



W. T. B.

October 10, 2006

To: Lance County Board of Commissioners

From: Tom Schwetz

Subject: ODOT Alternative Mobility Standards Overview

- Summary Memo (pages 1-4)
- Attachment 1 - Overview of ODOT Mobility Standards (pages 5-6)
- Attachment 2 - Excerpt from MPC presentation on Regional Congestion Overview (pages 7-18)

**Action Recommended:** None. Information Only.

**Issue Summary:**

The Oregon Highway Plan (OHP) contains both policy language and standards for mobility on the state highway system. This set of policies and standards are used by ODOT as part of development review and in regional transportation planning in identifying system needs and priorities.

Where the mobility standards cannot be met, the OHP provides for the development of Alternative Mobility Standards (AMS). Successful development of these alternative standards must satisfy specific requirements in the OHP, including the identification of local commitments to "specific actions to manage transportation demand and ensure efficient use of the capacity of the state highway system."

Analysis of the current and future (2025) congestion on the state highway system within the Central Lane MPO area indicates several parts of the state system will not meet current mobility standards. Staff is currently working to establish a proposal for Alternative Mobility Standards. This proposal would be considered and adopted by both the Oregon Transportation Commission and MPC.

This memo provides an overview of the effort to date. As background to the discussion, Attachment 1 provides an overview of the Highway Mobility Standards contained in the Oregon Highway Plan and the state's requirements for establishing alternative mobility standards.

## **Approach and Status to Date**

### Purpose of this Effort

Development and adoption of Alternative Mobility Standards “completes” the Central Lane MPO Regional Transportation Plan (RTP) both with respect to meeting state requirements set forth in the OHP and in refining the region’s mobility expectations for the state highway system to better support and inform the implementation of the RTP.

MPO staff has been working on a project to develop a set of recommendations for Alternative Mobility Standards. These standards would apply only to the ODOT portion of the region’s highway system. The anticipated result of the project is to make the RTP consistent with the OHP through adoption of amendments to the RTP and to the OHP, instituting the alternative mobility standards. This effort also provides the foundation for development of the region’s Congestion Management Process (CMP) required under SAFETEA-LU.

### Local Commitment Required

As indicated in Attachment 1, requirements for AMS development include identification of local commitments to:

“specific actions to manage transportation demand and ensure efficient use of the capacity of the state highway system.”

Generally, these commitments are already reflected in the RTP and include:

- Bus Rapid Transit
- Nodal Development
- Priority Bike Projects
- Intelligent Transportation System (ITS) Investments
- Transportation Demand Management Strategies
- Local Road System Improvements

As the draft proposal is developed, more specific local actions may be identified. These actions will be thoroughly discussed by local staff and policy makers before being included in the formal proposal for Alternative Mobility Standards.

### Policy Interests in Alternative Mobility Standards

Alternative mobility standards touch on several policy interests which need to be balanced as the proposal is developed, including:

1. Achieving desired land use patterns as the region grows,
2. Providing for efficient and balanced transportation access to land,
3. Providing mobility for through traffic,
4. Providing for freight mobility

**'Good' and 'Bad' Congestion: A Useful Framework for Discussion**

Balancing these interests requires consideration of a combination of factors including:

- increasing congestion,
- extremely limited resources, and
- an expressed desire on the part of the region to pursue a balanced and integrated land use-transportation strategy.

This complicates the use of mobility standards in establishing mobility performance expectations on state facilities. Where the region is achieving desired land use patterns (e.g., nodal development and other forms of mixed-use, pedestrian-friendly land uses), transportation and the adjoining land uses may be 'congestion-tolerant'. In these cases, mobility standards are a lower priority and accepting more congestion may be the appropriate policy response.

Where significant concentrations of through trips and freight-related trips exist, the transportation facilities can be characterized as 'mobility-dependent'. In these cases, it may be important to maintain the existing mobility standard, thus retaining the value of a facility's capacity to facilitate freight and through traffic movement.

In this framework, congestion can be viewed as 'Good' or 'Bad' depending on a facility's surrounding land uses and the types of trips using that facility. The table below provides more information on this concept:

<b>Comparison of Congestion-Tolerant and Mobility-Dependent Land Uses and Facilities</b>		
<b>Characteristic</b>	<b>Congestion Tolerant Land Use/Facility</b>	<b>Mobility Dependent Land Use/Facility</b>
<b>Adjacent Land Use</b>	Congestion-tolerant land uses provide a high value-to-volume, for example, high density, high-end retail, or various services (restaurants, professional services, etc).	Mobility-dependent land uses provide a low value-to-volume, for example, resource extraction activities, warehousing, and other industrial activities.
<b>Effects of Lower Standard (i.e., more congestion)</b>	Transportation costs are a small part of the business's cost structure. Congestion is a sign of a more vibrant business environment.	Transportation costs are a significant part of a business's cost structure. Congestion is a sign of higher costs, lower efficiency, loss of competitiveness.
<b>Examples of Local Commitments</b>	Reduce modal conflicts (auto-pedestrian, auto-bike, auto-transit); enhance alternative mode infrastructure in area.	Access management policies; local road network improvements; TDM measures; effective regional transit connections (BRT)
<b>Regional Examples</b>	<ul style="list-style-type: none"> <li>• <u>Small Scale</u>: 5<sup>th</sup> Street Public Market</li> <li>• <u>Large Scale</u>: Gateway Blvd between Harlow Rd and Beltline Rd.</li> </ul>	<ul style="list-style-type: none"> <li>• West Eugene industrial area</li> <li>• North Springfield industrial area adjacent to Hwy 126</li> </ul>

### Developing the Proposal

Through the use of this framework, MPO staff, together with review and input by ODOT and local agency staff, have been working to determine locations where balancing regional planning goals (e.g., desired land use patterns vs. protecting through movements) suggests the need for alternatives to the OHP mobility standards.

Work is under way to identify potential solutions to address specific areas of current and anticipated traffic congestion above current standards along segments of the state highway system in the region, depending upon the nature of the congestion. For example, as described in the table above, solutions to congestion in areas with desirable land use patterns might focus on lowering the mobility standard (allowing more congestion), while addressing modal conflicts and enhancement of alternative mode systems such as bike, transit, and pedestrian. This analysis will form the basis for the development and evaluation of alternative mobility standards that meet the requirements specified in Attachment 1.

### **Process From Here**

The steps needed to complete the process through adoption of the standards into the Oregon Highway Plan by the OTC include:

1. Complete draft proposal for Alternative Mobility Standards
2. Public Review – including local agency review and consultation
3. Adoption of Regional Transportation Plan amendments – MPC
4. Adoption of Oregon Highway Plan amendments - OTC

When the draft proposal is ready, staff will facilitate additional local agency review and consultation as well as an opportunity for public comment. Concurrently, the proposal will be reviewed with ODOT. At the point where the proposal is ready for adoption consideration, it will be brought to MPC and the Oregon Transportation Commission.

### **Additional Information on Regional Congestion**

Staff has made two presentations on this topic to MPC with additional presentations anticipated. The last presentation to MPC, made in August 2006, provided an overview on regional congestion. While the presentation to local agencies will touch on the status of regional congestion, it will not go into the detail provided to MPC. Attachment 2 provides a copy of the material presented to MPC on the Regional Congestion Overview for those who desire more detailed information on this topic.

### **Attachments:**

**Attachment 1:** OHP Mobility Standards and Requirements for the development of Alternative Mobility Standards

**Attachment 2:** Excerpt from MPC presentation on Regional Congestion Overview

## Overview of ODOT Mobility Standards

The Oregon Highway Plan (OHP) Policy 1F establishes highway mobility standards to “maintain acceptable and reliable levels of mobility on the state highway system.” The mobility standards are expressed as maximum allowable volume to capacity (V/C) ratios in the peak hour. The standards vary by facility type, and different standards are applied to urban and to non-urban areas; to Portland Metro, to other Oregon MPO and to non-MPO urban areas; and to Special Transportation Areas (STAs). These Standards are referenced in Appendix B of the RTP. The OHP recognizes that it may be infeasible, in some cases, to meet the standards in OHP Policy 1F, and allows for the adoption of alternative mobility standards in metropolitan areas or portions thereof, provided that the local plan also includes specific actions to manage transportation demand and ensure efficient use of the capacity of the state highway system.

Alternative performance standards have already been adopted for the Portland and Medford metropolitan areas. In addition, both the Portland and Medford areas have 'interim' alternative standards for specific highway segments, pending completion of refinement plans and new capacity additions.

## Requirements for Alternative Mobility Standards

The OHP has the following applicable requirements involving the process for development of alternative mobility standards:

“The standards shall be adopted as part of a regional and/or local transportation system plan.” (OHP, page 77)

“In metropolitan areas, the alternate highway mobility standards will become effective only after the standards have been approved by the metropolitan planning organization and adopted by the Transportation Commission.” (OHP, page 78)

In addition, the OHP lays out the following requirements for the alternative standard itself:

The alternate standards shall be

1. Clear and objective;
2. Related to volume to capacity ratios (V/C); and
3. Adopted as part of a regional and/or local transportation system plan.

The analytical basis for the alternative standard must:

1. Demonstrate that it would be infeasible to meet the highway mobility standards in Policy 1F of the 1999 OHP.
2. Include all feasible actions for:

Attachment 1 – OHP Mobility Standards and Requirements for the development of Alternative Mobility Standards

- a. Providing a network of local streets, collectors and arterials to relieve traffic demand on state highways and to provide convenient pedestrian and bicycle ways;
  - b. Managing access and traffic operations to minimize traffic accidents, avoid traffic backups on freeway ramps, and make the most efficient use of highway capacity;
  - c. Managing traffic demand, where feasible, to manage peak hour traffic loads on state highways;
  - d. Providing alternate modes of transportation; and
  - e. Managing land use to limit vehicular demand on state highways consistent with the Land Use and Transportation Policy (Policy 1B).
3. Include a financially feasible implementation program; and
  4. Demonstrate strong public and private commitment to carry out the identified improvements and other actions (OHP, pages 77-78).

The approval process of implementing alternative mobility standards requires approval of the alternative mobility standards by both the MPO and OTC, followed by amendment of the RTP by the MPO to incorporate the approved alternative mobility standards.

## Regional Congestion Overview

For analysis purposes, the state highway system is defined by 10 separate major corridors in the Central Lane MPO region:

1. I-5 – running from the North TMA boundary to the South TMA boundary;
2. I-105/Hwy 126E – running east-west from the Washington/Jefferson Bridge in Eugene to Main Street in Springfield;
3. Beltline – running from mp 3.1 (intersection with West 11<sup>th</sup>) to I-5.
4. Highway 99W (State Highway 091)– running from the North TMA Boundary to the Washington/Jefferson Bridge;
5. 6<sup>th</sup>-7<sup>th</sup>/Broadway/Franklin – running from the Washington/Jefferson Bridge to the Springfield Bridges;
6. Main Street – running from Mill Street in Springfield to the East TMA Boundary;
7. McVay Highway – running between I-5 and Franklin;
8. Springfield-Creswell Highway – running from the Southern boundary of TMA to 42nd St & Jasper Rd, Springfield;
9. Pioneer Parkway – running from Main Street to OR 126E;
10. OR126W – running from the intersection of W.11<sup>th</sup> at mp 3.1 of Beltline Hwy to West TMA boundary.

Attachment A provides a congestion status summary for each of the 10 state corridors within the MPO. For each corridor, the mobility dependence is described and the existing mobility standard is stated. Summaries of both the 2002 and 2025 conditions are provided noting where standards are exceeded on a sub-corridor level. The Corridor summaries also include identification of where shorter segments of sub-corridors exceed standards.

Attachment B is a map showing congestion levels for corridor segments for 2002. A similar map is provided as Attachment C showing congestion levels for 2025. As can be seen in these maps, at least one segment of each of the 10 state corridors exceeds the current mobility standards for 2002, with several additional segments exceeding the mobility standards in 2025.

Specifically, the results from the base year analysis indicate that the following major segments exceed the mobility standard in 2002:

- (1) Beltline Highway (expressway classification) from River Road to Delta Highway – eastbound in the AM, both eastbound and westbound in the PM
- (2) I-105/OR126E – westbound between Pioneer Parkway and Coburg Rd in the AM, and eastbound between I-5 and Mohawk Blvd in the PM
- (3) Hwy 99 – northbound between Garfield St and just north of Roosevelt Blvd in the PM
- (4) I-5 – southbound between 30th Ave and OR58 in the PM

The following highways have long stretches that exceed mobility standards in 2025 under the RTP Fiscally Constrained scenario:

- (1) I-5 – north of Beltline Highway in the PM and south of Franklin Blvd. in the AM and PM
- (2) Beltline Highway – between River Road and Coburg Road in the PM,
- (3) I-105/OR126E – eastbound between I-5 and Main St in the PM, and westbound in the AM
- (4) Main St – eastbound between 21<sup>st</sup> St. and 52<sup>nd</sup> St. in the PM



## Central Lane MPO State Highway Corridor Congestion Status Summary

This report provides a summary of 2002 and 2025 congestion status for each of the 10 state highway corridors within the Central Lane MPO. For each corridor, the mobility dependence is described and the existing mobility standard is stated. Summaries of both the 2002 and 2025 conditions are provided noting where standards are exceeded on a sub-corridor level. The Corridor summaries also include identification of where shorter segments of sub-corridors exceed standards.

### Interstate-5

As might be expected, this is the roadway in the MPO with the greatest importance for mobility dependent travel. It has the highest mobility score in each of the sub-corridors, indicating that the largest volume of mobility dependent trips take place on this facility. These mobility dependent trips also constitute a high percentage of the total volume on each sub-corridor, from 70-100%.

The northernmost sub-corridor, Beltline to the north TMA border, has two mobility standards as it crosses the UGB boundary – 0.7 for rural interstate, and 0.8 for urban interstates.

### 2002 Congestion Status:

All sub-corridors pass the standard based on the VMT-weighted V/C ratio of each sub-corridor.

Individual segments of the sub-corridor “South TMA boundary/30<sup>th</sup> Ave” fail the standard based on VMT-weighted V/C ratio::

- AM northbound
- PM northbound, southbound

This sub-corridor has rural mobility standard of 0.7. If the mobility standard was matched to the standard inside the UGB (0.8), then this sub-corridor would fail the standard only in the PM southbound direction between 30<sup>th</sup> Ave and OR58 exit.

### 2025 Congestion Status:

In 2025 under the RTP-Financially Constrained scenario, only the sub-corridor from Franklin to Beltline meets the standard, based on the peak hours VMT-weighted V/C ratios. (However, there are segments of this sub-corridor which do not meet the standard (i.e., the maximum V/C on one or more links in the sub-corridor exceed the mobility standard)).

The table below is based on examining the V/C results for the AM and PM periods of the 2025 RTP- Financially Constrained scenario. It notes where the corridor meets the performance standard (√) and also where a segment within that corridor may fail (\*). Shaded cells indicate that the sub-corridor exceeds the existing standard for that time period.

Sub-corridor	AM Northbound	AM Southbound	PM Northbound	PM Southbound
1. Bellline to North TMA boundary	√			
2. Franklin to Bellline	√	√	√	√ (*)
3. 30th Ave to Franklin		√		
4. South TMA boundary to 30th Ave		√ (*)		

**Interstate I-105/OR126 E**

This roadway carries a substantial amount of mobility dependent travel. In the AM period, the three westbound sub-corridors from Main to I-5 have the highest mobility dependent score following Interstate-5 and the River Rd to Delta Hwy sub-corridor of Bellline Highway. Mobility dependent trips constitute 71-94% of the volume on this facility.

The current OHP mobility standard is 0.8.

This corridor exhibits a strong AM/PM directional split (heavy west-bound in the morning, heavy east bound in the evening).

**2002:**

Based on the VMT weighted V/C ratio for each sub-corridor, the facility meets the performance standards of the OHP. Some small stretches of this facility fail the standard by a large degree including I-105 at I-5, and the Washington/Jefferson Bridge crossing north of the river.

**2025:**

Under the 2025 RTP- Financially Constrained scenario, and based on a VMT weighted average V/C for the daily peak period, the eastbound I-5 to Pioneer Parkway sub-corridor is the only sub-corridor that will not meet the OHP standard.

The table below examines the V/C results for the AM and PM periods of the 2025 RTP- Financially Constrained scenario where the √ mark indicates compliance with the standard on a V/C weighted corridor basis but with a segment failure within the sub-corridor indicated by \*:

Sub-corridor	AM Eastbound	AM Westbound	PM Eastbound	PM Westbound
1. (I-105) Washington/Jefferson Bridge to Coburg Rd	√ (*)	√	√ (*)	√
2. (I-105) Coburg Road to I-5	√	√ (*)	√ (*)	√ (*)
3. (OR126) I-5 to Pioneer Parkway	√ (*)	√ (*)		√
4. (OR126) Pioneer Parkway to Main Street	√			√ (*)

**Beltline Hwy**

This roadway carries a significant percentage of the mobility dependent trips of the TMA in three of the four sub-corridors. The West 11<sup>th</sup> to Barger corridor in 2025 is only a minor facility for these trips. In 2025, the eastbound River Rd/Delta Highway segment ranked 9<sup>th</sup> in mobility score among all 56 sub-corridors analyzed, highest of all except for the 8 I-5 sub-corridors. The westbound direction ranked 11<sup>th</sup>. These mobility trips constitute from about 81% - 90% of the volume on Beltline east of River Road.

The OHP mobility standard for this state expressway is 0.8.

**2002:**

The eastbound River Rd to Delta Hwy sub-corridor fails to meet the standard based on the daily peak period VMT weighted average V/C within the sub-corridor. In the AM, the traffic flow is highly directional, heading eastbound. In the PM, however, the mobility standard is exceeded in both directions on this sub-corridor. The V/C ratio exceeds 1.0 in a portion of the westbound direction in the PM peak period, although the daily statistic is in accord with the mobility standard.

**2025:**

In the RTP- Financially Constrained scenario, the River Rd to Delta Hwy subcorridor exceeds the OHP standard in both the westbound and eastbound directions with a portion of the sub-corridor reaching 1.24. Further, although the Delta Hwy to I-5 sub-corridor passes the standard on a VMT weighted average, there are segments of this sub-corridor that fail the standard in both eastbound and westbound directions due to PM flows.

The table below examines the V/C results for the AM and PM periods of the 2025 RTP- Financially Constrained scenario, noting where the corridor meets the performance standard (√) and also where a segment within that passing corridor may fail (\*).

Sub-corridor	AM Eastbound	AM Westbound	PM Eastbound	PM Westbound
1. West 11th Avenue to Barger	√	√	√	√
2. Barger to River Road	√	√	√	√
3. River Road to Delta Hwy		√		
4. Delta Hwy to Interstate 5	√ (*)	√	√ (*)	

**Highway 99**

This roadway carries a relatively minor percentage of the mobility dependent trips of the TMA in four of the five sub-corridors. The Washington/Jefferson Bridge to Garfield sub-corridor carries levels of mobility dependent trips similar to those seen on I-105 and Beltline.

The OHP mobility standard for this highway is 0.85 to the Eugene Urban Growth Boundary and 0.70 north of that point.

**2002:**

All of the sub-corridors meet the standard based on the average peak period VMT weighted V/C within each sub-corridor.

In the PM, there is a congested segment in the northbound traffic flow between Garfield and Elmira Rd with V/C approaching 1, and for southbound/eastbound traffic at Garfield St. with V/C at 0.96.

**2025:**

In the RTP- Financially Constrained scenario, the Washington/Jefferson Bridge to Garfield sub-corridor slightly exceeds the OHP standard in the northbound direction with a portion of the sub-corridor reaching 1.05. This sub-corridor fails because of high PM flows throughout the length of the sub-corridor – Washington/Jefferson Bridge through to Roosevelt.

Further, there are segments of the sub-corridors between Airport Road and Washington/Jefferson Bridge northbound/westbound and Roosevelt to Washington/Jefferson Bridge southbound that fail the standard. Most of these are due to interchange interactions – Beltline at Hwy 99 northbound in the PM, I-105 at W.7<sup>th</sup> in the AM and PM, and also W.7<sup>th</sup> at Garfield in the AM and PM, at 5<sup>th</sup> Place in the AM.

The table below summarizes the V/C results for the AM and PM periods of the 2025 RTP- Financially Constrained scenario, noting where the sub-corridor meets the performance standard (√) and also where a segment within that passing corridor may fail (\*).

Sub-corridor	AM Northbound	AM Southbound	PM Northbound	PM Southbound
1. Airport Road to north TMA boundary	√	√	√	√
2. Beltline to Airport Road	√	√	√ (*)	√
3. Roosevelt to Beltline	√	√	√ (*)	√
4. Garfield to Roosevelt	√	√ (*)		√ (*)
5. Washington/Jefferson Bridge to Garfield	√	√ (*)		√ (*)

**McVay Highway**

This roadway carries a minor percentage of the mobility dependent trips of the TMA. The OHP mobility standard for this highway is 0.9.

**2002:**

This corridor is composed of only one sub-corridor in each direction. Both of the sub-corridors meet the standard based on the peak period VMT weighted average V/C within each sub-corridor and have no segments exceeding the standard.

**2025:**

In the RTP- Financially Constrained scenario, each direction is within the existing standard, though there are segments of each sub-corridor that exceed the standard. In particular, these segments are at this corridor's junction with Franklin Avenue, and on the southbound I-5 to 30<sup>th</sup> Ave segment in the AM, and on the southbound Franklin to I-5 section in the PM.

The table below summarizes the V/C results for the AM and PM periods of the 2025 RTP- Financially Constrained scenario, noting where the sub-corridor meets the performance standard (√) and also where a segment within that passing corridor may fail (\*).

Sub-corridor	AM	PM
Northbound	√	
Southbound	√ (*)	√ (*)

**Springfield-Creswell Highway**

This roadway carries a very minor percentage of the mobility dependent trips of the TMA. The OHP mobility standard for this highway is 0.9.

**2002:**

All of the sub-corridors meet the standard based on the peak period VMT weighted average V/C within each sub-corridor. No segments fail the standard.

**2025:**

In the RTP- Financially Constrained scenario, all the sub-corridors continue to meet the existing standards. There are no segments of sub-corridors that do not meet the existing standard.

## **OR126W**

The portion of OR126W (also known as West 11<sup>th</sup> Ave) analyzed in the base, nobuild and MTIP scenarios is the section from the west boundary of the TMA to mp 3.1 of State highway 069 (Beltline Hwy). In the 2025 RTP scenarios, this sub-corridor is replaced by the West Eugene Parkway sub-corridor running east from the west boundary of the TMA to the intersection with Beltline Hwy. As such, a revised 2025 analysis of OR 126 West is currently being developed.

The eastbound sub-corridor of OR126W carries a moderate portion of mobility dependent traffic, while the westbound corridor is not important for mobility dependent traffic.

The OHP mobility standard for OR126W is 0.85 to the Eugene Urban Growth Boundary and 0.70 west of that point.

### **2002:**

Both eastbound and westbound sub-corridors of OR126W meet the standard in 2002, and no segment fails the standard.

### **2025:**

As noted above, an analysis of OR 126 West is currently being developed.

## **Main Street**

Except for the westbound sub-corridor from the eastern TMA boundary to OR126E which carries a moderate percentage of the mobility dependent trips, this roadway is not otherwise important for mobility dependent trips.

The OHP mobility standard for this highway is 0.85 to the Springfield eastern Urban Growth Boundary and 0.70 east of that point to the eastern TMA boundary. There is a STA specified in the OHP on Main St from Mill St to A St with standard of 0.9.

### **2002:**

All of the sub-corridors meet the standard based on the peak period VMT weighted average V/C within each sub-corridor. There are segments that exceed the standards but these appear to be related to highway interchange areas – at OR 126E from the westbound direction in the AM and from the eastbound direction in the PM; at Pioneer Parkway from the westbound direction in the AM. The eastbound segment of roadway between 28<sup>th</sup> St and 32<sup>nd</sup> St is modeled as exceeding the standard in the PM.

### **2025:**

In the RTP- Financially Constrained scenario, no sub-corridors are predicted to fail the standard, based on the VMT weighted V/C statistic. However, as was the case for I-105, the Main St corridor is highly directional in the AM and PM peak periods, causing

the peak period average to be misleading. In the PM, many segments of the eastbound corridor fail the standard, including the Willamette River Bridge section into Springfield, 21<sup>st</sup> to 52<sup>nd</sup> Sts, and then certain segments further east near OR126E intersection. The westbound segments have similar problems in the AM.

The table below summarizes the V/C results for the AM and PM periods of the 2025 RTP- Financially Constrained scenario, noting where the sub-corridor meets the performance standard (√) and also where a segment within that passing corridor may fail (\*).

Sub-corridor	AM Eastbound	AM Westbound	PM Eastbound	PM Westbound
1. Mill Street to 42nd Street	√			√ (*)
2. 42nd Street to OR 126	√	√ (*)		√
3. OR 126 to east TMA boundary	√	√ (*)	√ (*)	√ (*)

**6<sup>th</sup>/7<sup>th</sup> – Broadway/Franklin Boulevard (subcorridor of OR99W)**

This roadway carries a moderate amount of the mobility dependent trips of the TMA with the westbound sub-corridor from I-5 to Alder carrying the most mobility dependent traffic of the corridor (approximately equivalent to the amount using the Beltine River Rd-Barger sub-corridor).

The OHP mobility standard for this highway is 0.85 except for 0.9 in the OHP specified STA specified on the W.6<sup>th</sup>/W. 7<sup>th</sup> St couplet from Lincoln to Pearl Sts.

**2002:**

All of the sub-corridors meet the standard based on the peak period VMT weighted average V/C within each sub-corridor. There are some hot spots which exceed the standard – in the AM eastbound direction at the merge of the northbound I-5 off-ramp. Merge, and in the PM at the Willamette River Bridge/McVay highway intersection segment eastbound into Springfield, as well as eastbound on W. 7<sup>th</sup> St at the Washington/Jefferson Bridge.

**2025:**

In the RTP- Financially Constrained scenario, all sub-corridors continue to meet the standard based on the peak period VMT weighted average V/C.

However, problems persist at various intersection areas (Washington/Jefferson I-105 area in the AM on W. 7<sup>th</sup>, and in the PM westbound on W. 6<sup>th</sup> St; at the Ferry St Bridge area in the PM). Congested road segments also include the AM westbound and the PM eastbound I-5 to Walnut section, and the AM westbound and the PM eastbound Willamette River Bridge to McVay intersection.

### **Pioneer Parkway**

The OHP mobility standard on this roadway is 0.9. It is not important for carrying mobility dependent trips.

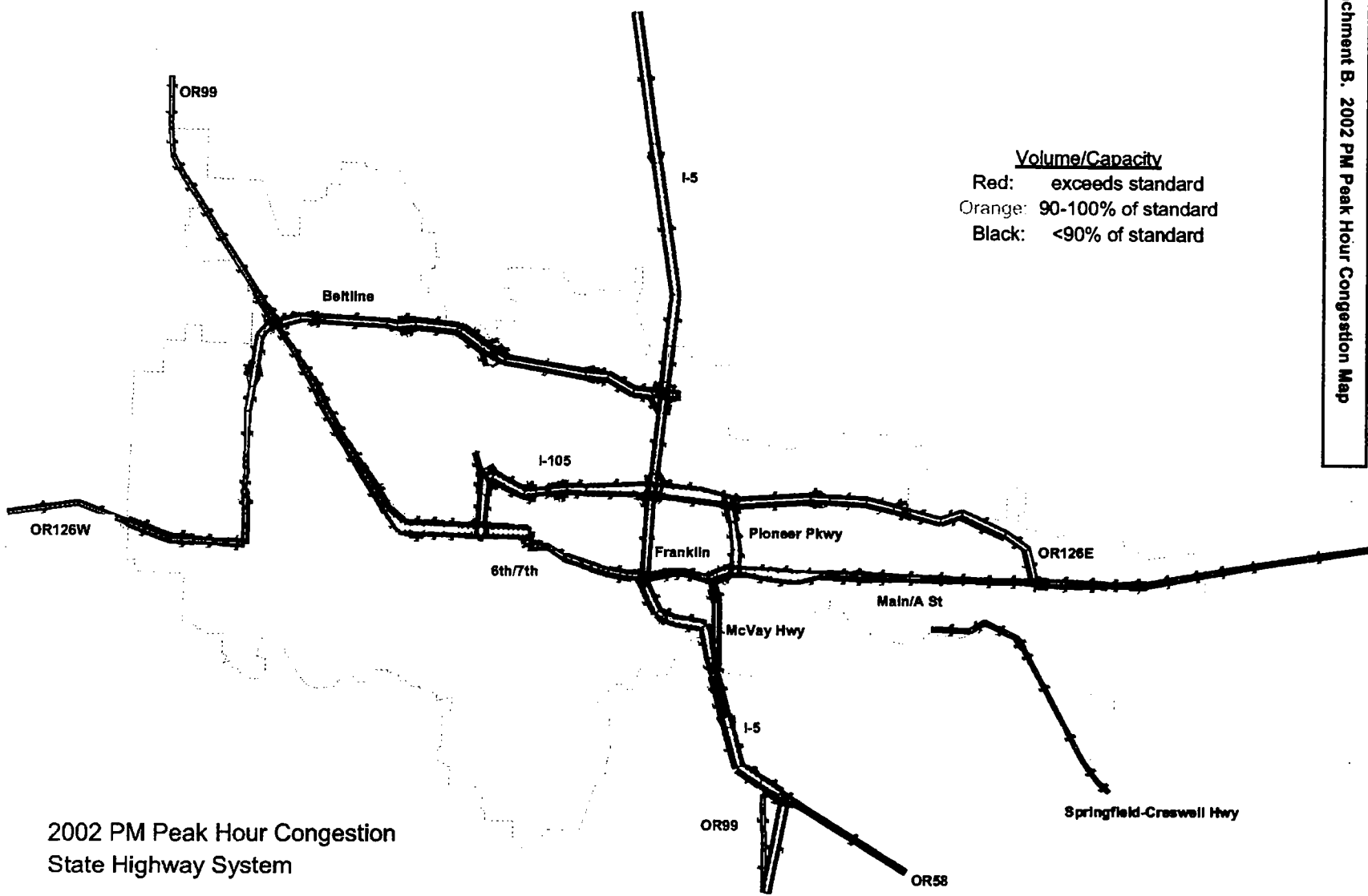
#### **2002:**

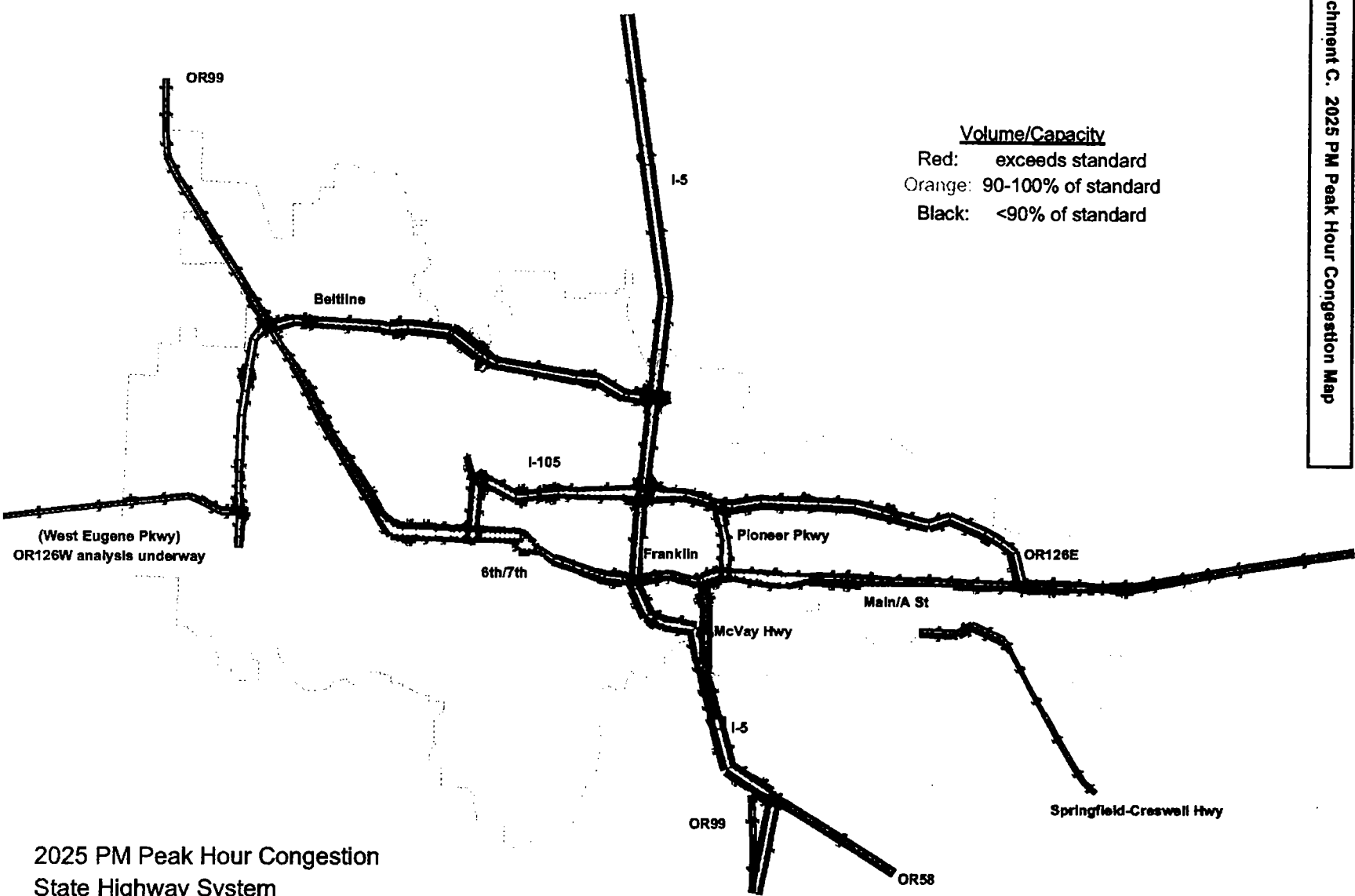
Based on the peak period VMT weighted V/C, both northbound and southbound corridors meet the standard. In the PM, there is an isolated segment in the northbound direction at the interchange with OR126E.

#### **2025:**

Again, with the RTP- Financially Constrained scenario, the sub-corridors meet the standard, with the exception of two interchange areas. In both the AM and PM periods, the northbound approach to OR126E exceeds the standard; in the PM period the southbound route at this interchange also exceeds the standard. In the PM period only, the southbound approach to Mill St is excessively congested.







2025 PM Peak Hour Congestion  
State Highway System  
2025 RTP Fiscally Constrained Plan