STATE OF CONGESTION IN THE PORTLAND METRO AREA

What are we doing about it?

VOLUME INCREASE STATEWIDE OVER LAST YEAR

EQUALS 5 MINUTES OF BACKUP

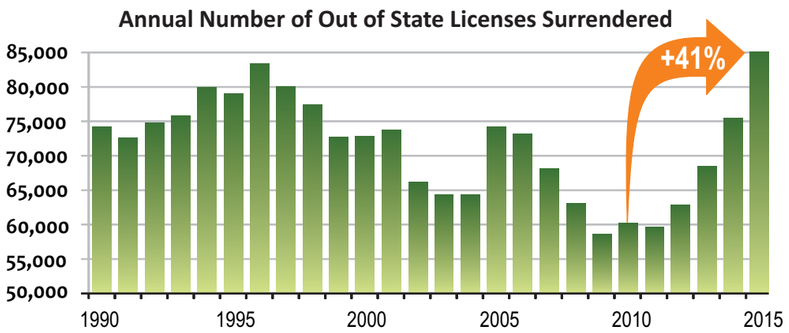
LICENSES SURRENDERED LAST YEAR

FORECASTED GROWTH IN TIME SPENT IN CONGESTION BY 2040

PROBLEM

Traffic congestion has been increasing recently along the Portland metro area roadways. Vehicle volumes have increased 6.3% over volumes from last year. This increase is nearly twice the national average. The rise in vehicle volumes means that roads are running at or near capacity during the peak hours, commute times are growing longer, and driver frustration is building.

Growth on the system is due to new users. The number of out of state drivers' licenses surrendered in the State increased to approximately 85,000 in 2015. In addition, a drop in unemployment means more people heading to and from work. Lower gas prices than one year ago also makes it less expensive to travel.



STRATEGIC SOLUTIONS

Funding for large fixes has been declining over the past years, so we need to develop strategic solutions that stretch our limited dollars the most. Recent solutions include managing our system to help smooth traffic flow and reduce crashes which cause additional delay. These types of strategic solutions include auxiliary lanes to address merging and weaving where accidents are occurring, intelligent roadways, and identifying larger solutions so we are ready when more money becomes available.

BOTTLENECK SOLUTIONS

Recent years have brought a more limited funding stream for larger scale solutions on the roadway system. Strategic targeted fixes are being pursued that stretch our limited dollars. These improvements address safety concerns and helped narrow the areas of focus for limited dollars.

A recent example of this type of effort is the Congestion Bottleneck Operations Study completed in 2013. This study identified key congestion points along major freeways in Region 1, and focused on solutions that would reduce crashes which in turn would reduce the congestion they cause.

The solutions developed were auxiliary lanes on the freeways that typically connect one interchange to the next. This operational fix allows for less merging and weaving which helps smooth the flow of traffic and reduce the potential for crashes

What is an auxiliary lane?

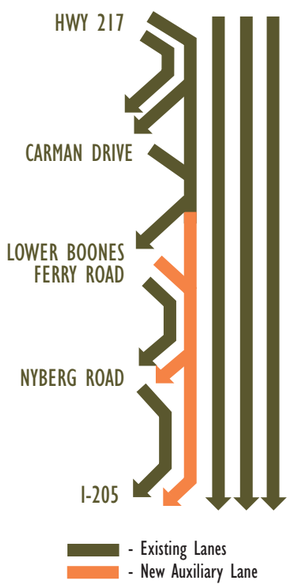
An auxiliary lane provides a more direct connection from one point on the system to another through an addition travel lane

Why is an auxiliary lane helpful?

The direct connection helps reduce merging and weaving which creates crashes.

Where could this be useful?

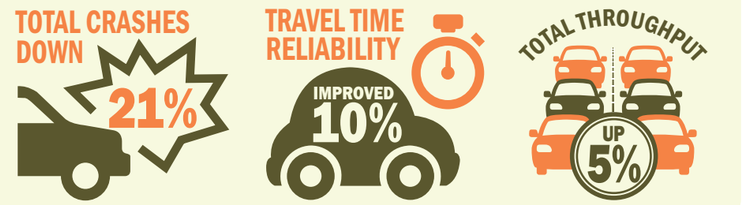
On I-5 southbound from Hwy 217 to I-205 as shown on the figure to the right. A more direct connection would help because approximately 90% of the traffic getting on I-205 comes from the combination of interchanges from Hwy 217 to Nyberg Road.



REALTIME INFORMATION

Squeezing the most capacity and efficiency out of our existing system has been a strategy to combat safety and congestion problems. Using technology to better inform drivers based on up to the minute information allows commute options. The RealTime project installed this technology along Hwy 217 in July 2014 and provides travel time, queue warning, weather related information, and other driver information. This helped to reduce potential crashes and enhance the efficiency of the roadway. In just one year we have seen positive results.

NEW TECHNOLOGY IMPROVING THINGS



OTHER PROJECTS

Even with limited funding we still look for potential larger solutions to have ready when funding becomes available. These projects help safety and congestion where business, commuting, and freight needs are growing. The following are examples of this type of strategic forward thinking investments.

EXISTING PROJECTS

- **US26 Widening** - Additional lane each direction from Cornell Road to 185th Avenue
- **Sunrise Corridor** - Connecting Hwy 224 to Hwy 212 through a new roadway relieving the I-205/Hwy 213/Hwy 212 interchange
- **Brookwood Interchange** - Improvements to help access for all modes to (and across) US26

FUTURE PROJECTS

- **Rose Quarter** - Additional lane each direction on I-5 to address safety and congestion
- **I-205 Southern Area** - Additional lane each direction from Stafford to Abernethy Bridge

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