2006 – 2008 MAPA Traffic Growth Report

The growth analysis in this publication is based on data compiled by MAPA in cooperation with the cities of Bellevue Council Bluffs, La Vista, Omaha, Papillion; counties of Douglas, Pottawattamie, Sarpy; Iowa DOT, Nebraska DOR, FHWA and FTA.

MAPA Traffic Growth Report: Introduction and Methodology

The Traffic Growth Report is a biennial publication produced by the Metropolitan Area Planning Agency (MAPA) as part of its on-going process of monitoring transportation in the Omaha-Council Bluffs metropolitan area. This report provides a unique analysis of the change in vehicular traffic from a regional and sub-regional perspective. Traffic is listed in terms of total **VMT** (vehicle miles traveled), which is calculated by multiplying the length of a road segment by the average daily traffic (ADT). Statistics in the Traffic Growth Report are primarily derived from volumes shown on the 2008 Traffic Flow Map. For more specific information regarding traffic along or through particular streets or intersections, please consult the MAPA 2008 Traffic Flow Map and Top Intersections and Top Interchanges reports.

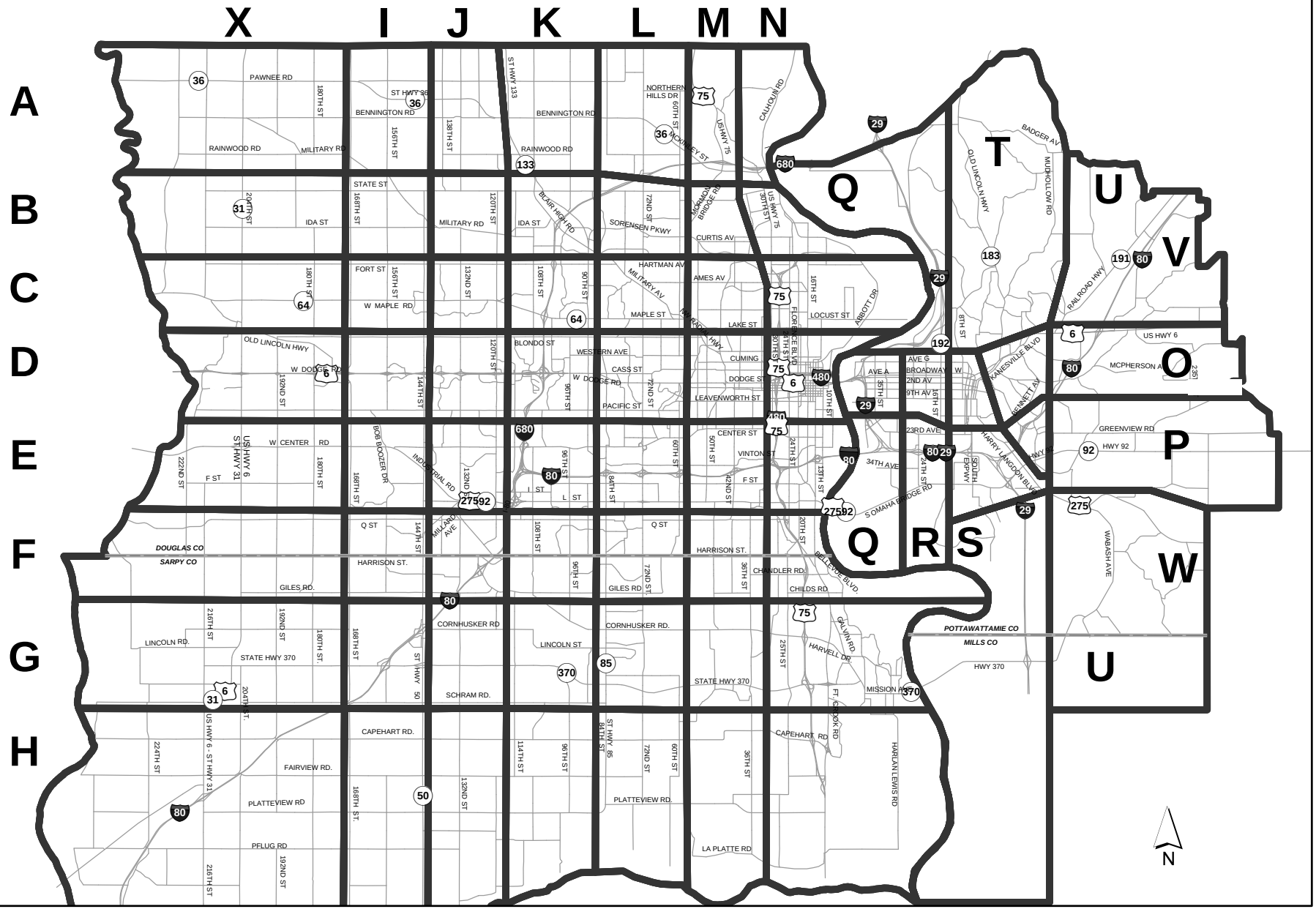
MAPA Traffic Growth reports utilize "corridors" and "subcorridors" to measure the change in VMT at a sub-regional level. A **corridor** is a grouping of major north/south or east/west streets and highways that have similar traffic characteristics. For example, corridor D encompasses the major east/west streets of Blondo, Western, Cuming, Cass, Underwood, Dodge, Farnam, Leavenworth and Pacific. Corridor M includes the major north/south streets – 36th, 42nd, 48th, and 52nd. A **subcorridor** is the intersection of two corridors. Subcorridor DM contains major North/South and East/West streets from 36th to 52nd and Blondo to Pacific. For a complete map of the corridors and subcorridors used in this report please reference page 2 of this report.

The Traffic Growth Report's maps always contain a **grand total** for the entire metropolitan area, which is located in a box in the lower right center of the page. The second level of analysis is a **corridor total**. This measures the VMT in a corridor for all the subcorridors that travel in the same direction as the corridor. For instance, the "D" corridor combines all of the east-west traffic in the "D" subcorridors (DX, DI, DJ, DK, DL, DM, and DN). The most detailed level of analysis is at the **subcorridor level**, for which there are measurements of north-south traffic, east-west traffic, and the total traffic of the subcorridor.

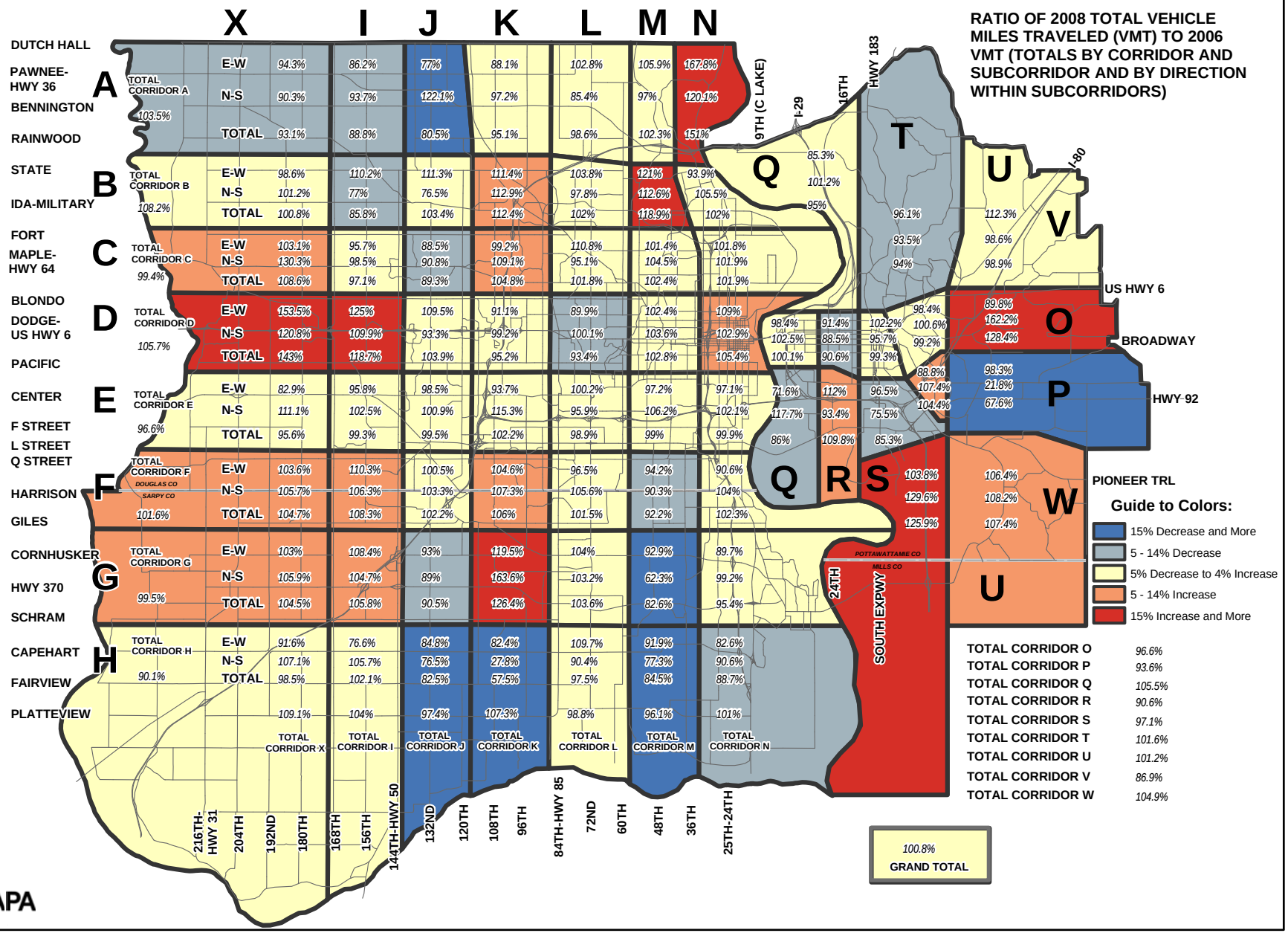
Also contained are various graphical representations of the amount of traffic change from 1980 to 2008 at a metropolitan and state level. These changes in two-year increments are also provided for historical comparison with the most recent two-year change.

This report shows a total VMT of over 16 million in the metropolitan area, which is an increase of just less than 1% from 2006. This is a smaller increase than most previous two-year increments. Traffic growth varied throughout the metro area. Some parts, such as the area along the Dodge Expressway in the growing western part of the region, continued to grow, while other locations such as the southern Sarpy County showed decreases. Overall traffic in the Iowa portion of the metro area was also down slightly from 2006. These patterns follow national traffic trends that have showed no growth or declines. Traffic trends are viewed as indicators of the economy. In the summer of 2008, gas prices reached records highs, topping $4.00/gallon in the Omaha region.

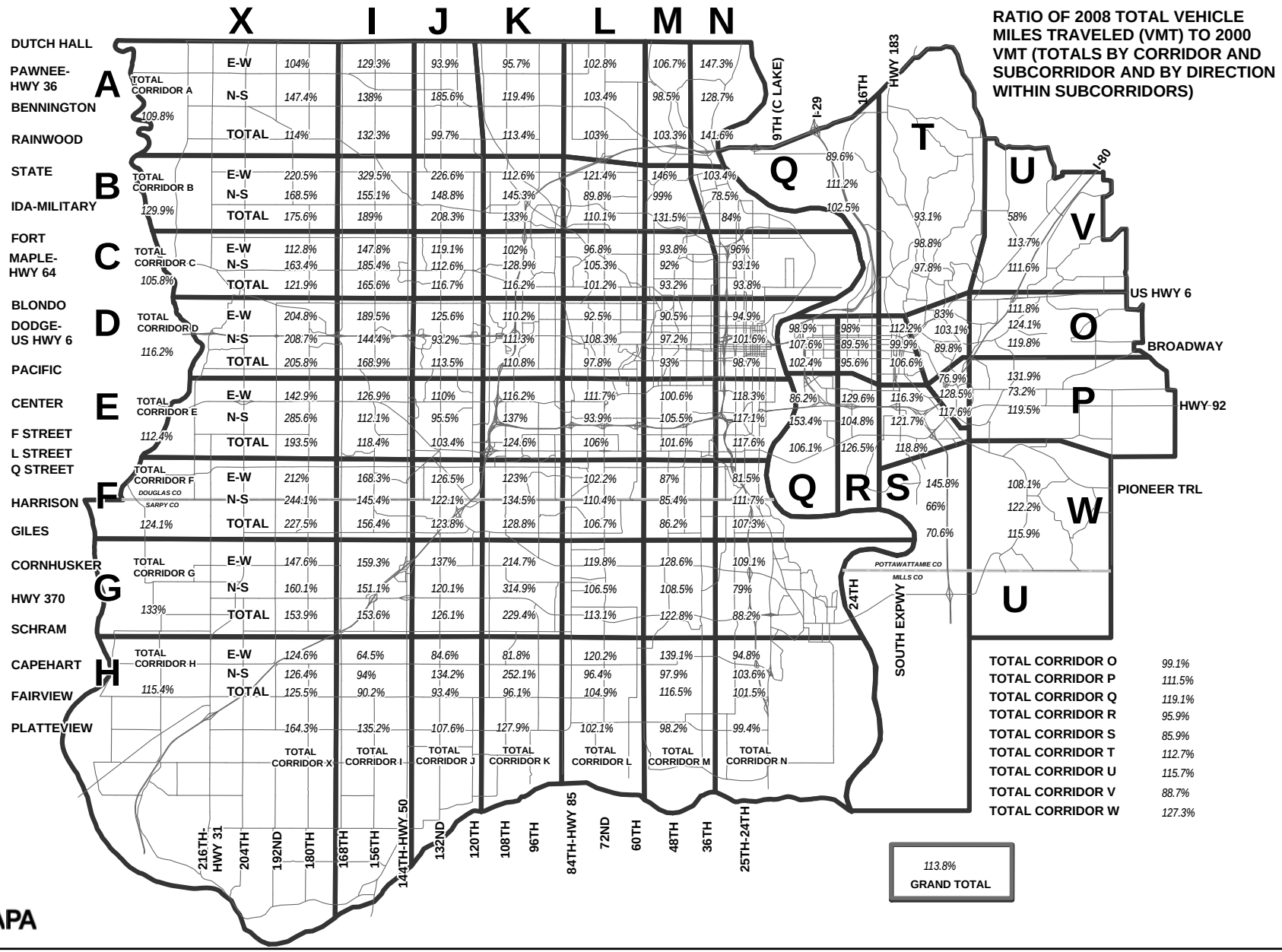
Corridors / Subcorridors Grid



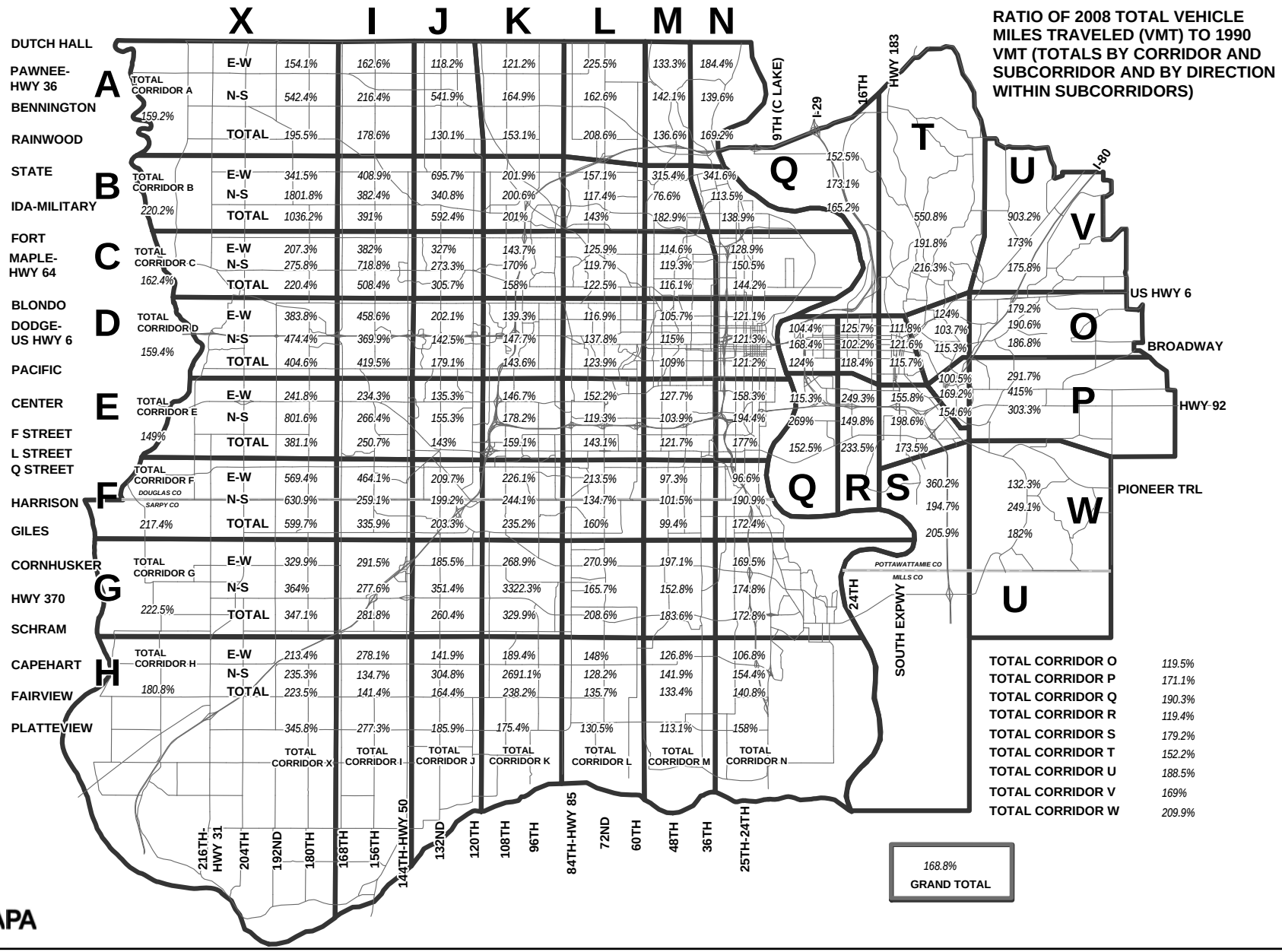
RATIO OF 2008 VMT TO 2006 VMT



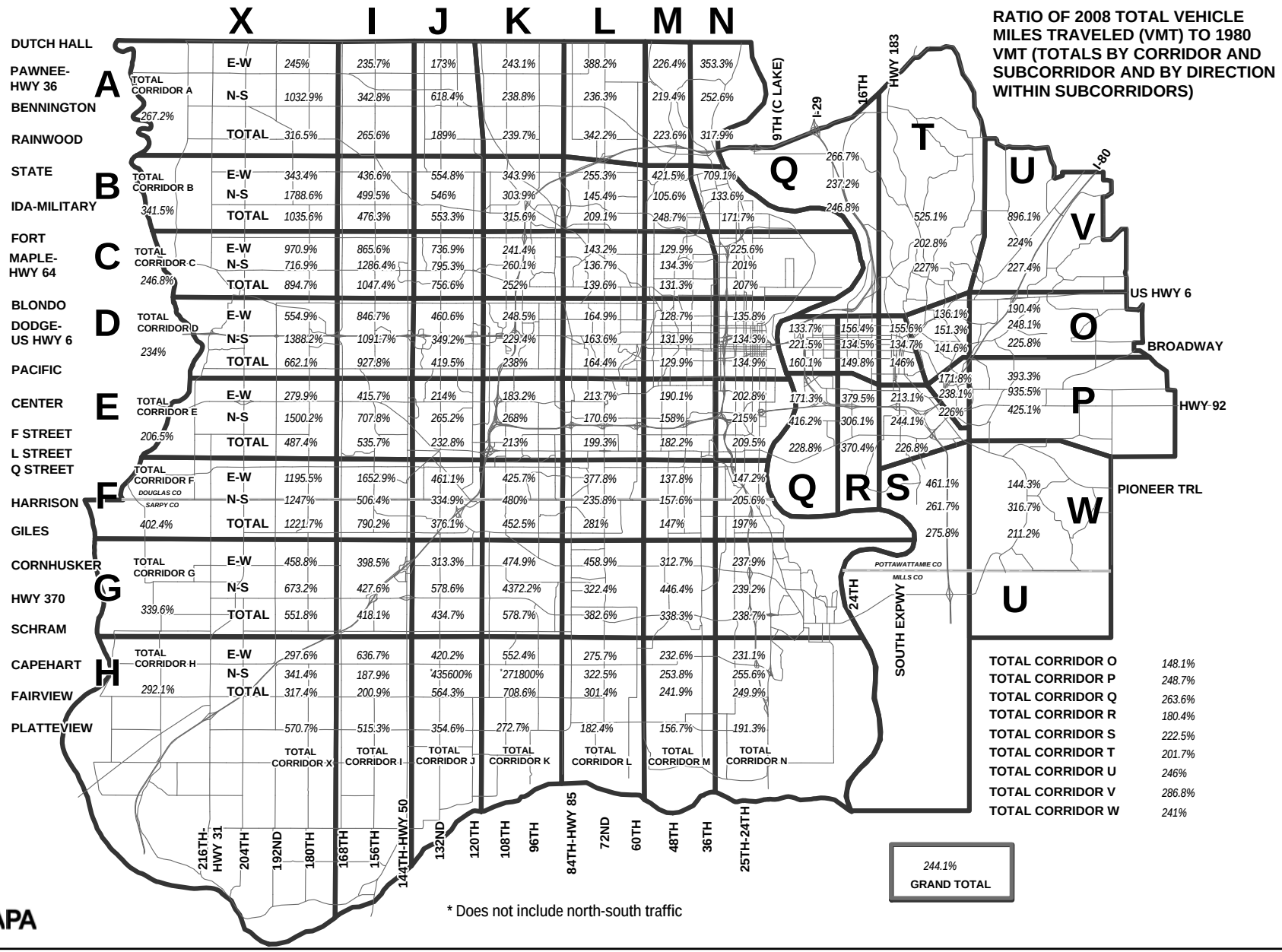
RATIO OF 2008 VMT TO 2000 VMT

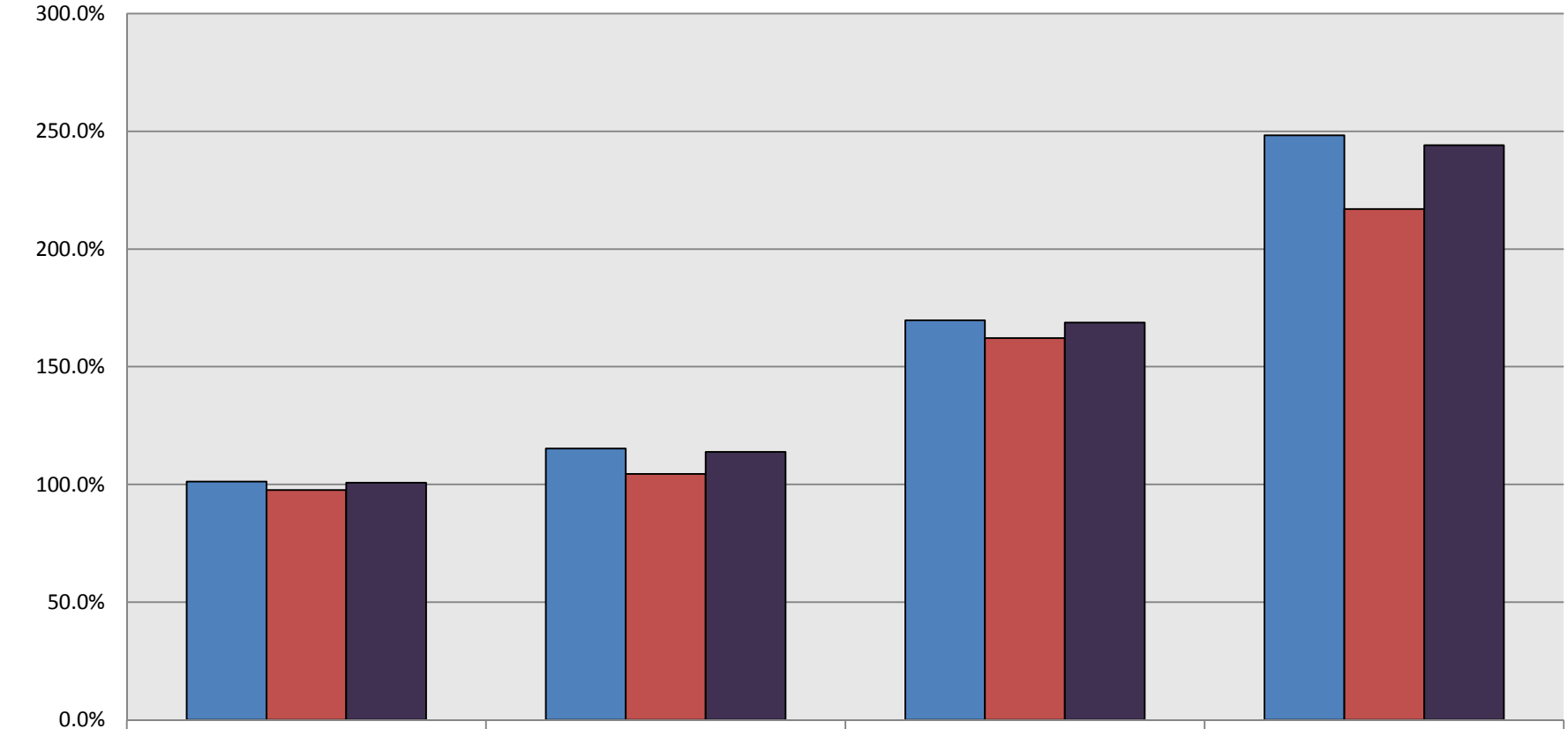


RATIO OF 2008 VMT TO 1990 VMT

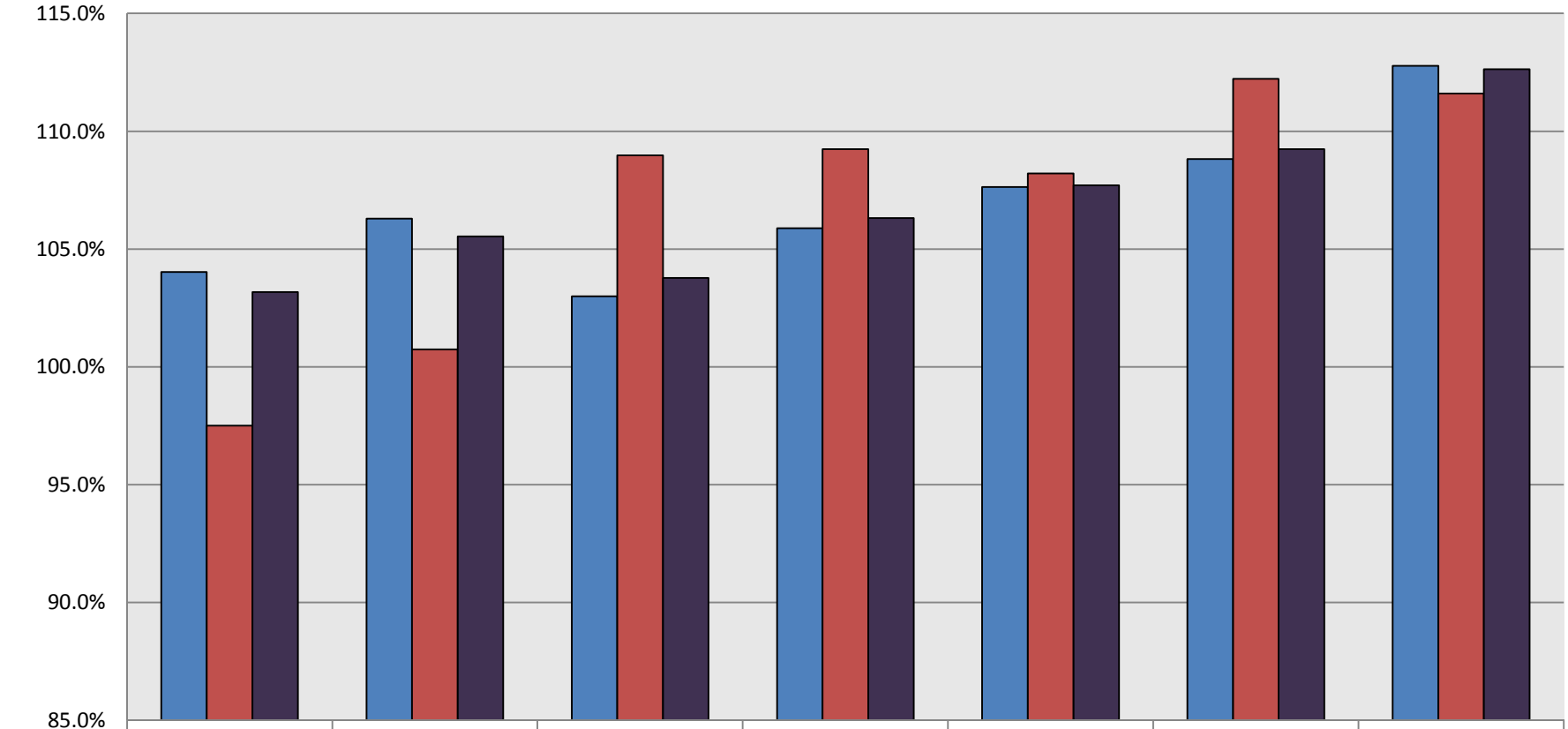


RATIO OF 2008 VMT TO 1980 VMT

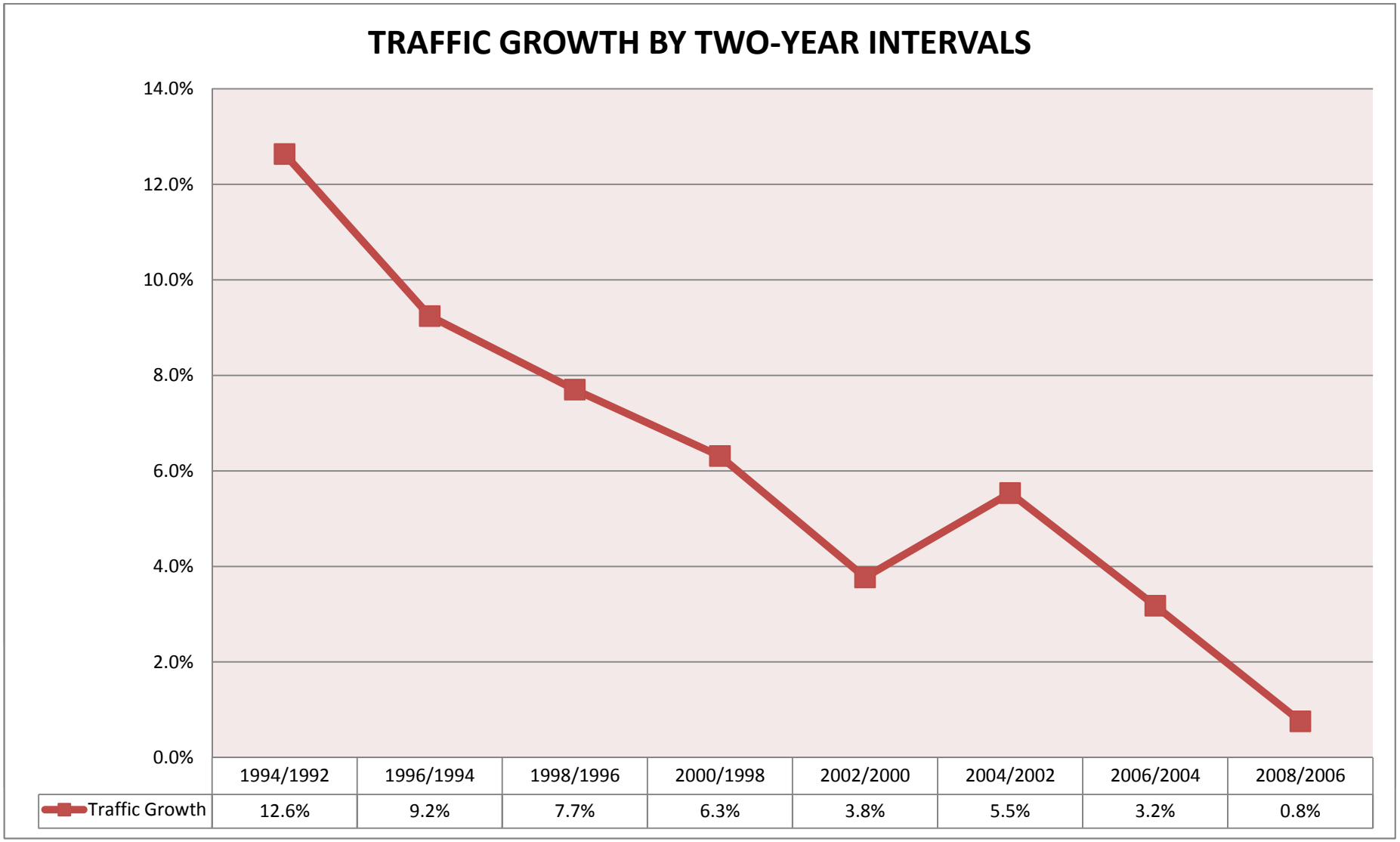




	2008/2006	2008/2000	2008/1990	2008/1980
Nebraska	101.2%	115.3%	169.7%	248.4%
Iowa	97.6%	104.4%	162.1%	217.0%
Total	100.8%	113.8%	168.8%	244.1%

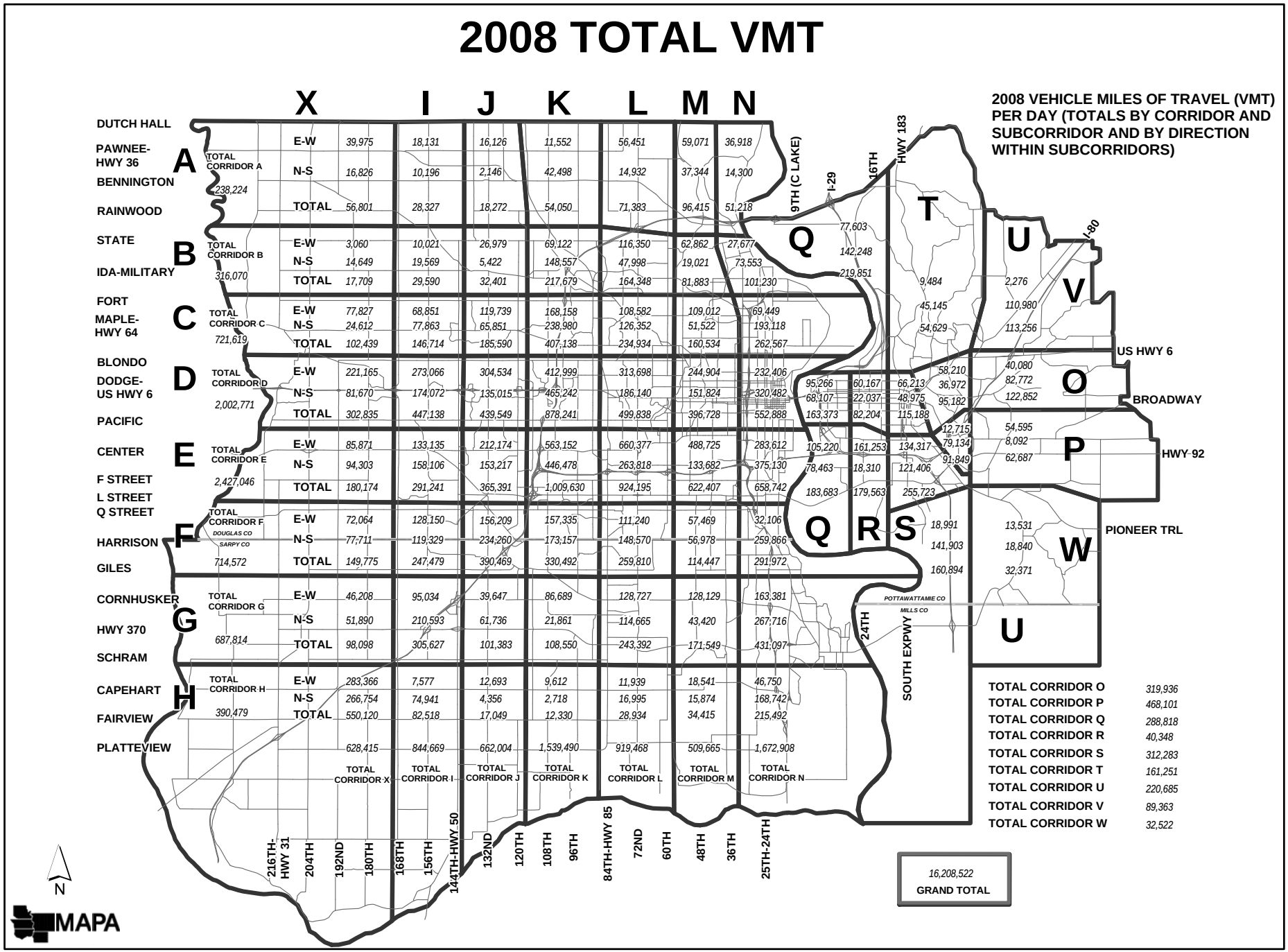


	2006/2004	2004/2002	2002/2000	2000/1998	1998/1996	1996/1994	1994/1992
Nebraska	104.0%	106.3%	103.0%	105.9%	107.6%	108.8%	112.8%
Iowa	97.5%	100.7%	109.0%	109.2%	108.2%	112.2%	111.6%
Total	103.2%	105.5%	103.8%	106.3%	107.7%	109.2%	112.6%

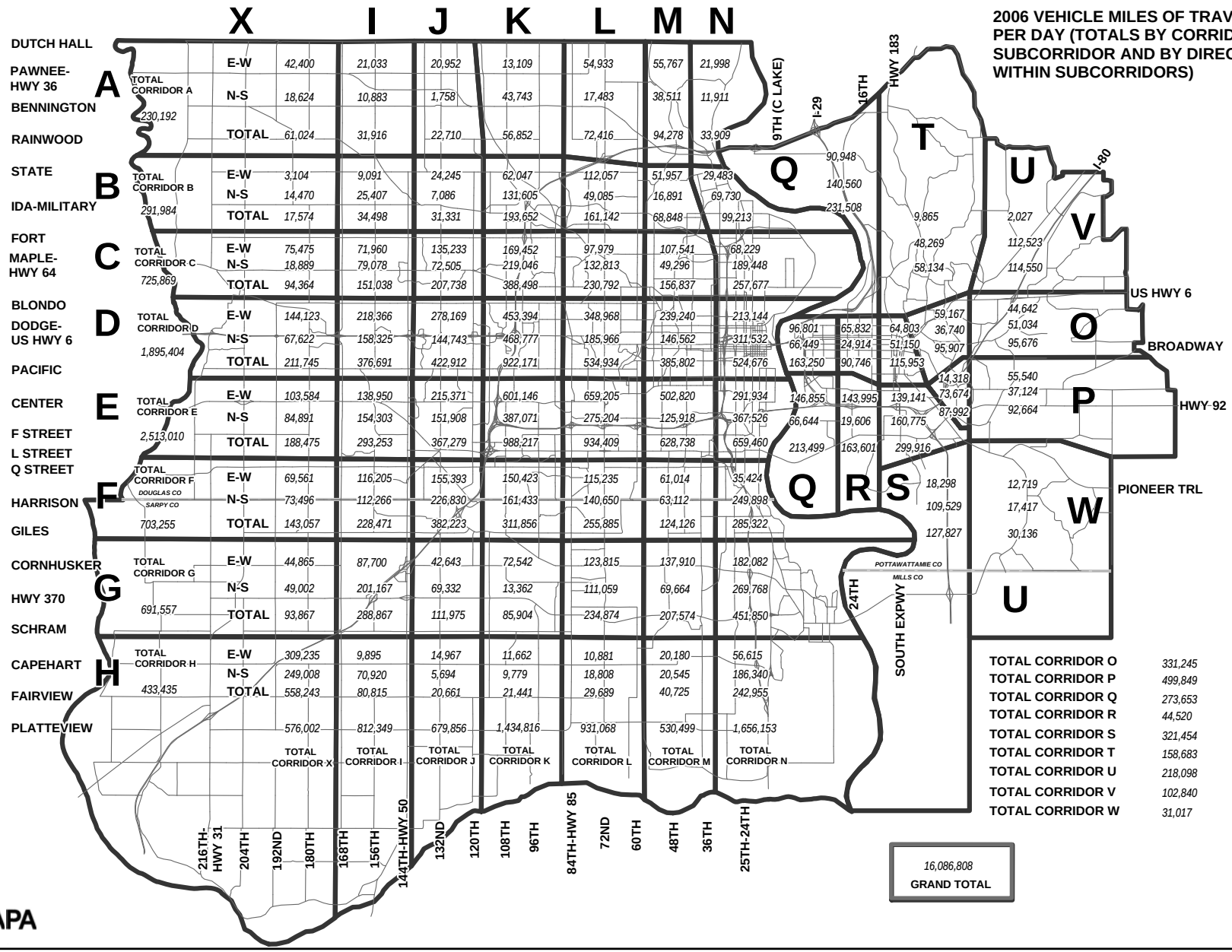


	1994/1992	1996/1994	1998/1996	2000/1998	2002/2000	2004/2002	2006/2004	2008/2006
Traffic Growth	12.6%	9.2%	7.7%	6.3%	3.8%	5.5%	3.2%	0.8%

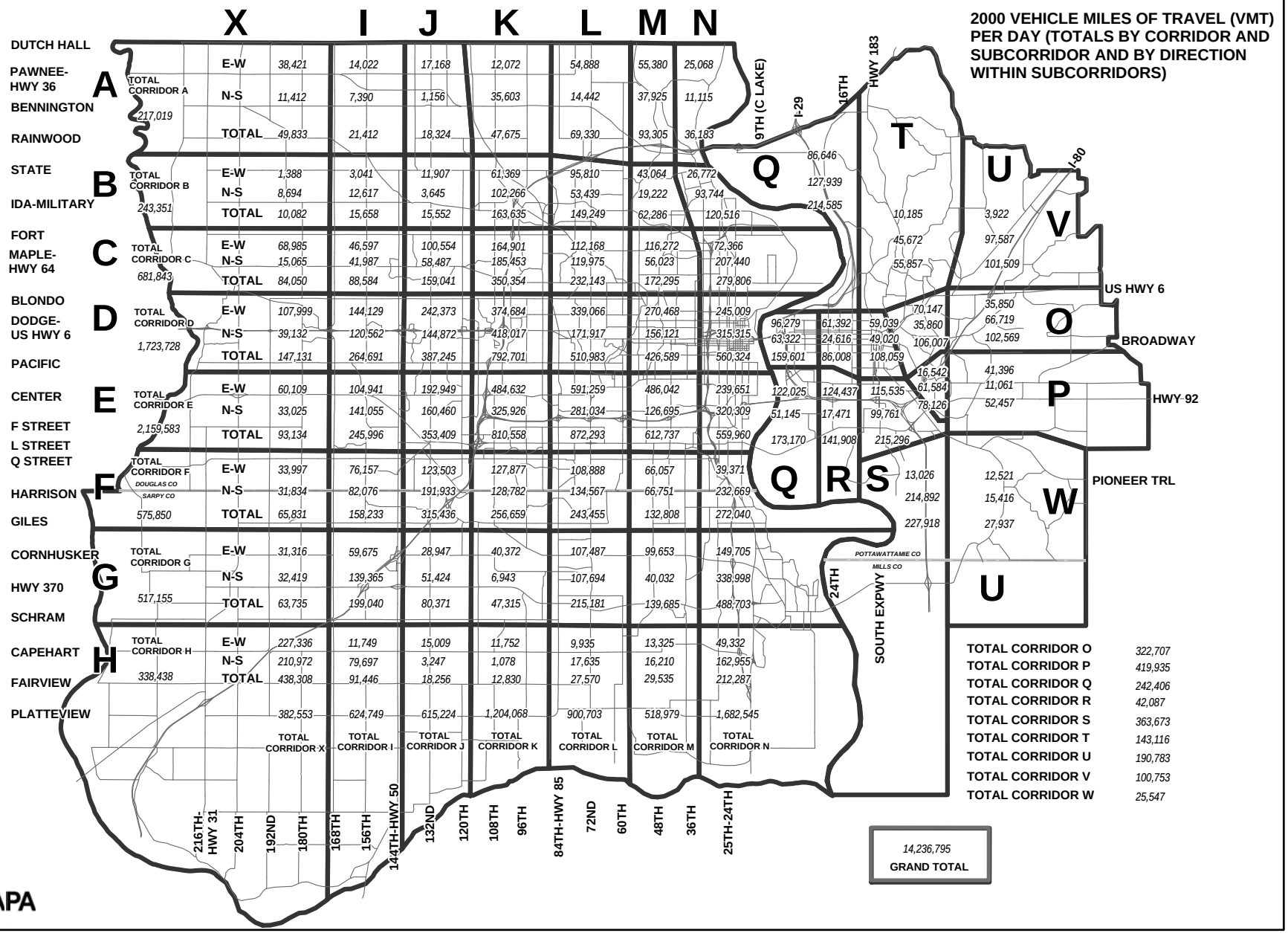
2008 TOTAL VMT



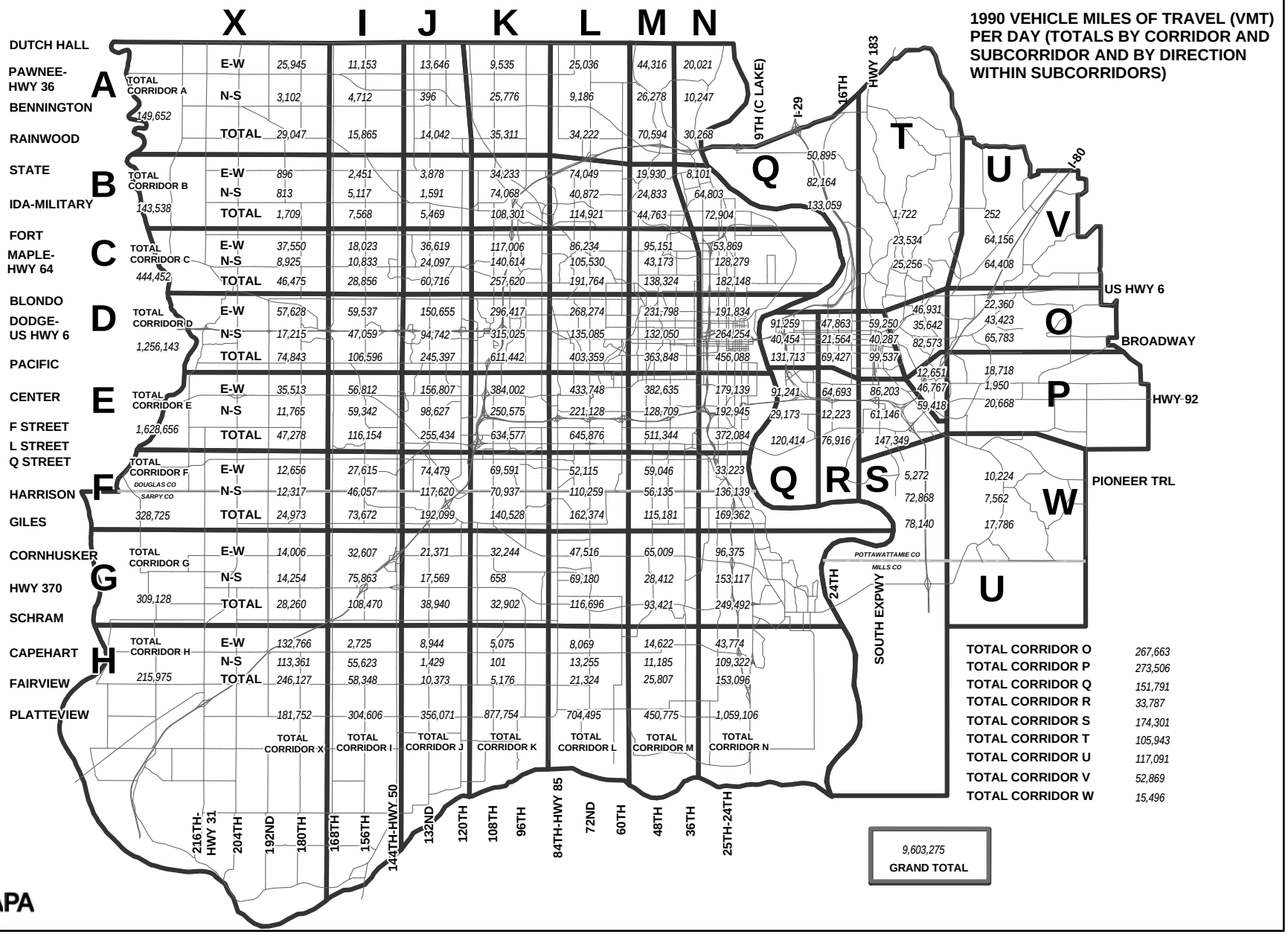
2006 TOTAL VMT



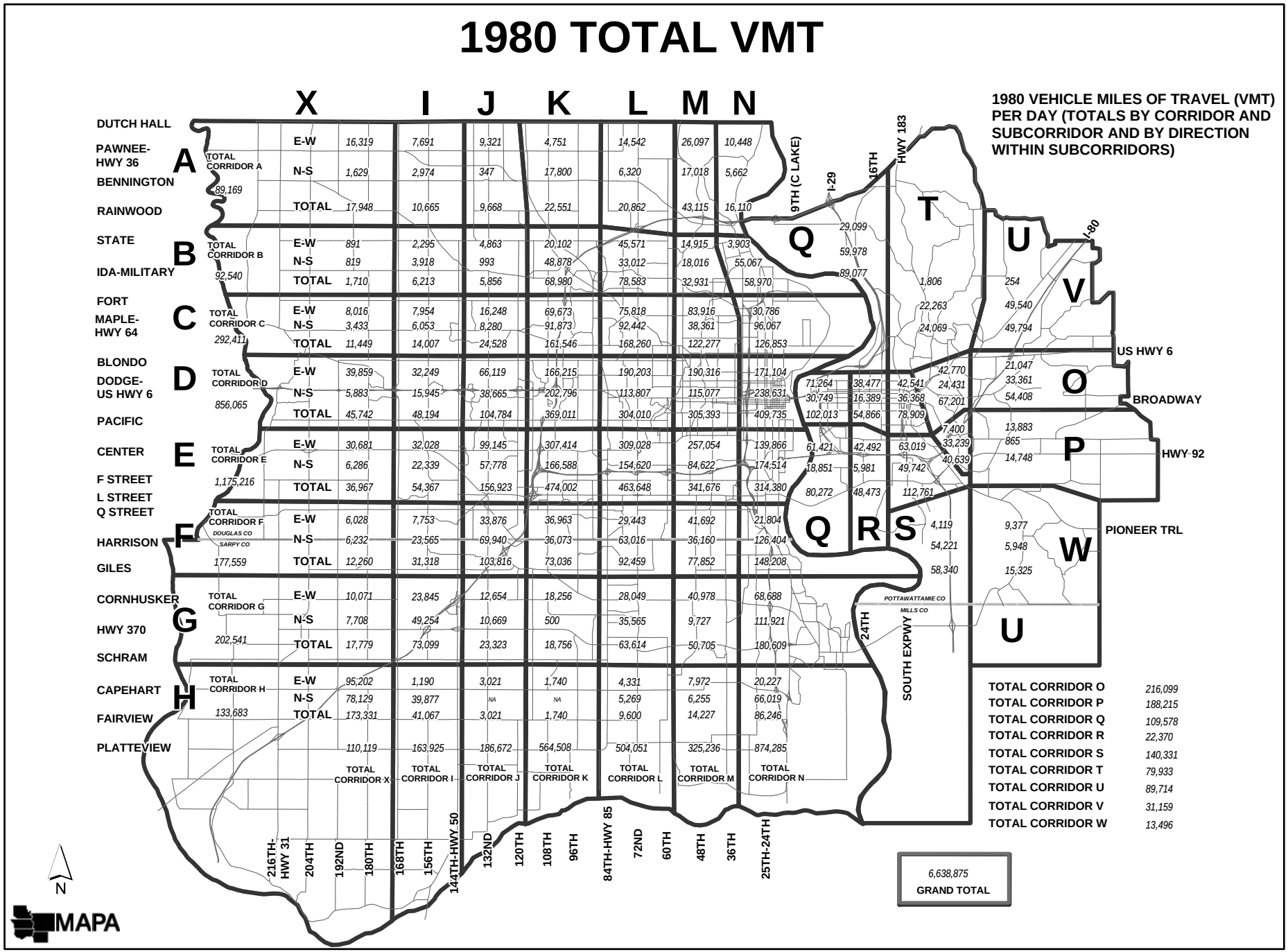
2000 TOTAL VMT

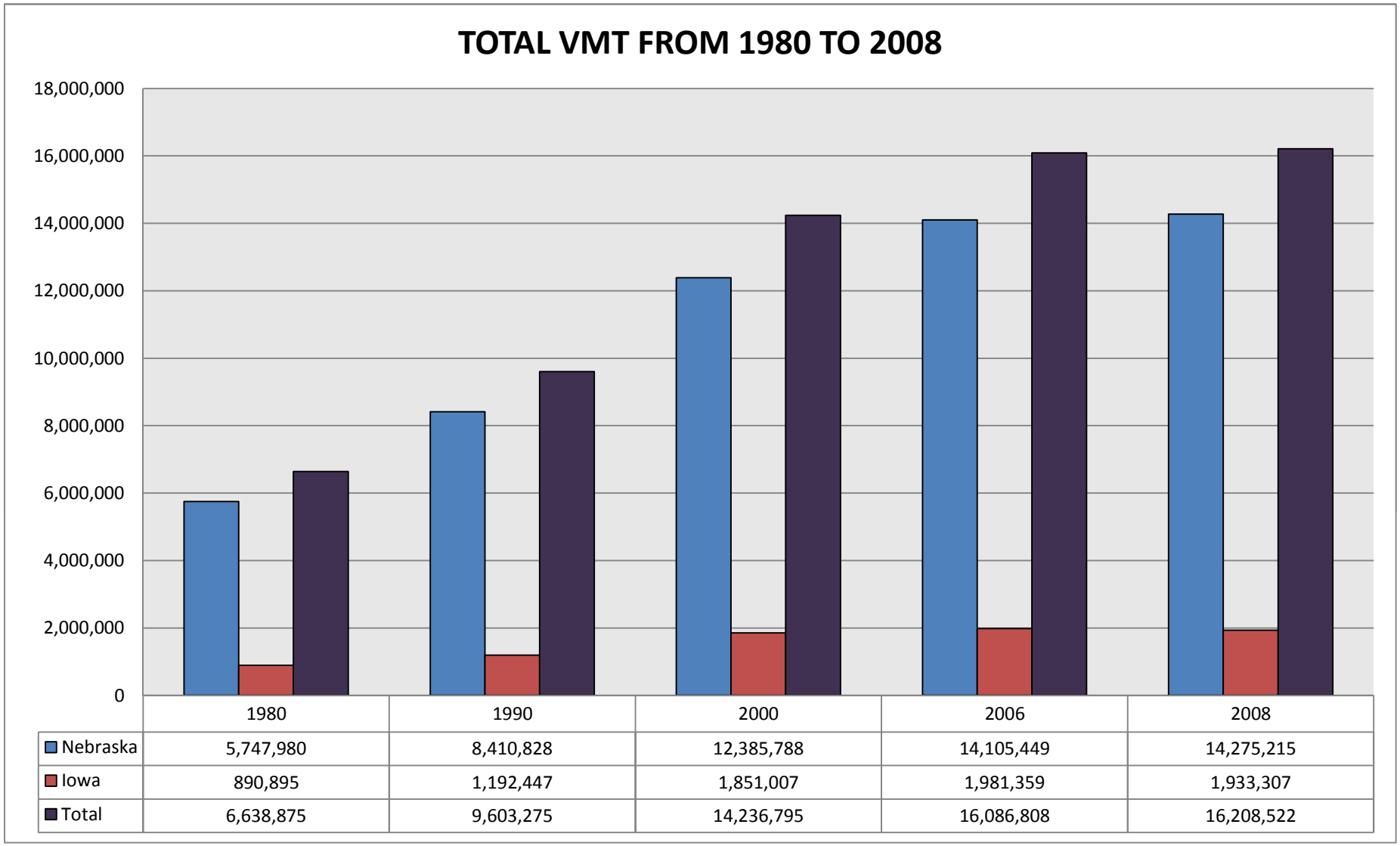


1990 TOTAL VMT



1980 TOTAL VMT

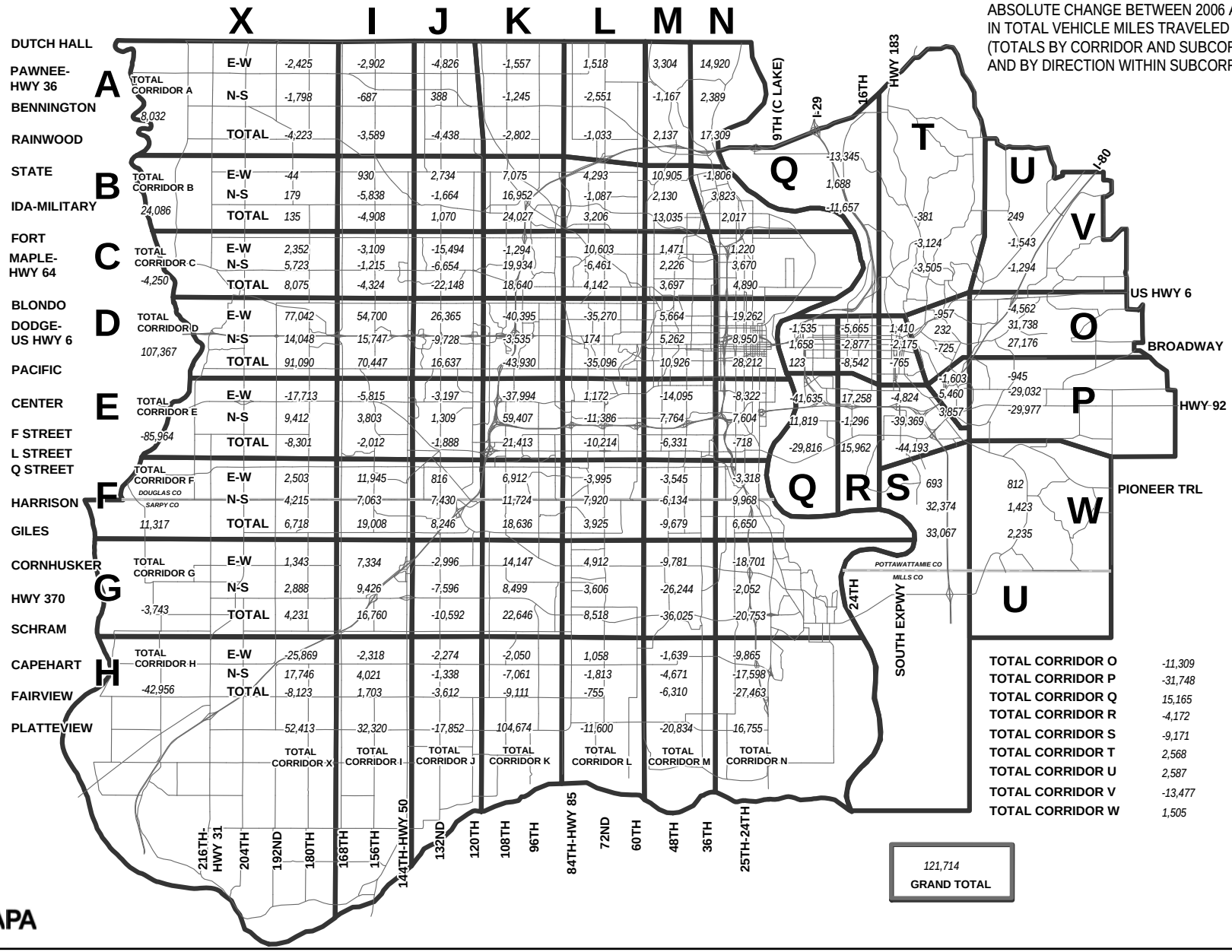




	1980	1990	2000	2006	2008
Nebraska	5,747,980	8,410,828	12,385,788	14,105,449	14,275,215
Iowa	890,895	1,192,447	1,851,007	1,981,359	1,933,307
Total	6,638,875	9,603,275	14,236,795	16,086,808	16,208,522

CHANGE IN VMT 2006 - 2008

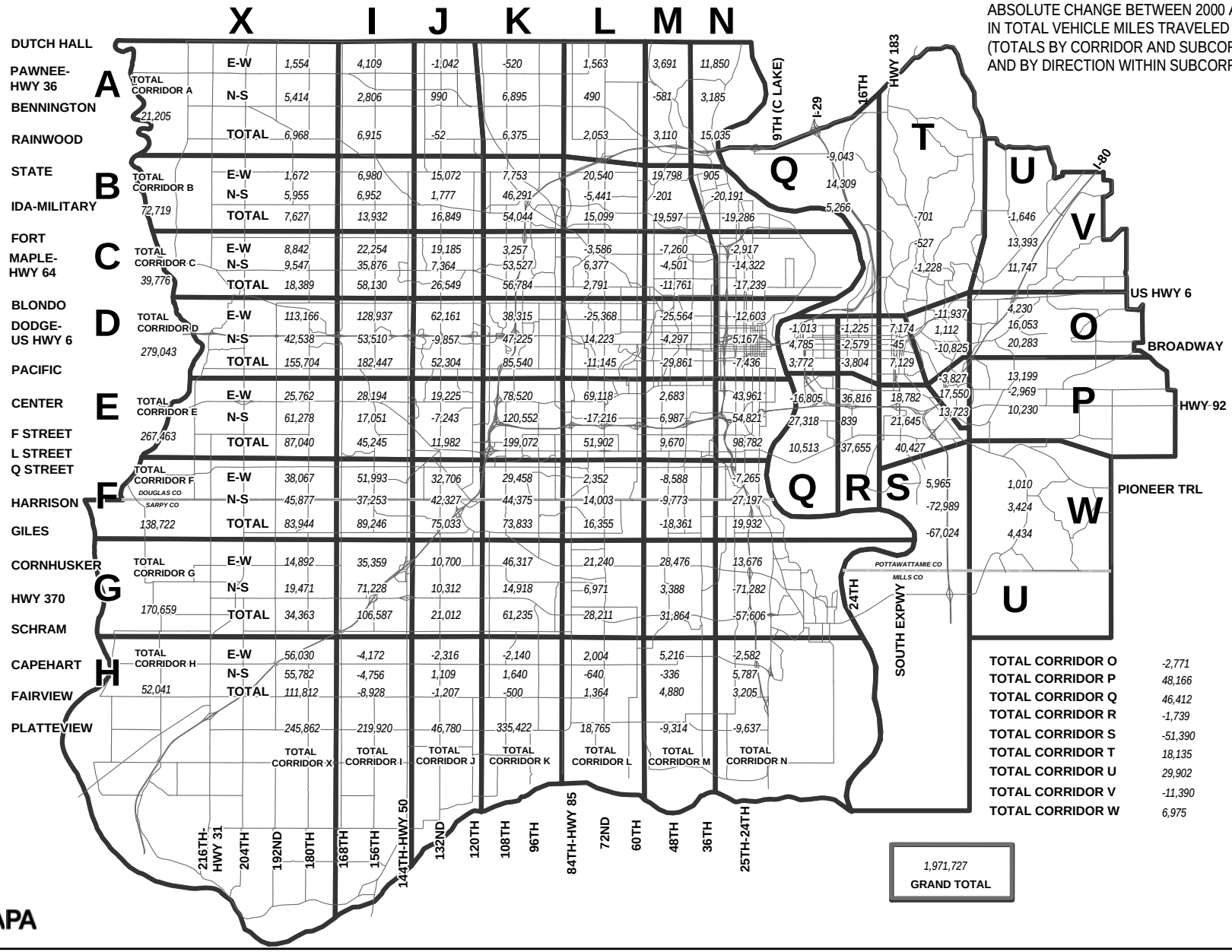
ABSOLUTE CHANGE BETWEEN 2006 AND 2008 IN TOTAL VEHICLE MILES TRAVELED (VMT) (TOTALS BY CORRIDOR AND SUBCORRIDOR AND BY DIRECTION WITHIN SUBCORRIDORS)



TOTAL CORRIDOR O	-11,309
TOTAL CORRIDOR P	-31,748
TOTAL CORRIDOR Q	15,165
TOTAL CORRIDOR R	-4,172
TOTAL CORRIDOR S	-9,171
TOTAL CORRIDOR T	2,568
TOTAL CORRIDOR U	2,587
TOTAL CORRIDOR V	-13,477
TOTAL CORRIDOR W	1,505

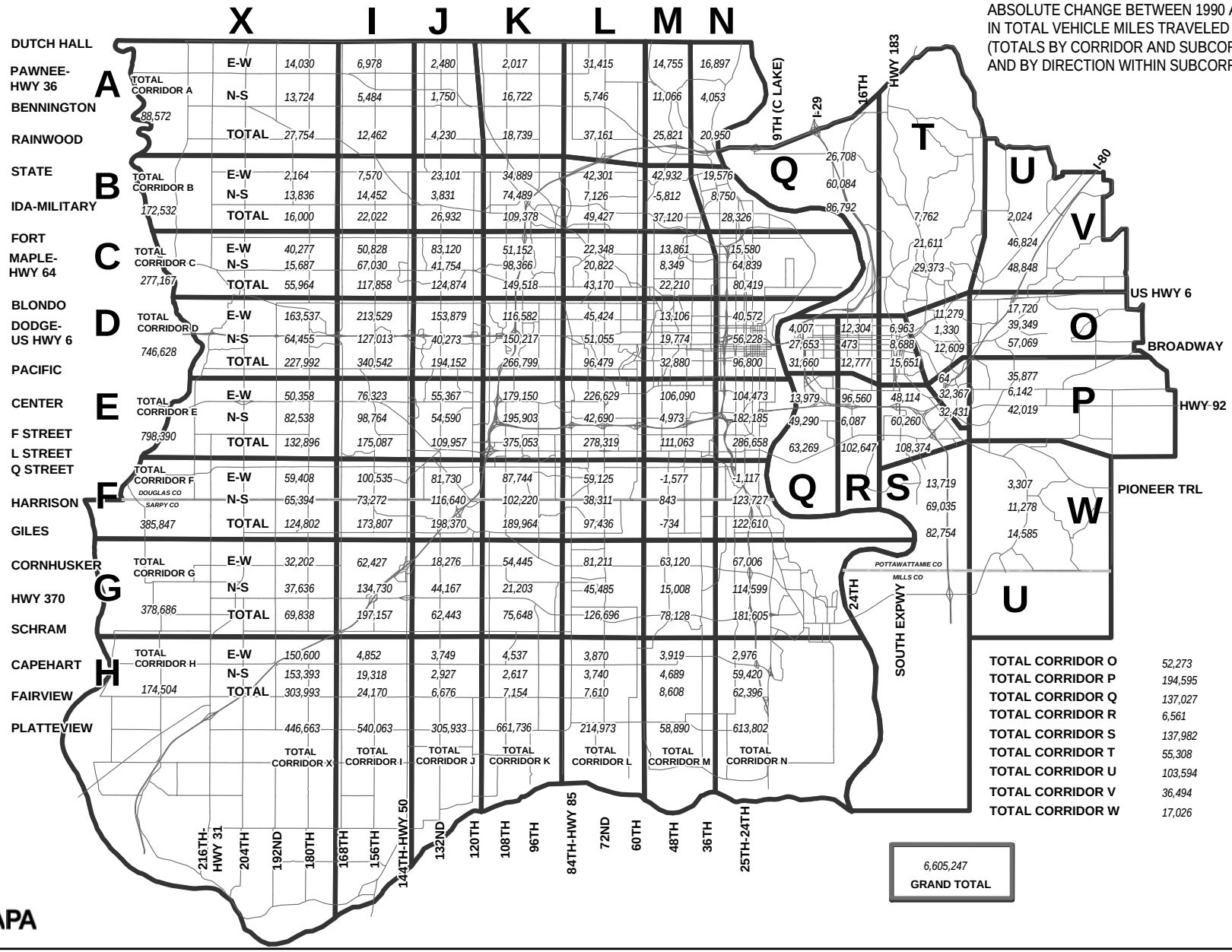
CHANGE IN VMT 2000 - 2008

ABSOLUTE CHANGE BETWEEN 2000 AND 2008 IN TOTAL VEHICLE MILES TRAVELED (VMT) (TOTALS BY CORRIDOR AND SUBCORRIDOR AND BY DIRECTION WITHIN SUBCORRIDORS)



CHANGE IN VMT 1990 - 2008

ABSOLUTE CHANGE BETWEEN 1990 AND 2008 IN TOTAL VEHICLE MILES TRAVELED (VMT) (TOTALS BY CORRIDOR AND SUBCORRIDOR AND BY DIRECTION WITHIN SUBCORRIDORS)

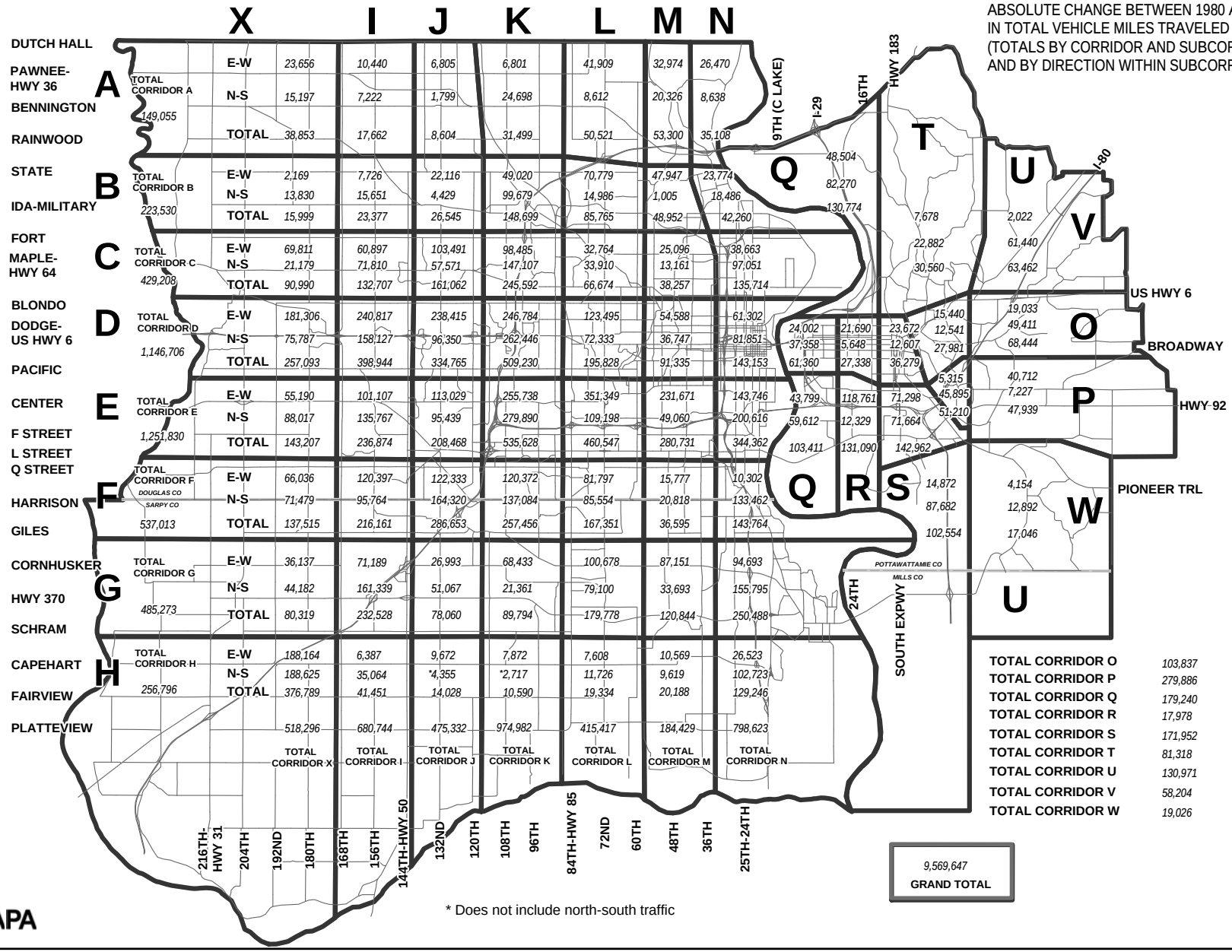


TOTAL CORRIDOR O	52,273
TOTAL CORRIDOR P	194,595
TOTAL CORRIDOR Q	137,027
TOTAL CORRIDOR R	6,561
TOTAL CORRIDOR S	137,982
TOTAL CORRIDOR T	55,308
TOTAL CORRIDOR U	103,594
TOTAL CORRIDOR V	36,494
TOTAL CORRIDOR W	17,026

6,605,247
GRAND TOTAL

CHANGE IN VMT 1980 - 2008

ABSOLUTE CHANGE BETWEEN 1980 AND 2008 IN TOTAL VEHICLE MILES TRAVELED (VMT) (TOTALS BY CORRIDOR AND SUBCORRIDOR AND BY DIRECTION WITHIN SUBCORRIDORS)

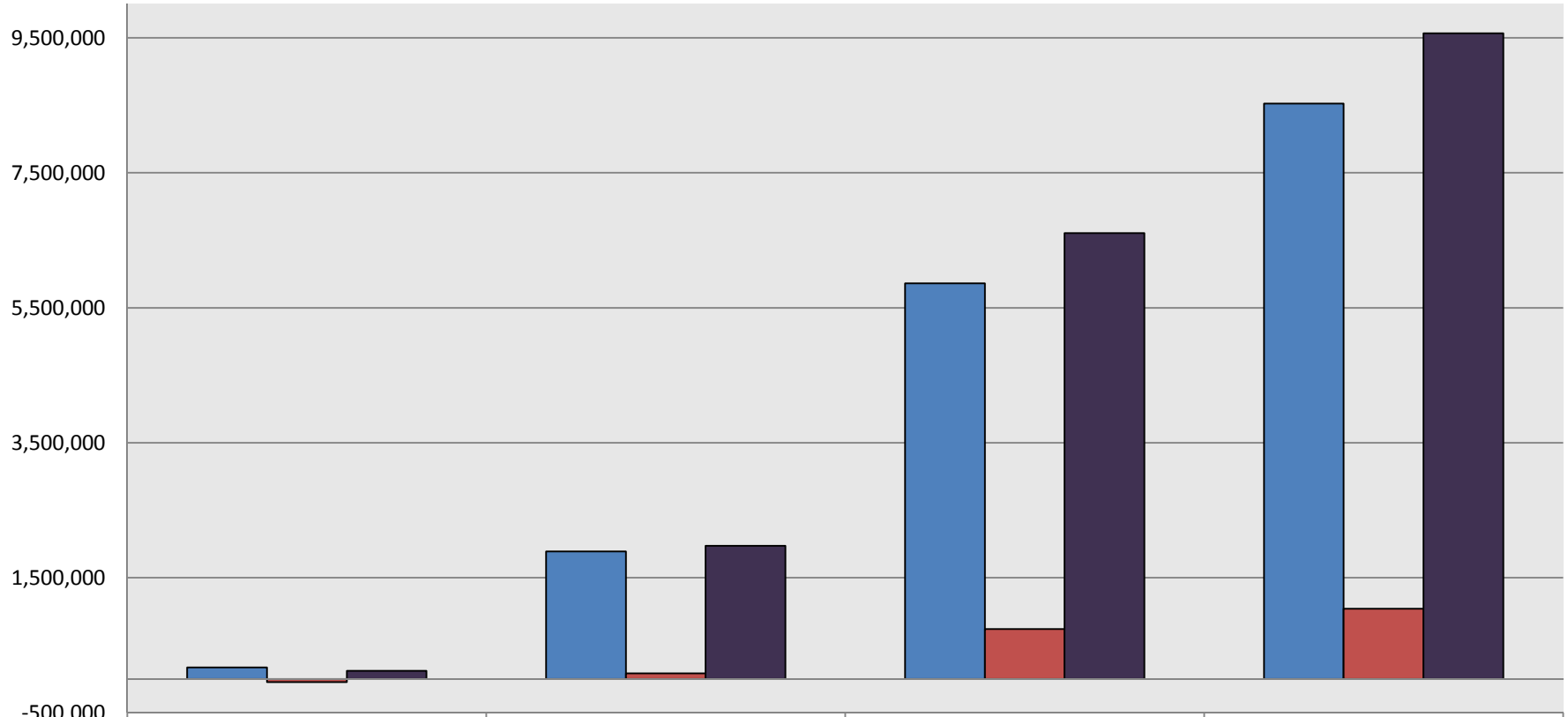


TOTAL CORRIDOR O	103,837
TOTAL CORRIDOR P	279,886
TOTAL CORRIDOR Q	179,240
TOTAL CORRIDOR R	17,978
TOTAL CORRIDOR S	171,952
TOTAL CORRIDOR T	81,318
TOTAL CORRIDOR U	130,971
TOTAL CORRIDOR V	58,204
TOTAL CORRIDOR W	19,026

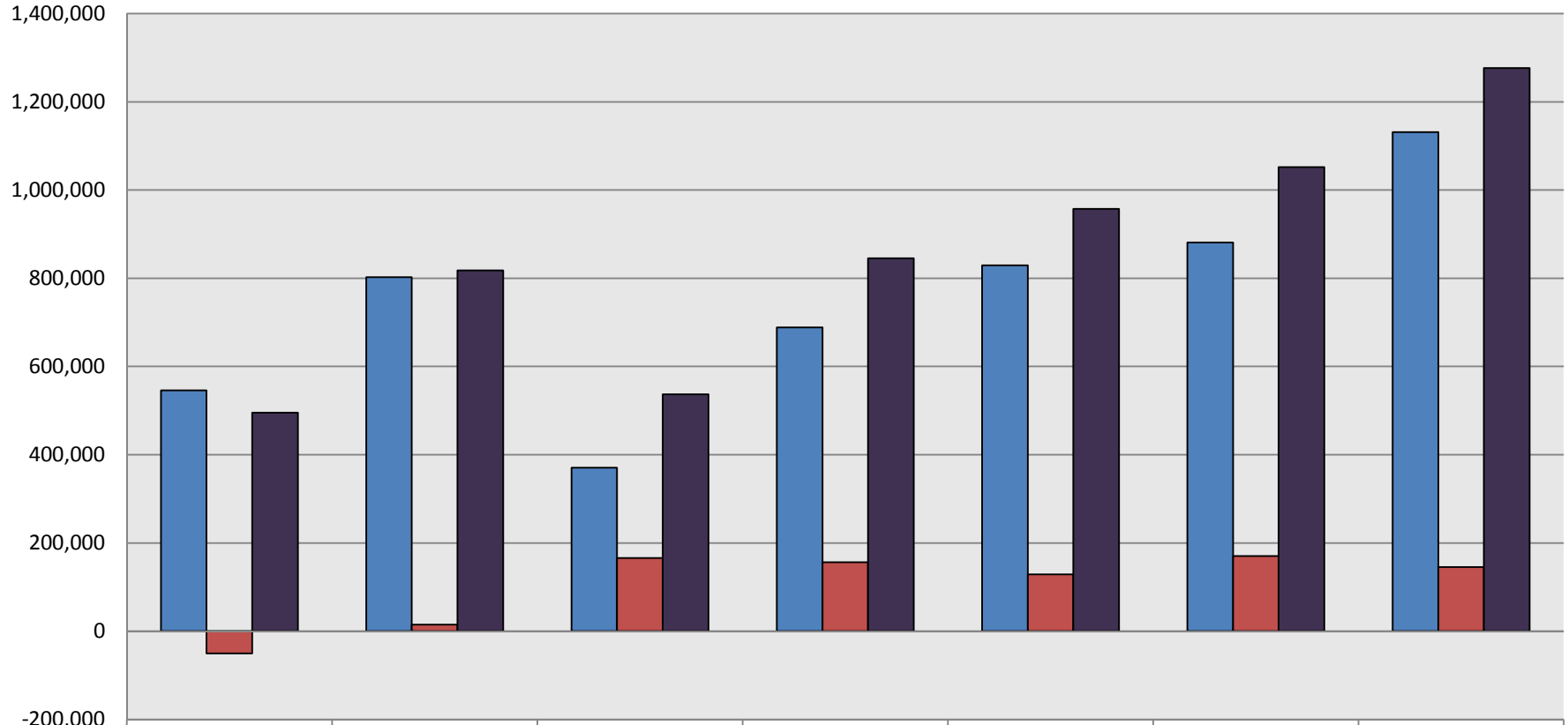
9,569,647
GRAND TOTAL

* Does not include north-south traffic

CHANGE IN VMT FROM 1980 TO 2008



	2008/2006	2008/2000	2008/1990	2008/1980
Nebraska	169,766	1,889,427	5,864,387	8,527,235
Iowa	-48,052	82,300	740,860	1,042,412
Total	121,714	1,971,727	6,605,247	9,569,647



	2006/2004	2004/2002	2002/2000	2000/1998	1998/1996	1996/1994	1994/1992
Nebraska	546,097	802,792	370,772	688,756	829,111	881,351	1,131,646
Iowa	-50,778	15,070	166,060	156,504	128,460	170,580	145,062
Total	495,319	817,862	536,832	845,260	957,571	1,051,931	1,276,708

MAPA Area Continuous Traffic Counts

The States of Nebraska and Iowa both have traffic counting sites that count vehicles on a continuous basis, for all 365 days of the year, in the Omaha-Council Bluffs metro area. These counters, called “Automatic Traffic Recorders” (ATRs), provide an excellent source of traffic data. Traffic data and growth trends for the locations are shown below.

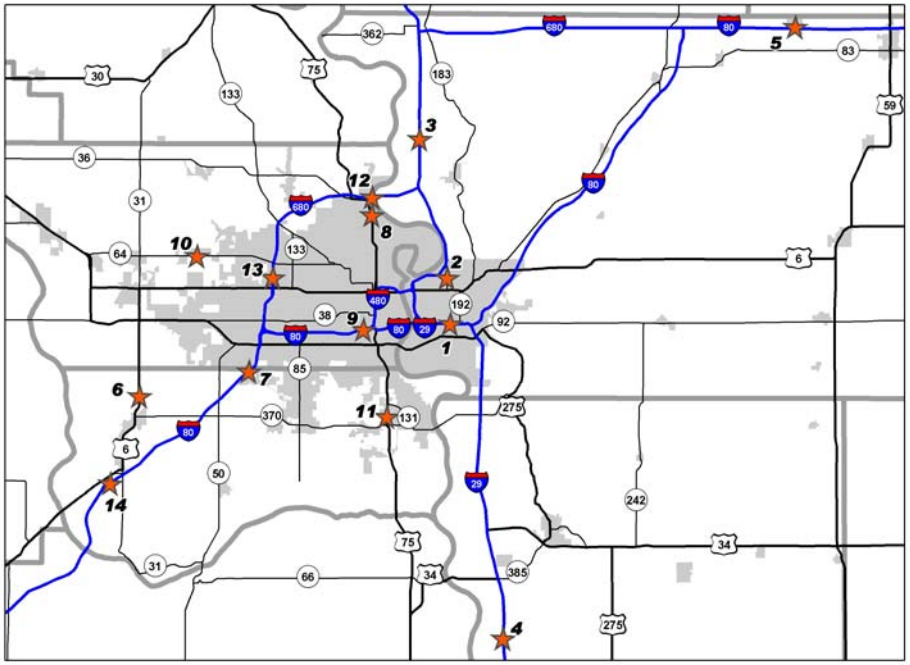
There are currently 14 ATRs in the region, with 7 on the Nebraska side and 5 on the Iowa side. The locations represent a mix of freeways and arterials, and are located in urban, suburban, and rural areas. Historically, these numbers have been consistent with data from MAPA’s Traffic Growth report. The ATR data declined over 2% between 2006 and 2008, which differs slightly with the MAPA data that showed a very modest increase. Newly available data for the metro area in 2009 shows traffic remained basically constant (0.2% decrease) between 2009 and 2008.

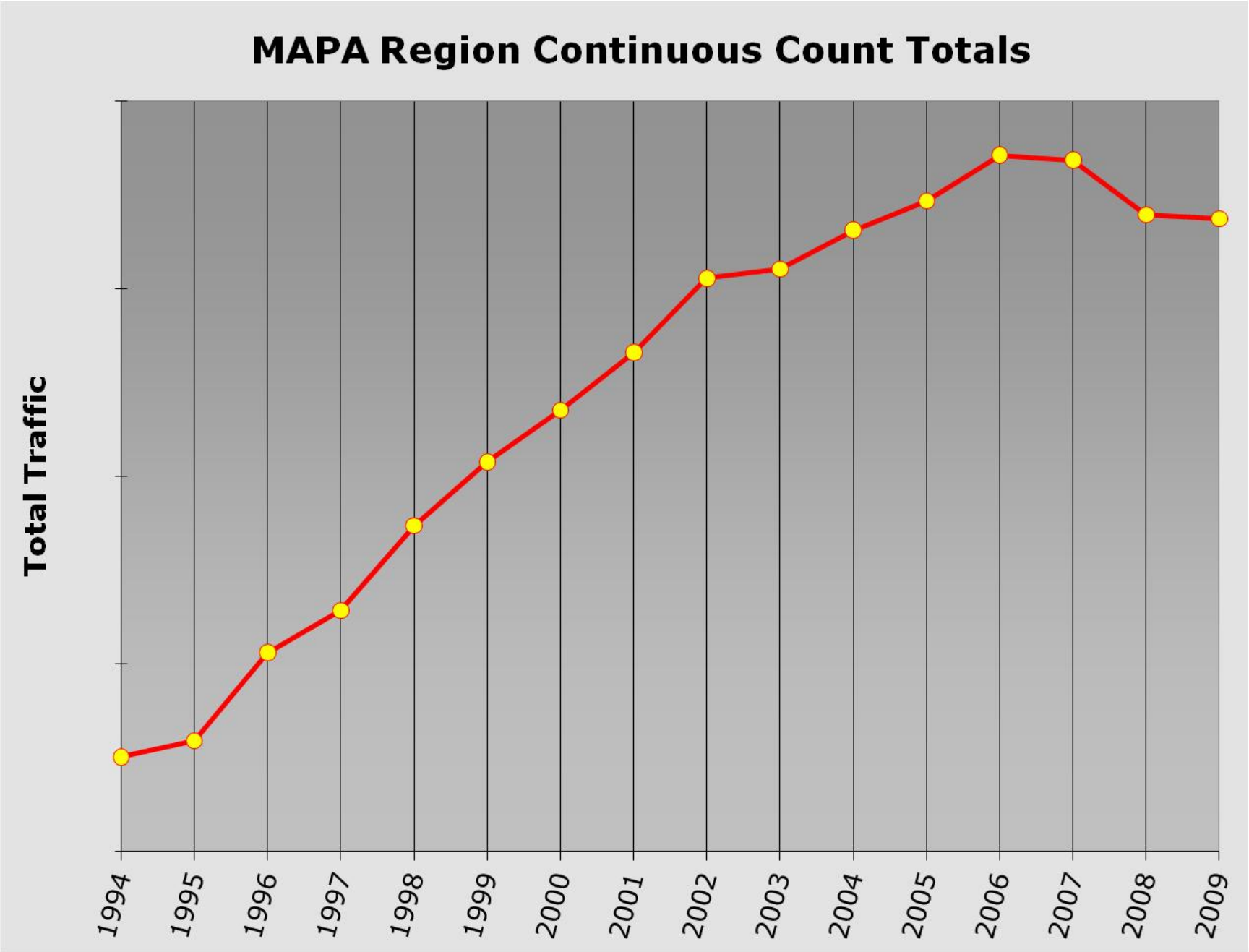
Iowa ATR Locations: Annual Average Daily Traffic (AADT):

Map #	Route	Location	2000	2002	2004	2006	2008	2009
1	I-29/80	.6 Mi West of IA-192	69,496	76,024	75,623	79,350	79,516	75,586
2	IA 192	South of Ave N	10,474	10,061	9,442	9,047	8,858	9,057
3	I-29	3 Mi North of South I-680 Jct	20,202	21,070	21,319	21,484	21,033	20,171
4	I-29	4 Mi South of US-34 Jct (Pacific)	11,221	11,917	12,101	12,495	12,300	11,762
5	I-80	1.5 Mi West of Co M-16 (Shelby)	21,441	22,379	22,496	22,670	22,752	22,190

Nebraska ATR Locations:

Map #	Route	Location	2000	2002	2004	2006	2008	2009
6	US 6	North of Gretna	7,123	9,156	11,703	13,424	15,470	14,261
7	I-80	Just South of Douglas-Sarpy Line	49,930	53,750	56,682	60,285	57,913	58,408
8	US 75	30th Street South of I-680 in Omaha	15,277	14,932	14,708	14,607	14,549	14,515
9	I-80	I-80 at 36th Street in Omaha	158,153	166,966	168,298	170,739	165,167	164,863
10	N-64	At 160th Street	n/a	n/a	n/a	n/a	22,417	22,243
11	US 75	Just North of Jct. N-370 in Bellevue	40,355	43,806	44,441	44,273	42,463	42,282
12	I-680	Mormon Bridge in Omaha	15,141	16,046	16,254	15,656	15,401	14,717
13	I-680	I-680 North of Dodge Street	65,600	70,000	73,000	80,095	80,077	81,889
14	I-80	West of Gretna Interchange	33,158	36,595	39,500	41,400	38,889	38,924




MAPA Region Continuous Count Totals
Total Traffic
1994
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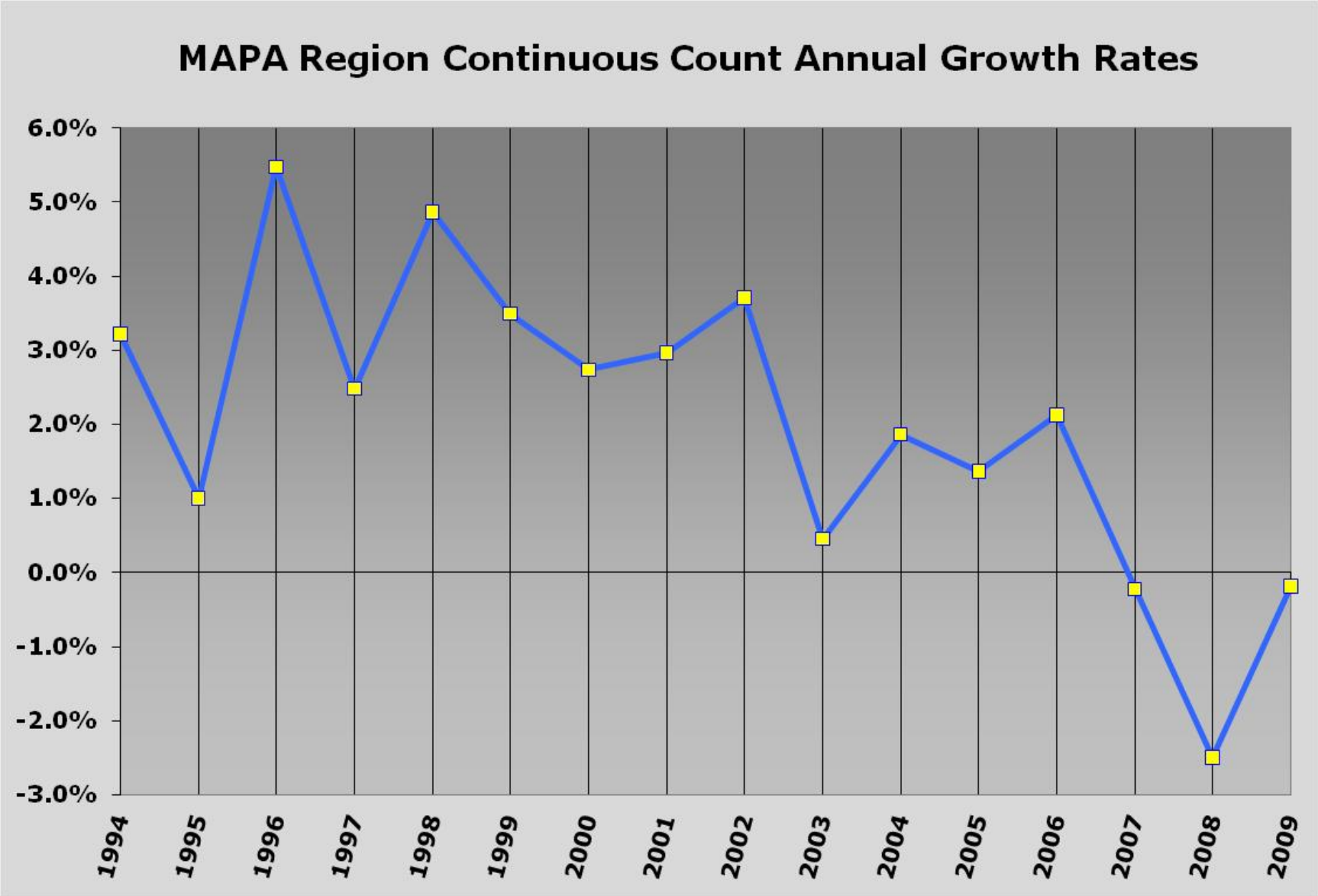
2006
2007
2008
2009


MAPA Region Continuous Count Annual Growth Rates
6.0%
5.0%
4.0%
3.0%
2.0%
1.0%
0.0%
-1.0%
-2.0%
-3.0%
1994
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