

Oregon

Performance: Improved in 6 / Worsened in 1 Category



Between 1989 and 2008, Oregon managed to improve on six key measures of highway performance, while only getting worse on one. Road conditions improved, with the proportion of roads in poor condition declining among rural interstates, urban interstates and rural arterials.

Additionally, urban interstate congestion was considerably alleviated, the highway fatality rate was improved, and the number of narrow lanes on rural primary roads was reduced. The one area of deterioration was a slight increase in the proportion of deficient bridges in the state.

Roads in poor condition in Oregon were reduced to near-zero levels between 1989 and 2008. Indeed, rural interstates, urban interstates and rural arterials saw reductions of roads in poor condition of 9.7, 11, and 3.2 percentage points respectively (better than the national averages in each case). The one area of decline, the proportion of deficient bridges, only had 23% of its bridges listed as deficient, below the national average of 23.7%. Aside from bridges, Oregon was very successful in its highway management.

Category	Rank Showing Most Improvement 1989–2008
Overall Performance and Spending Efficiency	16
State-Administered Highway Mileage (ranked largest to smallest based on system size in 2008)	35
Rural Interstate in Poor Condition.....	11
Rural Arterials in Poor Condition	11
Rural Arterials with Narrow Lanes	21
Urban Interstates in Poor Condition.....	8
Urban Interstate Congestion.....	15
Deficient Bridges.....	41
Fatality Rate	10
Total Disbursements Per Mile (1=biggest spending increase, 50=biggest spending decrease).....	3