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/30th 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 30th 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. Beltline to North TMA boundary	√			
2. Franklin to Beltline	√	√	√	√ (*)
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 Beltline 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 11th to Barger corridor in 2025 is only a minor facility for these trips. In 2025, the eastbound River Rd/Delta Highway segment ranked 9th in mobility score among all 56 sub-corridors analyzed, highest of all except for the 8 I-5 sub-corridors. The westbound direction ranked 11th. 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.7th in the AM and PM, and also W.7th at Garfield in the AM and PM, at 5th 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 30th 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 11th 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 28th St and 32nd 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, 21st to 52nd 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	√	√ (*)	√ (*)	√ (*)

6th/7th – 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.6th/W. 7th 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. 7th 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. 7th, and in the PM westbound on W. 6th 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.