September 2, 2004

To: Metropolitan Policy Committee

From: Tom Schwetz

Subject: Item 4.h.1.i Congestion Management System Baseline Report

Action Recommended: None. Information only

Issue Summary:

Federal regulations require Transportation Management Areas (urbanized areas with over 200,000 population) to develop and maintain a Congestion Management System. A Congestion Management System, or CMS, is a systematic approach to dealing with congestion in a regional transportation system.

A CMS provides a structure and a process for:

- evaluating the performance of the region's transportation system
- implementing a wide range of strategies to address congestion
- monitoring results over time to improve long-term performance

The Central Lane MPO area was designated a Transportation Management Areas (TMA) in July 2001, based on the 2000 federal census. A Congestion Management System is now required as part of our area's long-range transportation planning process. This initial CMS for the region responds to requirements of last year's federal certification review for development of an initial CMS during the 2003-2004 fiscal year. Refinement of the CMS will occur in future years to more fully address all aspects of a complete congestion management system for the Central Lane TMA.

The Congestion Management System is meant to supplement the Regional Transportation Plan (RTP). The CMS collects and organizes various pieces of the RTP that are related to congestion. The attached baseline report takes an initial look at the most congested corridors and indicates areas for more in depth study. It is based on the currently adopted version of TransPlan. Future reports will emphasize more recommendations for improving modeling capability, intra-jurisdictional coordination for collecting data, and strategies to mitigate congestion such as transportation demand management techniques.

However, in order to address the points identified in the certification review, and to build a foundation for a more comprehensive Congestion Management System in the future,

the baseline CMS is structured around three main concepts: 1) Building on existing plans and capabilities; 2) Focusing on major corridors, and a range of strategies; and 3) Improving the techniques for obtaining and analyzing information.

Using the most up-to-date inputs for land use allocation and network assumptions, the model was used to simulate traffic flow on the major roadway network and compare each roadway section with the level of service or volume-to-capacity measures discussed earlier. Based on a review of this information, nine roadways have been identified as congestion management corridors for the initial CMS:

1. Interstate 5, from OR 58 interchange at Goshen to north boundary of the TMA at Coburg
2. OR 126/I-105, from Garfield Street in Eugene to Main Street/McKenzie Highway in Springfield
    a. 6th-7th couplet from Garfield Street to Jefferson Street
    b. Washington-Jefferson Bridge (Interstate 105) from 7th Street to Delta Highway
    c. I-105 from Delta Highway to Interstate 5
    d. Eugene-Springfield Highway from Interstate 5 to Main Street/McKenzie Highway
3. Beltline Highway, from Highway 99 to Interstate 5
4. Main Street/McKenzie Highway, from Mill Street (downtown Springfield) to 70th Street
5. Broadway/Franklin Boulevard, from Mill Street. (Eugene) to Springfield Bridge
    a. Broadway Street from Mill Street to Alder Street.
    b. Franklin Boulevard from Alder Street. to I-5
    c. Franklin Boulevard from I-5 to Springfield Bridge
6. West 11th Avenue, from Terry Street to Chambers Avenue
7. Ferry Street Bridge/Coburg Road, from Broadway Street to Crescent Avenue
8. Southeast Eugene corridor (Hilyard-Patterson-Am. Pkwy-Willamette) from 13th Street to 33rd Avenue.
9. 18th Avenue, from Bertelsen Road to Agate Street

The CMS report discusses a set of strategies currently contained in TransPlan for addressing congestion within each corridor, including land use strategies; transportation demand management (TDM); intelligent transportation system (ITS) techniques and operational tools; roadway projects to add capacity; transit strategies; and bicycle/pedestrian strategies. For each corridor, the list includes projects and actions from the adopted *TransPlan* as well as additional work being done in ongoing efforts, such as the ITS plan for the area.

Attachments:

Attachment 1: Congestion Management System Baseline report