.gov/data/cmp>.

The purpose of this summary is to provide a snapshot of the region's most congested corridors and roadways.



For More Information

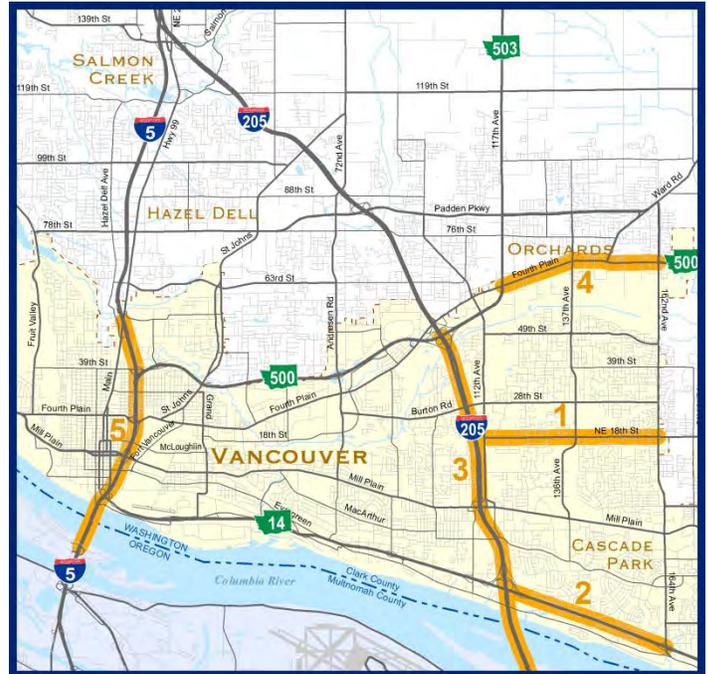
You can get for information on the Congestion Management Process by contacting the Regional Transportation Council at 360-397-6067 or by visiting the project website at <http://www.rtc.wa.gov/data/cmp>.

Corridors: Volume to Capacity

The five worst traffic volume to capacity ratio corridors are shown on Map 1. The corridor capacity ratio is an aggregation of the volume/capacity ratios for the individual segments that make up a corridor. The capacity ratio provides an indication of how well the transportation facility carries the existing traffic volumes. The closer the ratio is to one, the worse the traffic congestion. A ratio above 0.90 is an indicator of significant congestion.

The five worst volume to capacity corridors are:

- | | | |
|----------|---|-------------|
| 1 | 18th St., 112th Ave. to 162nd Ave. (PM) | 1.11 |
| 2 | SR-14, I-205 to 164th Ave. (PM) | 1.00 |
| 3 | I-205, Airport Way to SR-500 (PM) | 0.93 |
| 4 | Fourth Plain, SR-503 to 162 nd Ave. (PM) | 0.92 |
| 5 | I-5, Jantzen Beach to Main St.. (PM) | 0.90 |

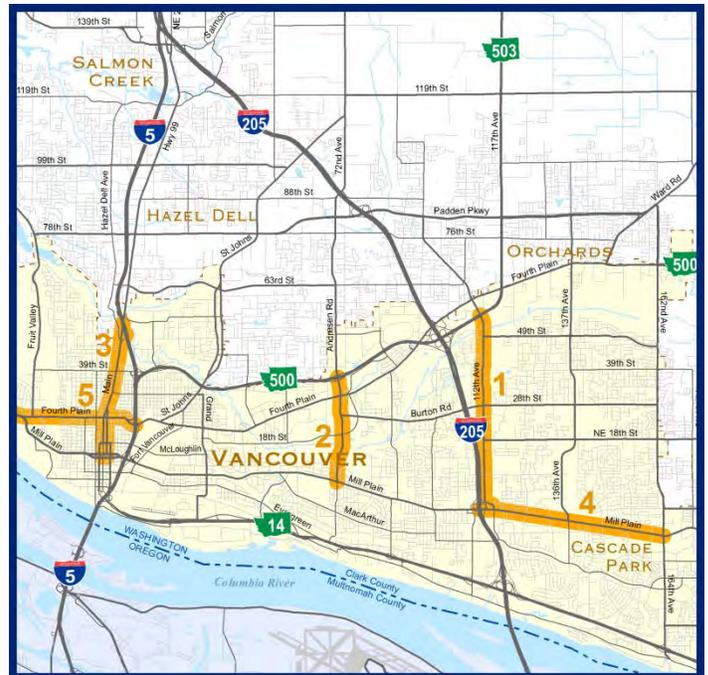


Corridors: Lowest Speed

Illustrated on Map 2 are the five lowest speed corridors. Peak travel speed is calculated from corridor travel time and distance. Most corridor travel speeds have continued to decline over the last several years. Slower corridor travel speeds reduce the ability of a corridor to carry regional traffic and may cause some to use different facilities or to cut through neighborhood streets.

The five lowest speed corridors are:

- | | | |
|----------|---|---------------|
| 1 | 112 th Avenue, Mill Plain to SR-500 (PM) | 15 mph |
| 2 | Andresen Road, Mill Plain to SR-500 (PM) | 16 mph |
| 3 | Main Street, Mill Plain to I-5 (PM) | 19 mph |
| 4 | Mill Plain, I-205 to 164 th Ave. (PM) | 20 mph |
| 5 | Fourth Plain, NW 26 th Ave. to I-5 (PM) | 21 mph |



Corridors: Lowest Speed Percentage

Illustrated on Map 3 are the five lowest percentage of speed compared to speed limit corridors. The level of speed in the corridor is ranked by comparing actual measured travel speed to the posted speed limit. The percentage along arterials is directly connected to delay at signalized intersection. Improved progression and coordination between signals will improve overall travel time and safety. A travel speed lower than 60% of the posted speed limit is below average and is an indicator of delay.

The five lowest speed percentage corridors are:

1	112 th Ave., Mill Plain to SR-500 (PM)	44%
2	Andresen, Mill Plain to SR-500 (PM)	46%
3	Fourth Plain, SR-503 to 162 nd Ave. (PM)	53%
4	Mill Plain, I-205 to 164 th Ave. (PM)	54%
5	Highway 99, Main St. to 134 th St. (PM)	54%



Strategies

RTC’s federally required Congestion Management Process provides a tool for monitoring the region’s transportation system performance. The CMP provides information to help guide the investment of transportation funding toward improving the region’s key congestion and travel delay locations. The CMP data can also help direct investments to where capacity improvements versus traffic management and operational improvements could be the most effective.

The following strategies can help the region to improve travel reliability and still address capacity needs:

- Preservation of the existing system
- Improving system performance through traffic operational and management strategies
- Where possible, provide mode choice options
- Add lane capacity at key bottlenecks

Strategies are detailed in the CMP Toolbox. The intent of the CMP Toolbox is to provide a reference for the development of alternative strategies. To address transportation issues, local governments

should give consideration to the various strategies identified in the CMP Toolbox.

CMP Toolbox

System Preservation and Maintenance

- Preservation of the current roadway, transit, bicycle, and pedestrian system.

Safety Improvements

- Implementation of safety improvements, including those supported in the Safety Management Assessment.

Transit Improvements

- Implementation of better bus route coverage, improved bus frequencies, transit amenities, park and rides, and high capacity transit.

Bicycle and Pedestrian Improvements

- Construction of bicycle and pedestrian facilities, amenities.

Transportation Demand Management

- Options to manage work trips such as alternative work hours, telecommuting, and ridesharing.

Transportation System Management and Operations

- Options to improve traffic flow including traffic signal coordination, incident management, ramp metering, highway information, and advanced traveler information.

Access Management

- Implementation of left turn restrictions, consolidation or relocation of driveways, interchange modification, intersection/interchange spacing, and collector-distributor roads.

Land Use

- Mixed used development, densification, transit oriented development, and parking strategies.

Roadway Improvements

- Implementation of design improvements, upgrading roads, grade separation, and road widening.

Implementation

Information developed by the Congestion Management Process is applied throughout the regional transportation planning process.

In coordination with local agencies, RTC utilizes the Congestion Management Process to identify needs, which are incorporated into the recommendation included in the Metropolitan Transportation Plan for Clark County (MTP).

After project sponsors give consideration to the various strategies from the CMP Toolbox, projects move forward towards implementation. Priority projects are then submitted to RTC for prioritization through the regional Metropolitan Transportation Improvement Program (MTIP).

Monitor Strategy Effectiveness

The congestion monitoring report contains data that allows for the continuing development and updating of information to track the performance of the regional transportation system and implemented strategies.

In assessing the degree to which the congestion strategies address congestion issues, projects are tracked through the project implementation process and results are reported back to regional technical committees.

