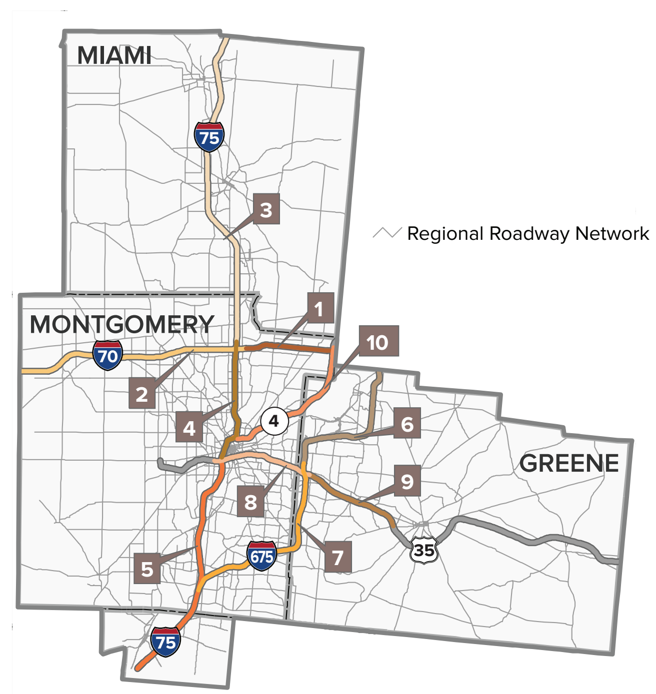
REGIONAL REPORT CARD

	MEASURE	DESCRIPTION	DATA		GOAL	ACTUAL	TREND
SYSTEM PERFORMANCE	Average Freeway Speed (mph)	*Source: INRIX*	NA	60.2 (2013)	—	—	■
	Congested System	Congested Lane-Miles *Source: Texas Transportation Institute*	29.0% (2007)	24.0% (2011)	↓	↓	-5%
	Annual Freeway Vehicle Hours of Delay	*In hours; Source: INRIX*	NA	696,167 (2013)	↓	—	■
	Annual Cost of Vehicle Delay on Freeways	*In millions; Source: INRIX*	NA	$24.33 (2013)	↓	—	■
	Annual Cost of Truck Delay on Freeways	*In millions; Source: INRIX*	NA	$12.82 (2013)	↓	—	■
SAFETY	Incident Response	Average duration of major freeway incidents *In minutes; Source: INRIX*	NA	98 (2013)	↓	—	■
	Mean Distance Between Calls	Miles between service calls *Source: GDRTA*	NA	15,813 (2013)	↓	—	■
	Rate of Fatalities	Total fatalities per 100 million Daily VMT *Source: ODPS*	0.82 (2008-10)	0.88 (2011-13)	↓	↑	9%
	Rate of Serious Injuries	Total incapacitating injuries per 100 MDVMT *Source: ODPS*	8.39 (2008-10)	7.88 (2011-13)	↓	↓	-65%
	Transit Incidents	Transit incidents per 100,000 trips *Source: NTD*	0.28 (2008-10)	0.27 (2011-13)	↓	—	■
ACCESSIBILITY	Miles of Regional Bikeway	Additions to Regional Bikeway System *In miles; Source: MVRPC*	165 (2010)	198 (2014)	↑	↑	20%
	Population Served by Bikeway	Population within ½ mile of a Regional Bikeway *Source: U.S. Census, MVRPC*	28.3% (2000)	28.8% (2010)	↑	—	■
	Employment Served by Bikeway	Employment within ½ mile of a Regional Bikeway *Source: QCEW, MVRPC*	43.2% (2000)	43.8% (2010)	↑	—	■
	Population Served by Transit	Population within ½ mile of a GDRTA Bus Route *Source: U.S. Census, MVRPC*	79.8% (2000)	79.5% (2010)	↑	—	■
	Employment Served by Transit	Employment within ½ mile of a GDRTA Bus Route *Source: QCEW, MVRPC*	85.4% (2000)	89.3% (2010)	↑	↑	4.5%
	Work Trips by Biking and Walking	Work trips in the Region by biking and walking *Source: U.S. Census, ACS 2006-2010*	2.55% (2000)	2.79% (2010)	↑	—	■
	Population Living in Mixed Land Use Districts	Population living in districts integrated with residential and employment land uses *Source: U.S. Census, QCEW, MVRPC*	NA	36% (2010)	↑	—	■

CORRIDORS IN CONGESTION MANAGEMENT PROCESS



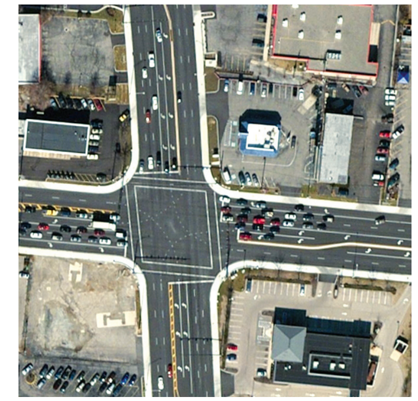
- Corridor 1: I-70, East of I-75
- Corridor 2: I-70, West of I-75
- Corridor 3: I-75, North of I-70
- Corridor 4: I-75, US 35 to I-70
- Corridor 5: I-75, South of US 35
- Corridor 6: I-675, North of US 35
- Corridor 7: I-675, South of US 35
- Corridor 8: US 35, I-75 to I-675
- Corridor 9: US 35, East of I-675
- Corridor 10: SR 4, I-75 to I-70

As the federally designated Metropolitan Planning Organization for the Miami Valley, MVRPC is required to maintain a Congestion Management Process (CMP). A CMP is a systematic approach for managing congestion that informs investment decisions on the multimodal transportation system to alleviate congestion and enhance mobility of persons and goods. The 2015 update of the CMP incorporates real time data (speeds and reliability) and focuses on the regional freeways.

Read more about the Miami Valley's Congestion Management Process at:
http://mvrpc.org/transportation/long-range-planning-lrtp/congestion-management-process

MIAMI VALLEY
Regional Planning Commission

10 North Ludlow St., Suite 700 | Dayton, Ohio 45402-1855
t: 937.223.6323 | f: 937.223.9750 | TTY/TDD: 800.750.0750
mvrpc.org



CONGESTION MANAGEMENT
IN THE MIAMI VALLEY

MAY 2015

MIAMI VALLEY
Regional Planning Commission

IN THE MIAMI VALLEY...

7,384 million miles driven on freeways every day

24% lanes miles during the peak hours are congested

7,561 crashes reported on freeways from 2011 to 2013

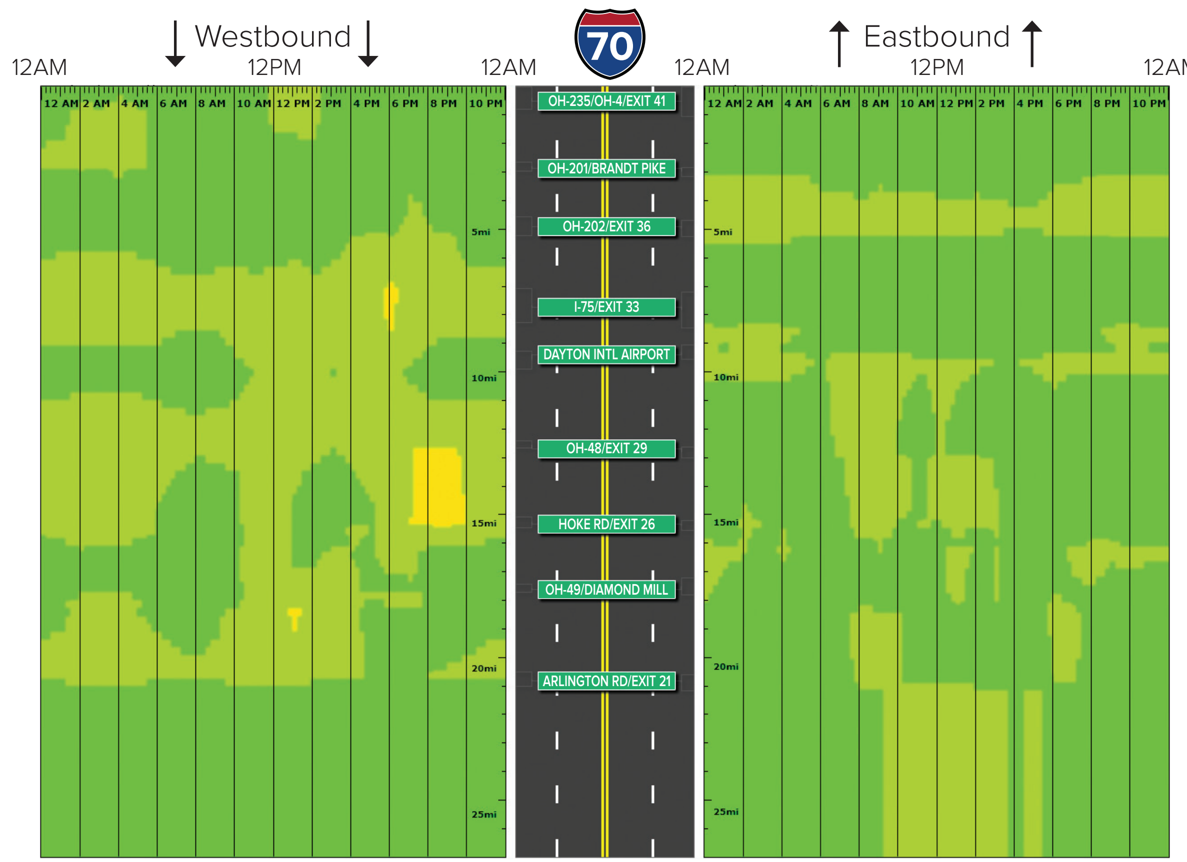
THE REGION HAS IMPLEMENTED SEVERAL STRATEGIES TO REDUCE CONGESTION.

- Roadway Improvements
- Alternative Work Hours
- Bikeway & Pedestrian Improvements
- Transit Services
- Traffic Incident Management
- Dynamic Message Signs
- Rideshare
- Signal Coordination
- Construction Management

CONGESTION COSTS THE REGION MILLIONS ANNUALLY.

12 GALLONS per auto commuter → **$265 MILLION**

I-70 CORRIDOR CONGESTION SCAN



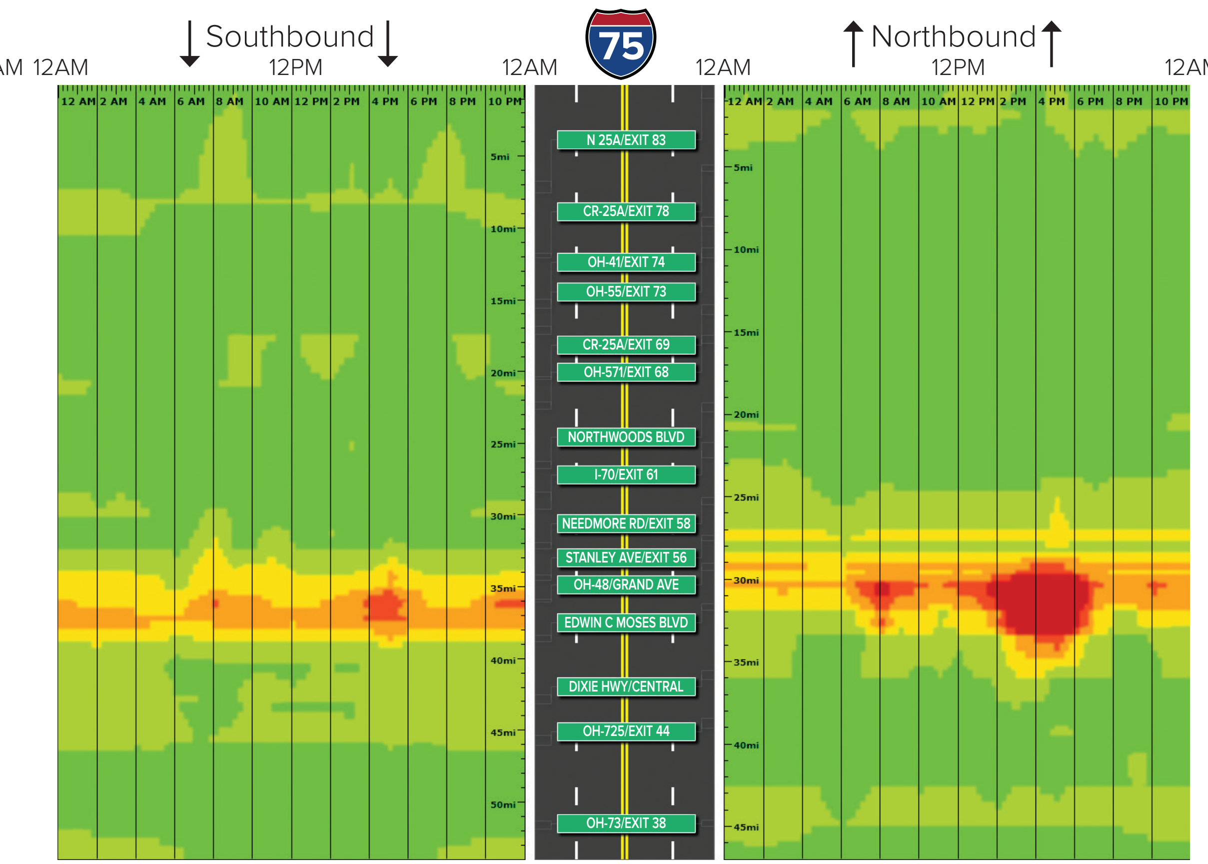
RAW SPEEDS: > 65 mph | 60-65 mph | 55-60 mph | 50-55 mph | 45-50 mph | < 45 mph

I-70 CORRIDOR SUMMARY DATA

Daily Volume: 2010/2040 (est.)	53,329	85,175
Truck Volume: 2010/2040 (est.)	16,447	26,805
Posted Speed	65 mph-70 mph	
Average Speed (AM Peak Hour: 7-8 am)	65.8 mph	
Average Speed (PM Peak Hour: 4-5 pm)	65.6 mph	
V/C Ratio: 2010/2040 (est.) — PM Peak	0.66	0.91
V/C Ratio: 2010/2040 (est.) — AM Peak	0.68	0.94
Travel Time Index (2013 - Peak Hours)	0.97	
Cost of Vehicle Delay (2013)	$3,104,036	
Total Crashes/Crash Rate (2011-2013)	952	0.69

- The I-70 corridor is an interstate corridor, approximately 23.6 miles in length with limited access control.
- The corridor is part of the national primary freight network and also connects to the Dayton International Airport.
- This corridor carries one of the highest percentages of truck traffic in the Region and is a significant thoroughfare for freight movement.
- There is partial deployment of intelligent transportation systems along the corridor.
- Widening of the corridor between Airport Access Road and SR 48 is currently under construction.

I-75 CORRIDOR CONGESTION SCAN



RAW SPEEDS: > 65 mph | 60-65 mph | 55-60 mph | 50-55 mph | 45-50 mph | < 45 mph

I-75 CORRIDOR SUMMARY DATA

Daily Volume: 2010/2040 (est.)	75,678	119,577
Truck Volume: 2010/2040 (est.)	13,517	23,950
Posted Speed	55 mph-70 mph	
Average Speed (AM Peak Hour: 7-8 am)	65.0 mph	
Average Speed (PM Peak Hour: 4-5 pm)	60.9 mph	
V/C Ratio: 2010/2040 (est.) — PM Peak	0.79	1.00
V/C Ratio: 2010/2040 (est.) — AM Peak	0.80	1.04
Travel Time Index (2013 - Peak Hours)	1.01	
Cost of Vehicle Delay (2013)	$16,673,052	
Total Crashes/Crash Rate (2011-2013)	3,796	0.87

- The I-75 corridor is an interstate corridor, approximately 50 miles in length with limited access control.
- The corridor is part of the national primary freight network and also connects to an intermodal connector at the Wright Stop Plaza Transit Center.
- This corridor carries one of the highest percentages of truck traffic in the Region and is a significant thoroughfare for freight movement.
- There is full deployment of intelligent transportation systems along the corridor.
- I-75, through downtown Dayton, is currently undergoing widening and reconfiguration as part of the last phase of the downtown subcorridor modernization project.