

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

Traffic Volumes (change from 2019)

Freeway Volumes Arterial Volumes

AM Peak - 0.8%		AM Peak - 1.6%	
PM Peak - 2.2%		PM Peak - 3.5%	
Weekday - 3.7%		Weekday - 3.6%	

Changes to Commuting

The travel behavior of regional households has changed since 2019 and our “new normal” may have emerged.

Despite Clark County’s population growing by about 39,000 people (up 8%) and employment gains over 18,000 jobs (up 11%) since 2019, travel conditions on the region’s roadways are just now approaching the volume of traffic seen in 2019.

Working from home became a necessity during the pandemic and these higher rates of work-from-home have persisted. Clark County residents reporting working from home grew from 8% in 2019 to 20% in 2022 according to the US Census American Community Survey.

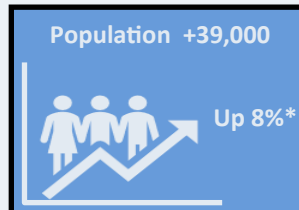
Clark Co. workers reporting work outside of WA state dropped from over 27% in 2019 down to 21% in 2022 in the same survey. This reduction in out-of-state commuting is reflected in the I-5 and I-205 Columbia River bridge average weekday volumes which remain respectively 2.3% and 5.6% below 2019 volumes.

Key Findings—Clark County Region

In 2023, growth in traffic volumes moderated to more typical growth rates as disruptions to travel regional behaviors stabilize from the pandemic. AM peak hour volumes have nearly returned to 2019 levels, while PM peak hour and average weekday volumes overall remain around 3% below 2019 volumes.

Key indicators show that congestion has returned to the same corridors experiencing congestion before the pandemic. However, 2023 congestion levels are still lower than 2019 levels. Active Traffic Management (ATM) projects constructed during the pandemic are contributing to the reduced total duration of congestion on the interstate system, particularly on I-5 southbound.

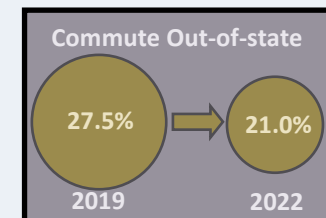
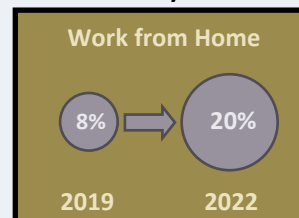
2023 Clark County Population and Employment



* from 2019

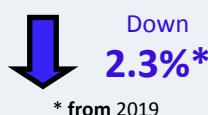
Source: Washington State Office of Financial Management and Employment Security Department

2022 Clark County Work From Home and Commute Out-of-state

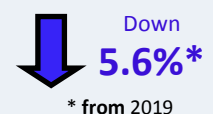


Source: US Census American Community Survey

2023 (Oct) I-5 Bridge Weekday Crossings



2023 (Oct) I-205 Bridge Weekday Crossings



Active Traffic Management

Clark County regional partners have continued to deploy Active Traffic Management strategies in the area’s most congested corridors to increase mobility and travel time reliability, while also improving safety. New ramp meters and variable speed signs in the I-5 corridor between SR-500 and the Interstate Bridge have contributed to a significant reduction in AM commute period congestion. Additional ramp meters will be added to I-205 southbound ramps in 2024. Travel times in AM peak hour in I-5 (Main St. to Janzten Beach) and I-205 (SR-500 to Government Island) have been cut in half between 2019 and 2023. The number of morning hours spent below an average speed of 45 mph in these corridors have decrease by 2 hours.

Benefits of Active Traffic Management Strategies

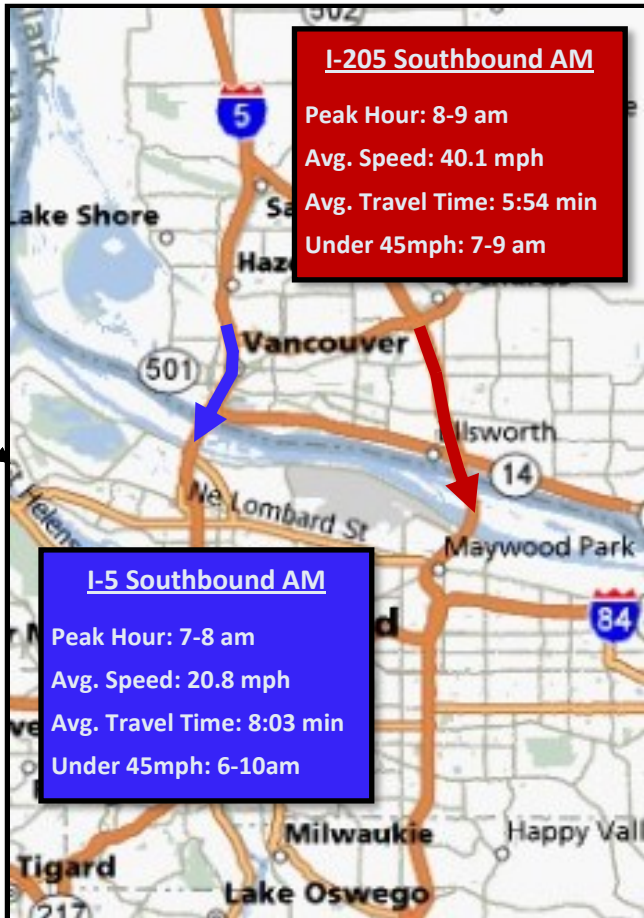
- ◆ Allows system to flow smoothly and efficiently
- ◆ Improves travel time reliability
- ◆ Decreases emissions, noise, and fuel consumption
- ◆ Improves safety



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



A New Normal

After a significant disruption to travel of the past 4-years, we often look back towards pre-disruption conditions (e.g. YR 2019) to both measure the impact of the disruption and progress towards returning to previous “normal” conditions.

YR 2023 conditions may mark our region’s entrance to the beginning of our new normal for many system metrics. System conditions between 2022 and 2023 have remained fairly consistent, with few major anomalies observed. Despite normalization, change is constant. Our region will continue to accept new growth and new technologies, and deal with economic cycles and disruptions, and the region’s strategies should evolve over time and respond to those changes, both large and small.

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