



August 2, 2006

To: Metropolitan Policy Committee

From: Tom Schwetz

Subject: Item 5.f – Alternative Mobility Standards – Regional Congestion Overview

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

At MPC's April 13, 2006 meeting, staff provided an overview of the process underway to develop Alternative Mobility Standards (AMS) for the state highway system within the MPO. At the August MPC meeting staff will continue with a presentation on regional congestion levels, both current and future. Given the span of time since the April 13<sup>th</sup> MPC meeting, the April staff overview of the AMS effort is attached.

### **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 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 memo provides an overview of the challenges and approach being used in the development of this proposal, and the current schedule and additional work needed to take this effort forward. As background to the discussion at MPC, 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.

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 Central Lane MPO 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.

## 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 2 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 3 is a map showing congestion levels for corridor segments for 2002. A similar map is provided as Attachment 4 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

## Next Steps

The next presentation on this topic will focus on the alternatives analyzed for addressing the congestion on each corridor. These alternatives included:

- Implementing the RTP Illustrative project list;
- Implementing Ramp metering;
- Increasing use of Alternative modes;
- Moving non-mobility dependent trips off the state system to alternative routes
- Evaluating the impact of short trips, and of out of direction trips.
- Evaluating the impact of access management on state arterials

An assessment of options and recommendations for each congested corridor will be presented.

As described in the April memo, 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 RTP amendments – MPC
4. Adoption of OHP amendments - OTC

Overviews similar to the MPC overview on this topic are currently being scheduled with the Eugene, Springfield, and Coburg Councils, and the Lane County and LTD Boards. These overviews will be an opportunity for local councils and boards to provide input to the development of the alternative mobility standards proposal.

The local agency review and consultation would take place once a formal draft proposal was completed. At this point, completion of a proposal is anticipated this Fall.

MPC would then be asked to amend the new standards into the RTP, likely as part of the RTP Update. Concurrently, OTC would receive a briefing and preparations would be made to prepare for OTC action to amend the OHP sometime after the RTP Update was completed.

**Attachments:**

**Attachment 1:** April 13, 2006 MPC Memo on Alternative Mobility Standards Overview

**Attachment 2:** Corridor Congestion Status Summary

**Attachment 3:** 2002 PM Peak Hour Congestion Map

**Attachment 4:** 2025 PM Peak Hour Congestion Map

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