

Congestion Management Process

Summary Report

RTC Congestion Management Process (CMP)

- Analyzes travel delay characteristics
- Provides system performance information on major streets and state highways
- Provides reliable data for planning

Key Findings—Clark County Region

The 2021 congestion monitoring report reveals that the COVID-19 pandemic continued to impact regional travel. Key 2021 congestion indicators show a reduction in congestion compared to prepandemic levels. However, the I-5 corridor between Portland, Oregon, and Vancouver, Washington, experienced congestion during the morning and evening peak periods.

2021 Dashboard Transportation Data

Using 2019 Data as Baseline

Freeway Volumes

2020 -15%
2021 -7%



Arterial Volumes

2020 -14%
2021 -8%



Truck Volumes

2020 -1%
2021 +4%

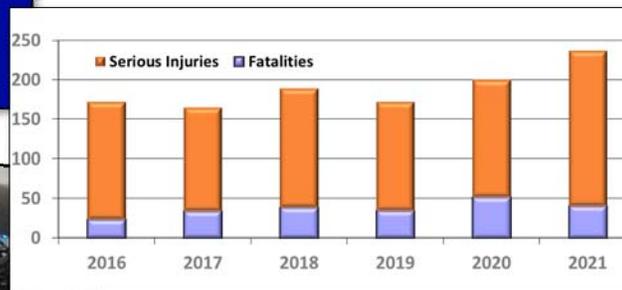


During the pandemic



Fatalities and
Serious Injuries

INCREASED



Effects of COVID-19 Pandemic

Traffic Congestion

The COVID-19 pandemic initially had significantly impacted travel as authorities and employers imposed various restrictions to limit the spread of the virus. Since the initial surge there has been a steady return to prepandemic travel patterns. The data show that many of the transportation volumes (highway, arterial, truck) are approaching prepandemic levels.

Safety

While traffic congestion decreased between 2019 and 2021, there was an appreciable increase in the number of fatalities and serious injuries, likely associated with faster speeds.

Bistate C-TRAN
Ridership

Down
40%

Columbia River
Crossings

Down
5%

Evening Bistate
Speed

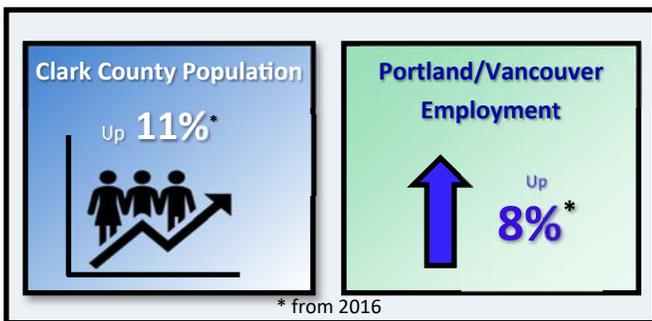
Up
17%



Active Traffic Management

Travelers are experiencing longer delays and feeling the impact of more crashes as regional population and employment increase. The addition of more capacity is frequently not possible due to both physical and fiscal constraints.

Clark County regional partners have turned to Active Traffic Management strategies to mitigate the impacts to mobility and reliability, while improving safety.



Current Clark County Active Traffic Management Strategies

- Bus on Shoulder
- Ramp Meters
- Variable Speed
- Travel Time Advisory
- Adaptive Traffic
- Incident Response Vehicles

Benefits of Active Traffic Management

- ◆ Reduced travel time and delay
- ◆ Improved mobility and reliability
- ◆ Reduced fuel consumption and emissions
- ◆ Improved safety



Key Regional Strategies

The Congestion Management Process supports the following congestion management strategies for the region as traffic volumes return to pre-pandemic levels:

- Corridor signal timing
- Transportation System Management and Operations (TSMO) and Transportation Demand Management (TDM) strategies
- Widening of major urban arterials
- Innovative high-volume intersection concepts to resolve acute bottlenecks
- I-5 bridge replacement project

Future of Travel Behavior

(Post COVID-19)

A key long-term planning question is: How much, if any, will the change in personal and business travel behavior induced by the pandemic carry forward and become permanent? Historical events might provide the answer.

During previous economic downturns, regional traffic volumes decreased for a few years but rebounded fully within five years. With continued increases in population and employment, the region is likely to see traffic volumes surpass year 2019 levels before year 2025. This will likely occur despite some shift in travel behavior.

For More Information visit <https://www.rtc.wa.gov/programs/cmp>