

**MEMORANDUM**

**TO:** Southwest Washington Regional Transportation Council Board of Directors  
**FROM:** Matt Ransom, Executive Director *MR*  
**DATE:** May 27, 2014  
**SUBJECT:** **Congestion Management Process-2013 Initial Data**

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***ATA GLANCE***

*The purpose of this memorandum is to provide an overview of the initial data for the 2013 Congestion Management Process. The Congestion Management Process is a federal planning requirement. The Congestion Management Process provides data and analysis for the effective management and operation of the transportation system. Staff will seek endorsement of the findings from the 2013 Monitoring Report at the July 1, 2014 RTC Board meeting.*

**INTRODUCTION**

The Congestion Management Process (CMP) is a federal planning requirement of the 2005 SAFETEA-LU transportation authorization bill. All metropolitan transportation planning organizations with a population of over 200,000 must have a process for collecting data, monitoring and setting policies for managing congestion.

The Congestion Management Process (CMP) serves as the foundation for monitoring the regional transportation system. The monitoring element of the congestion management process is designed as an informational tool to be used within the transportation decision-making process. Within the annual TIP process, prioritization is given to projects which address CMP identified deficiencies. Overall, the CMP Monitoring Report provides a consolidated assessment of the regional transportation system's operating conditions and deficiencies. Transportation projects which correct deficiencies are implemented by local agencies and often funded in part through support provided by the regional TIP funding program.

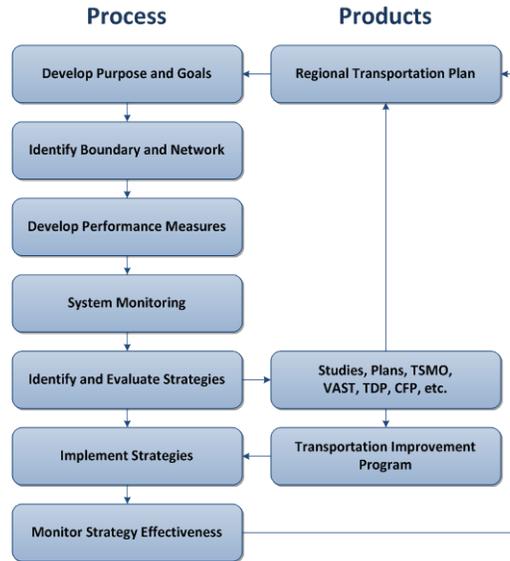
The CMP monitoring program has established performance measures related to: volume, capacity, speed, occupancy, safety, trucks, and transit. When tracked over time, performance measures provide trend and statistical information to decision makers. When viewed collectively, these performance measures provide a more comprehensive view of the transportation needs within the region.

The purpose of this memorandum is to provide an overview of the initial data for the 2013 Congestion Management Process. The initial data was reviewed by RTAC at their May meeting, and the full 2013 Congestion Monitoring Report will be reviewed by RTAC prior to being brought to the July RTC Board for endorsement.

**CONGESTION MANAGEMENT PROCESS**

The Congestion Management Process provides current and trend based performance data which informs project scoping and funding in the regional planning and programming process (see

figure). The CMP includes a process that considers congestion management strategies in relation to transportation needs identified through capital facility plans and other planning efforts. Identified corrective actions in the form of projects and initiatives are then incorporated into the Regional Transportation Plan and are eventually programmed through the Transportation Improvement Program.



## INITIAL FINDINGS

Current data shows the need for traffic management and operational improvements along many of the major streets. Based on trend data, additional roadway capacity may not improve operations. As a result, the region should focus on improved travel reliability through operations oriented project improvements and initiatives. The initial 2013 data shows that the region is experiencing longer travel times on many of the region's major streets, delay at major intersections, select capacity needs, and strong demand for bi-state travel.

Travel Time Findings: A quick comparison between the 2012 and 2013 travel time data identified the following significant changes:

- **TSMO Pilot Project:** The TSMO pilot project included the installation of technology and devices in the Andresen Road corridor to monitor and improve traffic signal performance. An initial retiming of the traffic signals occurred in 2013, with additional enhancement planned in 2014 following the upgrade of hardware. Between 2012 and 2013 the CMP data showed that the initial retiming of traffic signals had a reduction of travel time on Andresen Road of 102 seconds.
- **NE 137/138<sup>th</sup> Avenue Roundabouts:** The City of Vancouver recently completed the 137<sup>th</sup> Avenue corridor between 28<sup>th</sup> Street and 49<sup>th</sup> Street with three new roundabouts, medians, and other road improvements. The CMP data showed that these road improvements had a reduction of travel time of 78 seconds.
- **SR-14 Camas-Washougal Widening:** WSDOT widened SR 14 from two lanes to four from the end of the West Camas Slough Bridge to just east of Union Street, and removed two traffic signals with the construction of a split interchange. The CMP data showed

that the removal of these two traffic signals has resulted in a reduced travel time of 60 seconds. Initial data also indicates a reduction in collisions within the corridor.

- AM Peak hour Delay on I-5 and Main Street: The CMP data shows delay on both I-5 South and Main Street corridors returning to pre-recession levels. The morning travel time on I-5 South corridor increased by 282 seconds or 136% between 2012 and 2013, while Main Street had an increased travel time of 144 seconds or 37%.

Speed as Percent of Speed Limit: Speeds significantly lower than the posted speed limit is another measure of delay and congestion. Slow corridor travel speed will limit a facilities ability to carry regional traffic. The five lowest speed corridors compared to posted speed limit include:

1. I-5, Main St. to Jantzen Beach (AM) – 35%
2. Main St., Ross St. to Mill Plain (AM) – 48%
3. Fourth Plain, SR-503 to 162<sup>nd</sup> Av. (PM) – 49%
4. Mill Plain, I-205 to 164<sup>th</sup> Av. (PM) – 50%
5. Andresen Rd., Mill Plain to SR-500 (PM) – 53%

Intersection Delay: Long average delay for the through movement at an intersection adds to the overall travel time and increases congestion at these locations. The five longest delays are at the following locations:

1. Fourth Plain/SR-500/SR-503 (PM-NB) – 129 Seconds
2. Fourth Plain/Andresen (PM-NB) – 128 Seconds
3. Padden Parkway/Andresen (PM-NB) – 98 Seconds
4. Mill Plain/Ft. Vancouver (PM-SB) – 83 Seconds
5. Fourth Plain/162<sup>nd</sup> Av. (PM-EB) – 81 Seconds

## **NEXT STEPS**

- Complete the analysis of transit data.
- Any coordination on results / action strategies with local agencies.
- Finalize report and return to RTC Board with report in July.