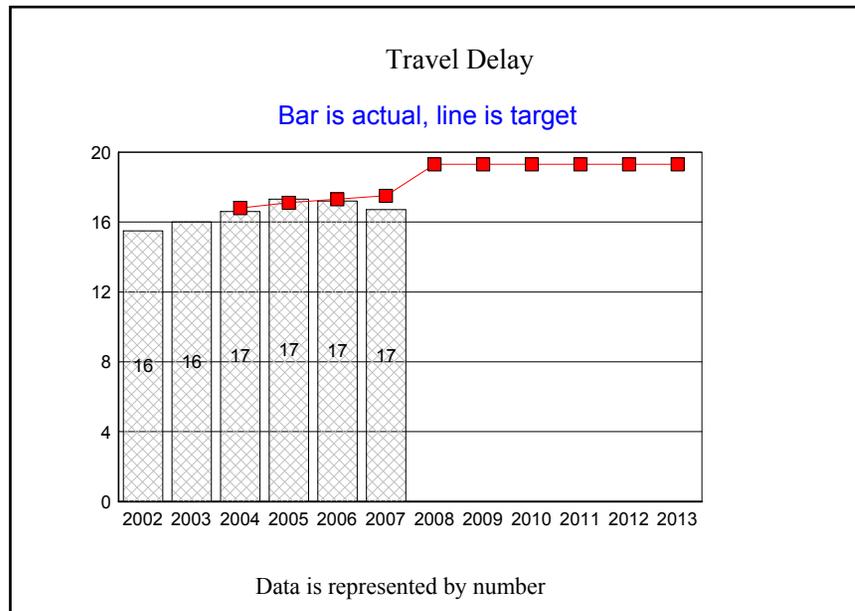


<b>TRANSPORTATION, DEPARTMENT of</b>	<b>II. KEY MEASURE ANALYSIS</b>
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<b>KPM #9</b>	Travel Delay: Hours of travel delay per capita per year in urban areas.	2000
<b>Goal</b>	ODOT Goal #3: Mobility/Economic Vitality -- Keep people and the economy moving	
<b>Oregon Context</b>	Oregon Benchmark # 68: Traffic Congestion	
<b>Data Source</b>	Texas Transportation Institute, Urban Mobility Report	
<b>Owner</b>	Transportation Development, ODOT, Brian Gregor, 503-986-4120	



### 1. OUR STRATEGY

Transportation Options: Promote the use of transportation modes other than single occupancy vehicles (SOVs) by improving existing facilities and creating new transportation options where possible in order to reduce travel delay and stress on the highway system and ensure multi-modal options for all Oregonians; Build Quality Infrastructure: Use new technology and construction techniques and materials to improve the quality of

infrastructure and reduce delays caused by construction and maintenance activities; Traffic Network Management: Employ new technology to better manage traffic networks by providing timely information to travelers and identifying and reducing delays from crashes and other causes; Sustainable Transportation: Promote the use of more energy efficient transportation alternatives to preserve air and water quality and move toward sustainable economic growth.

## 2. ABOUT THE TARGETS

Congestion delay is strongly associated with population size. As cities become more populous, they become more congested if additional highway capacity is not added. The increase in delay in Oregon urban areas has been less than the increase in population. Several of the social and economic trends fueling past growth of VMT are tapering off. New factors, such as rising household costs such as fuel and food are dampening growth in travel. In addition, delay is influenced by ODOT programs and other transportation partners. Additional improvements will be needed if the target is to be achieved within 20 years.

## 3. HOW WE ARE DOING

Traffic congestion has risen during the last 30 years because expansion of road capacity has not kept pace with the growth of travel. The mobility that Oregonians have enjoyed in recent decades has been a result of past high capital investment rates. Congestion has been rising because the excess capacity created by those investments is being used up and not replaced. Increase in delay has been eased by the additions to the highway system that have been made. Traffic management efforts in the Portland metropolitan area (e.g. freeway monitoring, incident management, ramp metering) have also helped to limit the effect of growing travel demand on traveler delay. The growth of public transportation service and usage has contributed significantly as well.

## 4. HOW WE COMPARE

According to the Texas Transportation Institute's 2007 Urban Mobility Report, delay per traveler in the Portland metropolitan area is about average for urban areas of its size. According to that same report, delay per traveler in the Salem and Eugene metropolitan areas is below average for urban areas of their sizes.

## 5. FACTORS AFFECTING RESULTS

The capacity of the transportation system as compared to traffic volume is the major factor of delay. Increasing populations put capacity under increasing pressure, but operational improvements can mitigate this for a time. Ramp metering, signal synchronization, incident response vehicles, variable message signs, and capacity enhancing projects are examples of this. Land use factors such as density and land use mixing are also

important because they affect how far people travel. The growth of travel delay in the Portland metropolitan area has been mitigated to a large extent by declining vehicle miles traveled. Certain economic factors, like fuel prices and growth, can also significantly affect the results.

## 6. WHAT NEEDS TO BE DONE

Department activities designed to reduce delay should be continued and new approaches developed. It may also be beneficial to consider a measure of travel time in major Oregon urban areas as an additional or replacement measure. This may be more meaningful to the users of the transportation system. It would also be helpful to provide more timely data, but this would require additional staff and significant increases in traffic monitoring.

## 7. ABOUT THE DATA

There is a long delay in when data is available from a prior year. The Texas Transportation Institute uses well developed methods to create the Urban Mobility Report, however, the report is produced on a two year cycle which results in a two to three year delay for reporting. Data is only collected for three of Oregon's six Metropolitan Planning Organizations (MPOs), Portland, Salem and Eugene. Corvallis, Bend and Medford are not included. The average travel delay conditions for the combination of the second and third largest urban areas of the state is about one-third the delay in the Portland metropolitan area.