

Key Transportation Performance Measures

ODOT's goals are linked to the State of Oregon's long-range strategic vision called the Oregon Benchmarks — high-level indicators of quality of life. The “Key Performance Measures” help ODOT track progress and set goals for the future.

		2000	2002	2004	2006	2008 Target
Support Livability and Economic Prosperity	<i>Number of jobs sustained by construction spending</i>	NA	NA	10,000	11,600	13,500
	<i>Percent of Oregon communities of 2,500 or more population with intercity bus or rail passenger service</i>	76%	90%	90%	91%	95%
Move People and Goods Efficiently	<i>Average number of public transit rides per person taken by elderly or disabled Oregonians</i>	4.9	6.1	6.2	7.0	7.0
	<i>Hours of travel delay per person in urban areas</i>	15.9	15.4	16.3	17.0 in 2005	17.5
	<i>Number of rail passengers traveling in Oregon</i>	92,362	121,281	122,639	137,836	124,955
	<i>Percent of Oregonians who commute to work during peak hours by means other than driving alone</i>	27%	29%	31%	32%	30%
	<i>Percent of state highway lane miles in fair and good condition</i>	81% in 2001	84% in 2003	85%	87%	85%
	<i>Percent of state highways that are not deficient</i>	71%	71%	69%	70%	80%
Improve Travel Safety	<i>Traffic deaths per 100 million vehicle miles traveled</i>	1.29	1.26	1.28	1.34	1.12
	<i>Number of large truck at-fault crashes per million vehicle miles traveled</i>	.34	.34	.35	.39	.32
	<i>Number of incidents at railroad grade crossings</i>	27	25	23	18	17
	<i>Percent of people satisfied with transportation safety</i>	72%	71%	75%	69%	74%
Provide Excellent Customer Service	<i>Percent of customers satisfied with service at DMV offices</i>	83.6%	83.5%	N/A	82.2%	85%
	<i>Minutes that customers wait in line for service at DMV offices</i>	12.8	13.8	13.9	11.9	15

Transportation Planning

The Oregon Transportation Commission is responsible for developing and maintaining a state transportation policy and a comprehensive long-range plan. The plan provides for a safe, multimodal transportation system that encompasses economic efficiency, orderly economic development and environmental quality. The plan includes aviation, highways, public transportation, pipelines, ports, rails and waterways and is used to guide and coordinate transportation activities. The plan guides efforts to utilize and optimize the existing system and better integrate modes of transportation so they function as one safe, efficient system.

The Oregon Transportation Plan

- The updated Oregon Transportation Plan was adopted in September 2006.
- The OTP is the state's transportation policy plan, encompassing all modes of transportation regardless of ownership.
- It provides an overall vision of a balanced multimodal transportation system for Oregon.
- It is designed to respond to changing conditions and new technologies.
- The OTP sets overall investment strategies and priorities.
- It is broad in scope and general in nature.
- Detailed policy direction and system planning are included in the modal or topic plans which are under the umbrella of the OTP.
- For details, visit www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml; also see page 50.



The 1999 Oregon Highway Plan

- The OHP sets long-range policies and investment strategies for the state highway system.
- It emphasizes safety and efficient management of the highway system.
- The OHP also includes investment strategies that address available funding and explains how ODOT would invest future revenues.
- For details, visit www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml.

1995 Oregon Bicycle and Pedestrian Plan

- This plan describes laws, principles and policies that ODOT follows to provide bikeways and walkways along state highways.
- It provides design guidance to ODOT, cities and counties on good construction practices.
- For details, visit www.oregon.gov/ODOT/HWY/BIKEPED/planproc.shtml.

The importance of planning in transportation is evident throughout the state, from early times to the present. Native Americans built paths and traveled waterways to live and trade. In several places, the Oregon Trail follows these ancient routes. After the passage of thousands of covered wagons, the Oregon Trail route was later followed by the transcontinental railroads. Today, it is paralleled by the present modern Interstate highway. All of that required planning...

Oregon Rail Plan

- The ORP is an overview of Oregon's freight and passenger systems, how they operate and how the public uses them.
- Last updated in 2001, it lists policies that help make sure Oregon is served by a healthy rail system.
- The plan, which also presents funding needs for freight and passenger rail services, including development of the Pacific Northwest Rail Corridor, is being updated in 2008 – 2009.
- Visit www.oregon.gov/ODOT/RAIL/docs/railplan01.pdf for more information.

Oregon Transportation Safety Action Plan

- The plan identifies a safety agenda to guide ODOT and the state over the next 20 years.
- It lists 69 action items and nine key actions that would improve transportation safety on Oregon's highways.
- Adopted in 2004 and amended in 2006, the plan serves as the federal Strategic Highway Safety Plan.
- For details, visit www.oregon.gov/ODOT/TS/tsap.shtml.

1997 Oregon Public Transportation Plan

- This plan covers intercity bus, passenger rail, urban fixed-route transit, small-city and rural transit, special-needs transportation, transportation demand management and light-rail needs.
- For details, visit www.oregon.gov/ODOT/TD/TP/OPTP.shtml

Facility plans

- Facility plans consider all modes of transportation — cars, buses, trucks, trains, bicycles, pedestrians, airplanes, pipelines and ports.
- These include transportation system plans and refinement plans such as interchange area management plans and access management plans.

- They identify long-term transportation needs and the most appropriate solutions to meet those needs.
- These plans feature significant public involvement, as well as input from local, state, federal and ODOT officials, tribal representatives, transportation providers and other transportation stakeholders.

Management systems

- Management systems are used to evaluate proposals for transportation solutions.
- They provide objective technical information for pavements, bridges, safety, congestion, public transportation, traffic monitoring and freight.

2007 Oregon Aviation Plan

- The OAP is a comprehensive look at Oregon's aviation system and serves as a guide for system management and development.
- The OAP combines three different planning studies to assess the condition of existing aviation infrastructure, the economic benefit of aviation in Oregon, and the role and significance of each airport.
- The State Aviation Board adopted the OAP through its role in guiding the Oregon Department of Aviation.
- For details, visit www.oregon.gov/Aviation.

Learn more about transportation planning at www.oregon.gov/ODOT/TDD.

The 2007 Oregon Legislature directed ODOT to conduct a study of Oregon's railroad system to assess the condition of the infrastructure, analyze capacity demand and constraints, develop criteria for strategic investment and identify potential funding sources. The study began in February 2008 and will conclude with a final report in mid-2009.

2006 Oregon Transportation Plan

The Oregon Transportation Plan provides a vision, goals and policies to guide future decision making for a multimodal transportation system in the state. The Plan looks at transportation in Oregon out to 2030. The goals, developed in response to the trends, challenges and opportunities that influence the transportation system, are summarized below:

Goal 1 – Mobility and Accessibility

To enhance Oregon’s quality of life and economic vitality by providing a balanced, efficient, cost effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation and the world, with connectivity among modes and places.

Goal 2 – Management of the System

To improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.

Goal 3 – Economic Vitality

To promote the expansion and diversification of Oregon’s economy through the efficient and effective movement of people, goods, services and information in a safe, energy-efficient and environmentally sound manner.

Goal 4 – Sustainability

To provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community objectives. This system is efficient and offers choices among transportation modes. It distributes benefits and burdens fairly and is operated, maintained and improved to be sensitive to both the natural and built environments.

Goal 5 – Safety and Security

To plan, build, operate and maintain the transportation system so that it is safe and secure.

Goal 6 – Funding the Transportation System

To create a transportation funding structure that will support a viable transportation system to achieve state and local goals today and in the future.

Goal 7 – Coordination, Communication and Cooperation

To pursue coordination, communication and cooperation among transportation users, providers and those most affected by transportation activities to align interests, remove barriers and bring innovative solutions so the transportation system functions as one system.

In 1913, Oregon boasted 25 miles of paved roads. In 2008, it’s up slightly — to 36,000 miles!

