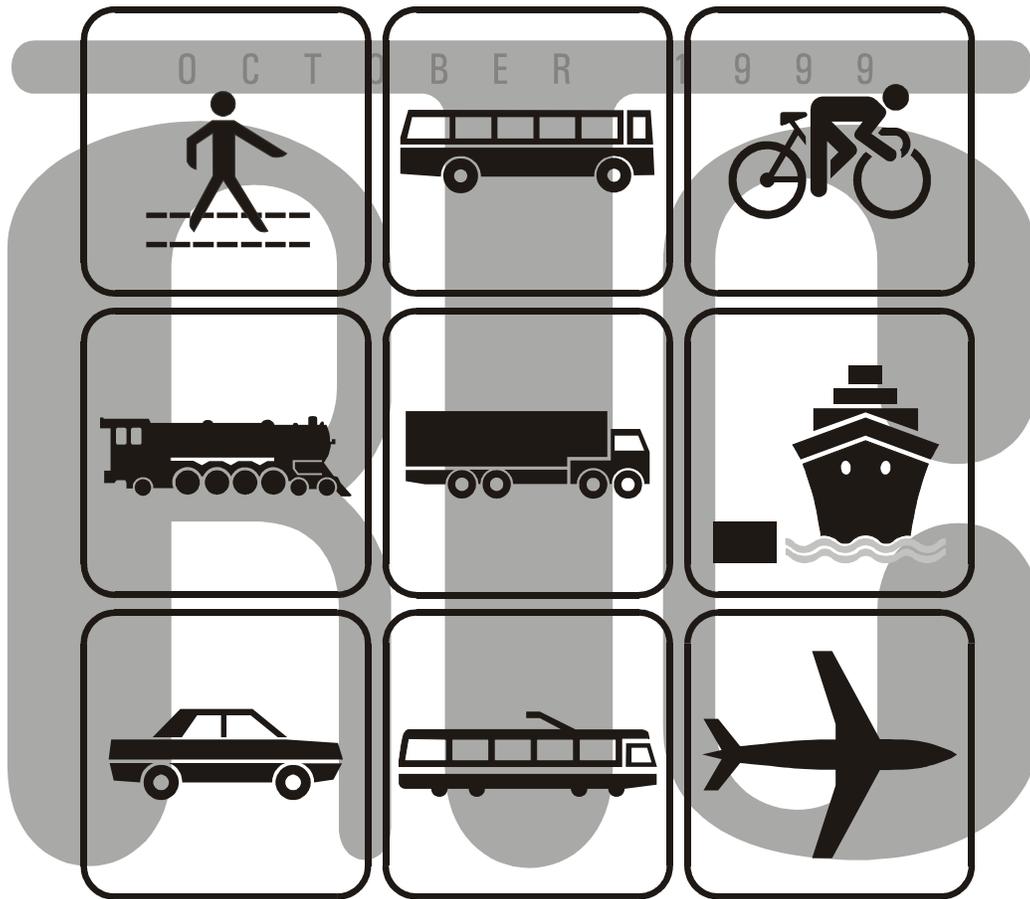


# Metropolitan Transportation Plan for Clark County



**Southwest Washington Regional Transportation Council**

## CHAPTER 6

# PERFORMANCE MONITORING

The transportation planning process requires that monitoring of system performance takes place. Several elements of system monitoring activities are described below.

### **GMA AND CONCURRENCY MANAGEMENT**

Monitoring of the regional transportation system's performance is an ongoing activity for RTC. The GMA-required Concurrency Management System necessitates monitoring of transportation system performance to measure its performance against established Level of Service standards. Requests for future development have to be considered in light of the established Levels of Service for transportation facilities. If Level of Service standards cannot be met, then development can be halted or mitigation measures required. Concurrency management necessitates not only monitoring of transportation system performance but also requires tracking of development in the region and update of transportation modeling tools to ensure accuracy of data.

### **REGIONAL TRAVEL FORECASTING MODEL**

RTC uses a regional travel forecasting model to forecast future transportation needs. Performance measures, in terms of speed, vehicle miles traveled, lane miles of congestion and vehicle hours of delay are calculated within the model. The performance measures were reported on in Chapter 3 (Tables 3-11 through 3-14).

### **ISTEA CONGESTION MANAGEMENT SYSTEM**

ISTEA required the development of a Congestion Management System (CMS) which is used as a tool for monitoring traffic congestion and for identifying improvement strategies to alleviate the congestion. The *Southwest Washington ISTEA Transportation Management Systems, Phase II Final Report* (May 1995), which contains the CMS, was adopted by the RTC Board on May 2, 1995 (RTC Board Resolution 05-95-14). The CMS network is a sub-set of the regional transportation system; a set of 21 transportation corridors to be monitored and evaluated on an ongoing basis as part of the CMS. In 1998/99, as part of the ongoing monitoring process, Corridor Congestion Ratio (CCR) numbers were updated. Traffic count data obtained in 1998, as part of the Congestion Management Monitoring program, were used to update the ratio. The following corridors have been classified as tier III with congestion ratio of 0.7 or greater.

#### 1.0 or Greater

- I-205 South, between State line and SR-500 (including I-205, 112<sup>th</sup> Avenue/Chkalov Drive)
- SR-500/Fourth Plain, Andresen Road to SR-503

#### 0.90 to 0.99

- I-5 South, between State line and Main Street (including I-5 and Main Street)
- SR-502, I-5 to SR-503
- SR-500 East, SR-503 to 162<sup>nd</sup> Avenue

#### 0.80 to 0.89

- I-5 Central, between Main Street and I-205 (including I-5, Hazel Dell Avenue, and Highway 99)
- SR-500 West, I-5 to Andresen Road
- SR-503, Fourth Plain to 119<sup>th</sup> Street
- SR-14 West, I-5 to 164<sup>th</sup> Avenue
- NE 134<sup>th</sup> Street, NW 36<sup>th</sup> Avenue to WSU entrance
- NE 28<sup>th</sup>/NE 18<sup>th</sup> Street, Andresen to NE 162<sup>nd</sup> Avenue

#### 0.70 to 0.79

- I-205 Central, between SR-500 and I-5
- Mill Plain, I-5 to 164<sup>th</sup> Avenue
- SR-14 East, 164<sup>th</sup> Avenue to east Clark County line
- Ward Road, SR-500 to 119<sup>th</sup> Street
- 78<sup>th</sup>/76<sup>th</sup> Street, I-5 to SR-503
- Andresen Road, SR-500 to Mill Plain

During 1999 ongoing monitoring activities have included gathering of updated traffic count data, and will include vehicle occupancy survey, travel time survey and survey of C-TRAN ridership by line. An updated Congestion Management report is due for publication in winter 1999/2000.

### **AIR QUALITY MONITORING**

Monitoring of air quality standards is an ongoing activity in the Air Quality Maintenance Area for the region. This relates directly to the transportation system and its performance because mobile source emissions are a large contributor to air pollution. The Air Quality Maintenance Plans for carbon monoxide and ozone include emissions budgets which have to be met to ensure that air quality standards are attained and maintained.

### **COMMUTE TRIP REDUCTION (CTR) LAW IMPLEMENTATION**

Washington law established a goal of achieving 15% work trip reduction by the year 1995, 20% reduction by the year 1997, 25% reduction by the year 1999 and 35% by 2005. All jurisdictions in Clark County with affected employers of over 100 employees who meet the set criteria have adopted CTR ordinances and employers have established commute trip reduction programs. Monitoring of the success of these programs is carried out to ensure that the goals are being met.