# Agenda



Meeting:	Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) Workshop	
Date:	Wednesday August 17, 2022	
Time:	9:00 a.m. to 12:00 p.m.	
Place:	Virtual meeting held via Zoom	
	Connect with Zoom Passcode: 692965 Phone: 877-853-5257 toll free	
9:00 a.m.	Call meeting to order, introductions, and committee updates	Chair Kloster
	<ul> <li>Comments from the Chair and committee:</li> <li>2023 RTP Schedule of Discussion (Kim Ellis)</li> <li>2022 RTP JPACT and Metro Council Workshop Series (Kim Ellis)</li> </ul>	
9:10 a.m.	Public communications on agenda items	
9:13 a.m.	<b>Consideration of MTAC/TPAC workshop summary, June 15, 2022</b> Edits/corrections sent to Marie Miller <u>marie.miller@oregonmetro.gov</u>	Chair Kloster
9:15 a.m.	<b>Metro/ODOT Regional Mobility Policy: Draft Recommendations</b> Purpose: Review key updates to address prior input and share new information on the proposed measures and their application for input.	Kim Ellis, Metro Glen Bolen, ODOT Susie Wright, Kittelson & Associates
11:00 a.m.	<b>River Terrace 2.0 UGB exchange status update</b> Purpose: MTAC has an opportunity to provide feedback on preliminary UGB exchange options.	Ted Reid, Metro Tim O'Brien, Metro Clint Chiavarini, Metro

12:00 noon Adjournment

Chair Kloster

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ <sup>។</sup> សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights9 เบีเงกกษุกุกูรการษุกับกับกา้งเธาเต่งหมู ប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្លៃធ្វើការ មុនថ្លៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរប៉ស់លោកអ្នក ។

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	August 17, 2022 – MTAC/TPAC Workshop 9:00 am – noon Agenda Items
	<ul> <li>Metro/ODOT Regional Mobility Policy: Draft Recommendations (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson &amp; Associates; 1.45 hours)</li> <li>River Terrace 2.0 UGB exchange status update (Ted Reid/Tim O'Brien/Clint Chiavarini, Metro; 60 min)</li> </ul>
<u>September 21, 2022</u> – 10 am – noon <u>(may start earlier)</u>	October 19, 2022 – MTAC/TPAC Workshop
Comments from the Chair	9:00 am – noon
(Chairman Kloster and all)	Agenda Items
Fatal Crashes Update (Lake McTighe)	Regional Freight Delay & Commodities
Agenda Items	Movement Study (Tim Collins/Kyle Hauger,
Resolution: UGB Exchange <u>Recommendation to</u> MPAC (Ted Reid: 20 min)	IVIETRO; 60 MIN)     Regional Transportation Needs Assessment
<ul> <li>High Capacity Transit Strategy Update: Network</li> </ul>	Findings (Eliot Rose, Metro, 60 min)
Vision (Ally Holmqvist, Metro, 45 min)	
Regional Mobility Policy: Draft Recommendations	
(KIM EIIIS, Metro/ Glen Bolen, ODOT/ Susie Wright Kittelson & Associates: 30 min)	
<ul> <li>RTP Congestion Pricing Policy Development</li> </ul>	
(Metro) and Oregon Highway Plan Tolling Policy	
Amendment and Low Income Toll Report (ODOT)	
(Alex Oreschak, Metro/ Garet Prior, ODOT, 45	
11111)	
<u>November 16, 2022</u> – 10 am – noon	December 21, 2022 – MTAC/TPAC Workshop
Comments from the Chair	9:00 am – noon
Committee member updates around the region     (Chairman Klaster and all)	Agonda Itoms
	Agenua items     2024 Growth Management Decision work
Agenda Items	program (Ted Reid, 60 min)
RTP Call for Projects Approach (Kim Ellis, Metro; 30 min.)	
Climate Smart Strategy Update (Kim Ellis, Metro;	
60 min.)	

#### Parking Lot/Bike Rack: Future Topics (These may be scheduled at either MTAC meetings or combined MTAC/TPAC workshops)

- SW Corridor Updates and Equity Coalition (Brian Harper, Metro and others?)
- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants
- Regional development changes reporting on employment/economic and housing as it relates to growth management

- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro's 2040 grants and DLCD/ODOT's TGM grants. Recipients of grants.
- Transit-Oriented Development (TOD) annual report/project profiles report
- Reports from regional service providers affecting land use and transportation, future plans
- Best Practices and Data to Support Natural Resources Protection
- Employment & industrial lands
- 2040 grants highlights update
- Tigard's Washington Square Project (2040 Grant?)
- 2024 UGB cycle

For MTAC agenda and schedule information, e-mail <u>marie.miller@oregonmetro.gov</u> In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements. 2022 TPAC Work Program

As of 8/10/2022 NOTE: Items in italics are tentative; bold denotes required items

	<ul> <li>August 17, 2022 - MTAC/TPAC Workshop</li> <li>9:00 am - noon</li> <li>Agenda Items:         <ul> <li>Metro/ODOT Regional Mobility Policy: Draft Recommendations (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson &amp; Associates; 1.45 hours)</li> <li>River Terrace 2.0 UGB exchange status update (Ted Reid/Tim O'Brien/Clint Chiavarini, Metro; 60 min)</li> </ul> </li> </ul>
<ul> <li>September 2, 2022 9:00 am - noon</li> <li>Comments from the Chair: <ul> <li>Creating Safe Space at TPAC (Chair Kloster)</li> <li>Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>Fatal crashes update (Lake McTighe)</li> <li>Agenda for upcoming RTP Urban arterials JPACT/Council workshop (Lake McTighe/John Mermin)</li> <li>Vision &amp; Goals for 2023 RTP (Kim Ellis)</li> </ul> </li> <li>Agenda Items: <ul> <li>MTIP Formal Amendment 22-****</li> <li>Recommendation to JPACT (Lobeck, 15 min)</li> <li>Regional Flexible Funds Allocation (RFFA) Final Project Selection Recommendation to JPACT (Dan Kaempff, Metro; 45 min)</li> <li>RTP Congestion Pricing Policy Development (Metro) and Oregon Highway Plan Tolling Policy Amendment and Low Income Toll Report (ODOT) (Alex Oreschak, Metro/ Garet Prior, ODOT, 60 min)</li> <li>Regional Mobility Policy: Draft Recommendations (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson &amp; Associates; 30 min)</li> <li>Committee Wufoo reports on Creating a Safe</li> </ul> </li> </ul>	<ul> <li>September 14. 2022 - TPAC Workshop</li> <li>9:00 am - noon</li> <li>Agenda Items: <ul> <li>2023 RTP Financial Plan and Equitable Funding (Leybold, McTighe, 45 min)</li> <li>High Capacity Transit Strategy Update: Network Vision (Ally Holmqvist, Metro, 45 min)</li> <li>Climate Smart Strategy Monitoring: Preliminary Results, Findings and Considerations (Kim Ellis, Metro, 45 minutes)</li> </ul> </li> </ul>

# <u>October 7, 2022</u> 9:00 am – noon

Comments from the Chair:

- Creating Safe Space at TPAC (Chair Kloster)
- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (K. Lobeck)
- Fatal crashes update (Lake McTighe)

#### Agenda Items:

- MTIP Formal Amendment 22-\*\*\*\* Recommendation to JPACT (Lobeck, 15 min)
- Earthquake Ready Burnside Bridge Resolution 22-\*\*\*\* <u>Recommendation to JPACT</u> (Kim Ellis; 20 min)
- Regional Mobility Policy Update: Recommended Policy and Action Plan\_ Recommendation to JPACT (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 45 min)
- Safe and Healthy Urban Arterials (John Mermin, Lake McTighe (45 min)
- 2023 RTP Financial Plan and Equitable Funding (Leybold, McTighe, 45 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

#### October 19, 2022 - MTAC/TPAC Workshop 9:00 am - noon

#### Agenda Items:

- Regional Freight Delay & Commodities Movement Study (Tim Collins/Kyle Hauger, Metro; 60 min)
- RTP Needs Assessment Findings (Eliot Rose, Metro; 60 min)

<ul> <li>November 4, 2022 9:00 am - noon</li> <li>Comments from the Chair: <ul> <li>Creating Safe Space at TPAC (Chair Kloster)</li> <li>Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>Fatal crashes update (Lake McTighe)</li> </ul> </li> <li>Agenda Items: <ul> <li>MTIP Formal Amendment 21-**** Recommendation to JPACT (Lobeck, 15 min)</li> <li>Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul> </li> </ul>	<ul> <li>November 9, 2022 – TPAC Workshop 9:00 am – noon</li> <li>Agenda Items: <ul> <li>2019-2021 Regional Flexible Fund – Local Agency Project Fund Exchanges Update (Grace Cho, 15 min)</li> <li>82<sup>nd</sup> Avenue Project update (Elizabeth Mros- O'Hara, Metro/ City of Portland TBD; 30 min)</li> </ul> </li> </ul>
<ul> <li>December 2, 2022 9:00 am - noon</li> <li>Comments from the Chair: <ul> <li>Creating Safe Space at TPAC (Chair Kloster)</li> <li>Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>Fatal crashes update (Lake McTighe)</li> </ul> </li> <li>Agenda Items: <ul> <li>MTIP Formal Amendment 21-**** Recommendation to JPACT (Lobeck, 15 min)</li> <li>RTP Call for Projects Update (Kim Ellis, Metro; 45 min.)</li> <li>Climate Smart Strategy Update (Kim Ellis, Metro; 45 min.)</li> <li>Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul> </li> </ul>	December 21, 2022 – MTAC/TPAC Workshop 9:00 am – noon Agenda Items: • 2024 Growth Management Decision Work Program (Ted Reid, 60 min)

## Parking Lot: Future Topics/Periodic Updates

- Columbia Connects Project
- Best Practices and Data to Support Natural Resources Protection
- Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro & Carol Chang, RDPO)
- Cost Increase & Inflation Impacts on Projects
- DLCD Climate Friendly & Equitable Communities Rulemaking (Kim Ellis, Metro)
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates (Dan Kaempff)
- Update on SW Corridor Transit
- Multnomah County Earthquake Ready Burnside Bridge Project

Agenda and schedule information E-mail: <u>marie.miller@oregonmetro.gov</u> or call 503-797-1766. To check on closure or cancellations during inclement weather please call 503-797-1700.

# 2023 REGIONAL TRANSPORTATION PLAN Project Timeline and 2022 Discussions and Engagement Activities Dates subject to change. Additional engagement activities are being scheduled for Fall 2022.



Key Milestone

Metro Council decision on JPACT action and MPAC recommendation

#### **Upcoming Discussions and Engagement Activities**

Date	Who	2023 RTP Topic(s)
8/4/22	CTAC	HCT Strategy Update: Introduction and Policy Considerations
8/10/22	BIPOC Business Leaders	Active Transportation Return on Investment (ATROI) Study and
	Workshop	Transportation Needs and Challenges
8/15/22	WCCC	HCT Strategy Update: Introduction and Policy Considerations
	Public On-line Survey	Transportation Needs and Priorities and High Capacity Transit Update
8/16/22	HCT Working Group	#2 HCT Strategy Update: Policy Analysis, Draft Policies, Corridor Analysis
		Approach
8/17/22	TPAC/MTAC workshop	Regional Mobility Policy: Draft Recommendations
8/18/22	JPACT	HCT Strategy Update: Introduction and Policy Considerations
8/24/22	MPAC	HCT Strategy Update: Introduction and Policy Considerations
8/31/22	EMCTC TAC	Regional Mobility Policy: Draft Recommendations
September	Business Roundtable	Transportation Needs and Challenges
Date TBD		
9/1/22	CTAC	Regional Mobility Policy: Draft Recommendations
	WCCC TAC	Regional Mobility Policy: Draft Recommendations
9/2/22	ТРАС	Call for Projects Timeline and RTP Vision and Goals Follow-up
		Regional Mobility Policy: Draft Recommendations
		Regional Congestion Pricing Policy Development
9/13/22	Metro Council Work	Vision, Goals and Objectives for the 2023 RTP
	Session	Regional Congestion Pricing Policy Development
9/14/22	TPAC Workshop	RTP Financial Plan: Draft Revenue Forecast and Equitable Funding Research
		High Capacity Transit Strategy Update: Network Vision
		Climate Smart Strategy Analysis Preliminary Results, Findings and Policy
		Considerations

# 2023 REGIONAL TRANSPORTATION PLAN: Project Timeline and 2022 Discussions and Engagement Activities

Date	Who	2023 RTP Topic(s)
9/15/22	JPACT	Regional Congestion Pricing Policy Development
		Vision, Goals and Objectives for the 2023 RTP
9/21/22	MTAC	Regional Mobility Policy: Draft Recommendations
		Regional Congestion Pricing Policy Report
9/28/22	MPAC	Regional Mobility Policy: Draft Recommendations
		Regional Congestion Pricing Policy Report
9/29/22	JPACT/Metro Council Workshop #3	Creating Safe and Healthy Urban Arterials
Late September	HCT Working Group	#3 HCT Strategy Update: Policies, Potential Investment Corridors, Network Vision, and Readiness Tiers Approach
10/3/22	R1ACT (requested)	Regional Mobility Policy: Draft Recommendations
10/5/22	EMCTC TAC	HCT Strategy Update: Visioning Corridors for Investment
10/6/22	СТАС	HCT Strategy Update: Visioning Corridors for Investment
10/6/22	WCCC TAC	HCT Strategy Update: Visioning Corridors for Investment
10/7/22	ТРАС	RTP Financial Plan: Draft Revenue Forecast and Equitable Funding Research
		Safe and Healthy Urban Arterials
		Regional Mobility Policy Recommendation for 2023 RTP
10/10/22	WCCC	HCT Strategy Update: Visioning Corridors for Investment
10/TBD/2022	Freight Stakeholder Advisory Committee	Regional Freight Delay & Commodities Movement Study
10/17/22	EMCTC	HCT Strategy Update: Visioning Corridors for Investment
10/18/22	Metro Council Work Session	Regional Mobility Policy: Draft Recommendations
10/19/22	TPAC/MTAC Workshop	RTP Needs Assessment Findings
		Regional Freight Delay & Commodities Movement Study
	Clackamas County C-4 Subcommittee	HCT Strategy Update: Visioning Corridors for Investment
10/20/22	JPACT	RTP Financial Plan: Revenue Forecast and Equitable Funding Research
		Regional Mobility Policy: Draft Recommendations
		Safe and Healthy Urban Arterials (followup if needed)
10/25/22	Metro Council Work	Regional Transportation Needs Assessment Findings
	Session	RTP Financial Plan: Revenue Forecast and Equitable Funding Research
		RTP Call for Projects Policy Framework and Approach
10/26/22	MPAC	HCT Network Vision
		Regional Transportation Needs Assessment Findings
10/27/22	JPACT/Metro Council Workshop #4	Strengthening the Backbone of Regional Transit
11/3/22	Metro Council Meeting	Regional Mobility Policy Recommendation for 2023 RTP
11/4/22	ТРАС	RTP Call for Projects Policy Framework and Approach
11/9/22	MPAC	Regional Transportation Needs Assessment Findings
		Climate Smart Strategy Update



#### 2023 REGIONAL TRANSPORTATION PLAN: Project Timeline and 2022 Discussions and Engagement Activities

Date	Who	2023 RTP Topic(s)
11/10/22	JPACT/Metro Council Workshop #5	Working Together to Tackle Climate Change
Mid- November	HCT Working Group	#4 HCT Strategy Update: Results of Vision Engagement, Follow-up on Readiness Tiers Approach, Needs and Revenue Forecast Updates
11/16/22	MTAC	Climate Smart Strategy Update
		RTP Call for Projects Approach
11/17/22	JPACT	RTP Call for Projects Policy Framework and Approach
		Regional Mobility Policy Recommendation for 2023 RTP
		RTP Financial Plan: Revenue Forecast
		Regional Transportation Needs Assessment Findings
12/2/22	TPAC	RTP Call for Projects Policy Framework and Approach
		Climate Smart Strategy Update
	REMTEC	Call for Projects Approach
12/15/22	JPACT	RTP Call for Projects Policy Framework and Approach
		Climate Smart Strategy Update
	Metro Council	RTP Call for Projects Policy Framework and Approach
		Climate Smart Strategy Update
		Regional Mobility Policy Recommendation for 2023 RTP
Mid-	HCT Working Group	#5 HCT Strategy Update: Corridor Investment Readiness Tiers
December	Meeting	



Date	Who	2023 RTP Topic(s)
4/21/22	JPACT	Approval of work plan and engagement plan for 2023 RTP
5/5/22	Metro Council	Approval of work plan and engagement plan for 2023 RTP
5/25/22	Confederated Tribes of the	Consultation on 2023 RTP
	Umatilla Indian Reservation	
6/3/22	REMTEC	RTP Process Briefing
6/3/22	ТРАС	Vision, Goals and Objectives for the 2023 RTP
		Regional Congestion Pricing Policy
6/6/22	Metro Council, JPACT,	Regional Transportation Modeling 101 Workshop
	MPAC, TPAC and MTAC	
6/14/22	Metro Council	Emerging Transportation Trends: final results & recommendations for
		2023 RTP
6/15/22	TPAC/MTAC workshop	Regional Mobility Policy: Draft Framework, Measures and Action Plan
		Emerging Transportation Trends: final results & recommendations for 2023 RTP
		Regional Freight Delay & Commodities Movement Study
6/16/22	JPACT	Emerging Transportation Trends: final results & recommendations for 2023 RTP
		Regional Freight Delay & Commodities Movement Study
6/21/22	Metro Council	Regional Congestion Pricing Policy
6/22/22	JPACT and Metro Council	Climate and Transportation Expert Panel
6/22/22	MPAC	Emerging Transportation Trends: final results & recommendations for 2023 RTP
6/29/22	Confederated Tribes of the Grand Ronde	Consultation on 2023 RTP
6/30/22	Metro Council/JPACT Workshop #1	Vision, Goals and Objectives for the 2023 RTP
6/30/22	HCT Working Group Meeting #1	HCT Strategy Update: Introduction and Policy Considerations
7/8/22	ТРАС	Safe and Healthy Urban Arterials
7/11/22	Freight Stakeholder	Regional Freight Delay & Commodities Movement Study
	Advisory Committee	
7/12/22	Confederated Tribes of	Consultation on 2023 RTP
	Siletz Indians	
7/13/22	TPAC Workshop	Regional Transportation Needs Assessment Approach
		HCT Strategy Update: Introduction and Policy Considerations
		Regional Congestion Pricing Policy
7/20/22	MTAC	HCT Strategy Update: Introduction and Policy Considerations
7/26/22	Metro Council Work	HCT Strategy Update: Introduction and Policy Considerations
	Session	Regional Mobility Policy: Draft Framework, Measures and Action Plan
7/27/22	MPAC	Regional Congestion Pricing Policy
7/28/22	Metro Council/JPACT	Regional Congestion Pricing Policy and ODOT OHP Tolling Amendments
	Workshop #2	





# 2023 REGIONAL TRANSPORTATION PLAN JPACT and Metro Council Workshop Series

A series of monthly in-person workshops will take place for JPACT members or alternates and the Metro Council to discuss critical elements of the 2023 Regional Transportation Plan.

Due to COVID-19, non-essential staff and members of the public are invited to observe via an online livestream on YouTube. Phone call-in options are not available. Find the workshop livestream information at **oregonmetro.gov/calendar** 

Find out more about the plan update at **oregonmetro.gov/rtp.** 



# Meeting minutes



Meeting: Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) workshop meeting

Date/time: Wednesday, June 15, 2022 | 9:00 a.m. to noon

Place: Virtual conference meeting held via Zoom

Members, Alternates Attending	Affiliate
Ted Leybold, Vice Chair	Metro
Jamie Stasny	Clackamas County
Steve Williams	Clackamas County
Allison Boyd	Multnomah County
Jessica Berry	Multnomah County
Chris Deffebach	Washington County
Erin Wardell	Washington County
Lynda David	Southwest Washington Reg. Transportation Council
Eric Hesse	City of Portland
Peter Hurley	City of Portland
Jaimie Lorenzini	City of Happy Valley and Cities of Clackamas County
Jay Higgins	City of Gresham and Cities of Multnomah County
Don Odermott	City of Hillsboro and Cities of Washington County
Tara O'Brien	TriMet
Glen Bolen	Oregon Department of Transportation
Laurie Lebowsky	Washington State Department of Transportation
Carol Chesarek	Multnomah County Citizen
Laura Terway	Clackamas County: Other Cities, City of Happy Valley
Chris Damgen	Mult. County: Other Cities, City of Troutdale
Steve Koper	Wash. County: Other Cities, City of Tualatin
Gary Albrecht	Clark County
Oliver Orjiako	Clark County
Seth Brumley	Oregon Department of Transportation
Manuel Contreas, Jr.	Clackamas County Water Environmental Services
Heather Koch	North Clackamas Park & Recreation District
Darci Rudzinski	Private Economic Development Organizations
Scott Bruun	Oregon Business Industry
Brett Morgan	1000 Friends of Oregon
Sara Wright	Oregon Environmental Council
Aaron Golub	Portland State University
Rachel Loftin	Community Partners for Affordable Housing
Ryan Makinster	Home Builders Association of Metropolitan Portland
Andrea Hamberg	Mult. County Public Health & Urban Forum
Brendon Haggerty	Mult. County Public Health & Urban Forum
Guests Attending	Affiliate

Cody Field Susie Wright Molly McCormick Vanessa Vissar Lidwien Rahman

#### City of Tualatin Kittelson & Associates Kittelson & Associates Oregon Department of Transportation Oregon Department of Transportation

- Lucia Ramirez Will Farley Briana Calhoun Chris Smith **Cindy Dauer** Garth Appanatis Mel Krnjaic Hogg Sarah lannarone Three phone callers - unidentified
- **Oregon Department of Transportation** City of Lake Oswego Fehr & Peers No More Freeways **Tualatin Hills Park & Recreation District** DKS Portland Bureau of Transportation The Street Trust

#### Metro Staff Attending

Tim Collins, Principal Transportation Planner John Mermin, Senior Transportation Planner Grace Stainback, Assoc. Transportation Planner Tim Collins, Principal Transportation Planner Eliot Rose, Tech Strategist & Planner Caleb Winter, Senior Transportation Planner Ally Holmgvist, Senior Transportation Planner Al Mowbray, Senior GIS Specialist Chris Johnson, Research Manager Joe Broach, Senior Research & Modeler Marie Miller, TPAC & MTAC Recorder

Kim Ellis, Senior Transportation Planner Grace Cho, Senior Transportation Planner Matthew Hampton, Senior Transportation Planner Thaya Patton, Senior Researcher & Modeler Marne Duke, Senior Transportation Planner Andrea Pastor, Senior Regional Planner Cindy Pederson, Research Manager Daniel Audelo, Resource Development Intern

#### Call meeting to order, introductions and committee updates (Vice Chair Leybold)

Vice Chair Ted Leybold called the workshop meeting to order at 9:00 a.m. Introductions were made. The meeting format held in Zoom with chat area for shared links and comments, screen name editing, mute/unmute, and hands raised for being called on for questions/comments were among the logistics reviewed. Workshops will be held openly for all onscreen for full participation. A welcome was made to new MTAC members and alternates attending. No committee updates were reported.

#### Public /Committee Communications on Agenda Items - none provided

#### Consideration of MTAC/TPAC workshop summary of April 20 2022 – no edits or corrections

Regional Mobility Policy Update: Draft Framework, Measures and Action Plan - Discussion (Kim Ellis, Metro/ Glen Bolen & Lidwien Rahman, ODOT/ Susan Wright, Kittelson & Associates) The presentation began with a reminder of the project purpose: Update the mobility policy and how we define and measure mobility for the Portland area transportation system, and recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area. The project team encouraged feedback on the updated draft mobility policy presented by June 24.

Draft mobility policies were presented:

Mobility Policy 1 Ensure that the public's land use decisions and investments in the transportation system enhance efficiency in how people and goods travel to where they need to go. Mobility Policy 2 Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

**Mobility Policy 3** Create a reliable transportation system, one that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.

**Mobility Policy 4** Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions.

**Mobility Policy 5** Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.

It was noted the mobility policies apply to the state highway system within the Portland metropolitan area for identifying state highway mobility performance expectations for planning and plan implementation; and evaluating the impacts on state highways of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060). It also applies to throughways and regional arterials designated in the Regional Transportation Plan, which include state and local jurisdiction facilities, for identifying mobility performance expectations for planning and plan implementation.

Also noted, the Oregon Highway Plan volume-to-capacity ratio targets still guide operations decisions such as managing access and traffic control systems and can be used to identify intersection improvements that would help reduce delay and improve the corridor average travel speed. Local jurisdiction standards for their facilities still apply for evaluating impacts of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060) and guiding operations decisions.

Mobility Performance Measures and Targets were reviewed. Mobility Policy actions were described. The system planning process and plan amendment process utilizing the mobility policy measures was shown. Proportional Share Calculations – When Meeting Travel Speed Thresholds, When they Do Not Meet Travel Speed Thresholds (Vehicle System Incomplete) and When they Do Not Meet Travel Speed Thresholds (Vehicle System Complete) were compared.

**Policy Implementation Actions:** 

- Fully integrate the Regional Mobility Policy in the 2023 Regional Transportation Plan
- Fully integrate the Regional Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan
- Work with local jurisdictions to update policies that adopt the Regional Mobility Policy as their standards for RTP arterials
- Update Regional Transportation Functional Plan Title 3, Transportation Project Development, to reflect the Regional Mobility Policy

Near-term Data and Guidance Actions:

- Develop Districts within the regional modeling tools that establish baseline VMT/capita for homebased trips and VMT/employee for commute trips to/from work
- Refine TAZ boundaries or establish additional TAZs to better align with jurisdictional and urban growth boundary
- Develop guidance on calculating travel speed based on the model used:

- If using output from the regional travel demand model, ensure a consistent approach to segment lengths, model hour(s) reviewed, and any calibration needed
- If using a deterministic model such as Synchro, ensure a consistent approach to signal timing assumptions and segment lengths

Long-term Data and Analysis Tool Actions:

• Expand the region's Dynamic Traffic Assignment model(s) to calculate travel speeds and other reliability measure output within a capacity constrained model

- Develop guidance to consistently calculate travel speed using DTA model
- Determine if thresholds should be adjusted if analysis is adjusted to use the DTA model

• Establish a consistent process for transportation options planning or create a regional transportation options plan. A regional plan can be referenced when determining the "planned system" for system completeness baselines.

• Create a high-level tool for quick VMT/capita calculations; PBOT is working on a tool already that could be a starting point

• Modify or create new regional modeling tools to better account for light duty commercial travel

Questions the project team is still working on include what characteristics should be used to group TAZ groupings into VMT/Capita "Districts", should average travel speed methodology include off model tools at the system planning and plan amendment levels, and what are the major considerations for implementation, including the needs from local jurisdictions and partners, Metro, and ODOT. It was noted there would be a fourth practitioners forum scheduled in July, and expert panel with policymakers scheduled in September, and during the Fall recommended policy, measures and action plan to apply in 2023 RTP update and forward to the OTC for consideration.

Comments from the committee:

- Chris Smith noted that looking at this through a climate lens, we are not maximizing the true input with congestion with green house contribution with vehicles running at low speeds. When those speeds are increased with VMT more gas emissions occur. Has a balance to see the positives and negatives with emissions been made for this adjustment? Ms. Wright noted the targeted speed goal of 30-35mph results in lower GH emissions balanced with stop and go traffic and focus on off-peak hours. Ms. Ellis added we have a VMT reduction target and are trying to work this down in smaller scale.
- Eric Hesse noted the more actionable discussion to have travel speed accessed rather than travel time, while hearing about policy framework around liability tied to travel time. It was suggested to compare these elements in trying to understand the impacts and knowing the challenges with target consistency to travel speed. Ms. Wright added the design of travel speed and design of facility are variable including differences between the city core and outside areas where speeds are generally set higher.
- Don Odermott noted that with modeling tools they differ on results between core City and outside the core regarding TAZ (traffic analysis zones). For planning amendments and using these tools how can we interpret the mobility criteria you are seeking when the network is only the freeways and arterials? The entire system needs to be included with vehicular radius, and speed criteria with intersections. Missing in system completeness is transit that reflects multimodal choice.

It was noted of conflicts with development planning and transportation system planning, given by example with walk and bike into areas and street sections with legal issues being tested. Gaps in sidewalks as part of the walkable completeness network will differ on development criteria in projects now and in the future. It was suggested to test these approaches for their implement ability.

- Andrea Hamberg spoke on behalf of the public health perspective that not only thinking about liability but survivability, safety and reliability when families make public transit choices. It was noted that just 20 mph is the survival mode for pedestrians.
- Erin Wardell noted the challenges of this work regarding implementation impacts, and is interested in having the opportunity to discuss further. When these discussions take place it was suggested to have Metro modeling staff present as local jurisdictions may not have the ability to do this work internally with lesser tools and resources.

Regarding the speed matrix it was thought we are not quite there yet. Puzzling why this was preferred over travel time. It is understood its intended for the planning amendment phase but it could impact further development reviews. It was noted that local governments have limited control over what they manage and can implement themselves with outcomes planned. Transit service is one example. It was noted further discussions are welcomed.

- Sara Wright agreed on the importance of including safety with reliability. Travel speed implies
  only to vehicles in a major system that includes a lot of ways to travel. Is there any kind of
  measure of travel speed reliability per pedestrian/bike travel that is being incorporated in these
  policies? Ms. Wright noted there was no specific metric for this measure in the policies.
  Walk/bike is included in the network process noted in the complete system, but there is not
  enough money to place these speed targets where local control of roadway ownerships varies
  in the region.
- Eric Hesse appreciated the comments on the safety pieces. It was noted that delays are tied to crashes and knowing we have other safety measures to look at the full system completeness. Appreciation was noted for the equity policy language and encouraged to look at how we operationalize and prioritize this in the system completeness. The transit speed measure could be enhanced by a regional focus on transit with bus stops regulated for travel time analysis.
- Peter Hurley noted that our request is not only to answer the many outstanding travel speed questions, but to go deeper on how we would potentially use travel time as the primary reliability metric. There are compelling reasons to focus on travel time, e.g. it's more understandable by almost everyone, it's more comprehensive, i.e. can capture the full trip (which is what people experience), not just a small segment, and its multimodal.

Ms. Ellis thanked the committee for the feedback noting additional comments are welcome. A final date will be set soon for the Practitioners Forum. Small discussions on travel speed will be planned; the committee can reach out to her and Glen Bolen for interest in participating.

<u>Emerging Transportation Trends Study Recommendations</u> (Eliot Rose, Metro) The presentation began with a reminder of the study purpose with scope of work to study major transportation trends due to the pandemic and other recent disruptions. Goals with the study include developing common

understanding of changes that we've all been experiencing individually, understanding potential risks of "business as usual", and identifying potential changes to policy and analysis to consider during the 2023 RTP update.

Based on feedback from technical and policy committees, the study will focus on the following trends:

- Declining transit service and ridership
- Increasing remote work / work from home
- Increasing online shopping
- More affordable and efficient electric vehicles
- Increasing concerns about personal safety
- Increasingly unsafe streets
- Increasing recreational cycling

It was noted that for trends shown in **bold**, there is enough data and research to forecast their impacts on travel and on our regional goals.

The project team identified three follow-up tasks to complete the project:

1. A scenario analysis that estimates the range of impacts of the trends included in this study could have on vehicle travel and transit ridership.

2. An analysis of arterial traffic data that examines in more detail how travel behavior on some of the region's key mobility corridors changed during the past several years.

3. Guidance how Metro and its agency partners can address emerging trends during the 2023 Regional Transportation Plan update.

#### Scenario analysis

This scenario analysis estimates how vehicle miles traveled (VMT) and transit ridership – which are two key indicators that we use to measure progress on climate, travel choices, safety and other regional goals – could vary depending upon how emerging trends unfold. It also estimates changes in morning peak congestion since congestion is a consideration for many transportation projects in the region, and research suggests that teleworking and other trends have impacts on peak travel.

#### Arterial traffic analysis

Throughout the Emerging Transportation Trends Study we have shared data about how highway traffic volumes and transit ridership have been changing. These data are consistently collected and reported by ODOT, TriMet, SMART and other agency partners. However, we have not had access to the same high quality of data on how arterial traffic volumes are changing. Metro's agency partners often conduct arterial counts at key points in the planning process, but rarely do so regularly and consistently in a way that would allow us to monitor how traffic is changing over time.

Stakeholders have noted the absence of this arterial data and its importance in understanding how travel patterns are changing in the region. Arterial data can be more representative of how people in the region are traveling than highway data, because highways carry a higher proportion of people and goods that are passing through the region on route to other destinations. Arterials are also a key area of focus for the RTP since they are the streets where most transit runs, where most crashes occur, and where many jobs and other destinations are located.

#### Draft RTP guidance

Based on the draft findings from the Emerging Trends Study and their knowledge of how regional agencies are responding to these trends, the consultant team has identified opportunities to respond to these trends for Metro and its partners to pursue during the development of the RTP.

- Prioritize transit ridership recovery.
- Confirm that previously planned high-priority/cost projects meet changing travel demand patterns.
- Provide more diverse travel options to support diversifying travel patterns.
- Maximize opportunities to reduce VMT through teleworking.
- Prioritize safe access to transit.
- Plan for the changing role of freight.
- Accelerate the adoption of electric bicycles, scooters, and shared vehicles.
- Consider digital approaches to providing equitable access to opportunities.

Mr. Rose directed the committee to the full packet information provided and encouraged comments and feedback to him for further input.

Comments from the committee:

• Chris Deffebach noted the changes in arterials and highway volumes provides a method to find how much diversion to other roads we are seeing with impact to travel trends. It was asked if rural roads were included in the study since more diversion from congestion traffic would be noted there also. It was asked how this will be used in the RTP, and use this instead of the regional travel forecast and modeling tools now used.

Mr. Rose noted the model remains the best tool for analyzing travel behavior. The scenarios are exercises to show impacts. Asked when asked to prioritize electric scooters and bikes, where did that fit with current project lists? How would these recommendations be operationalized in the course of the RTP? Mr. Rose noted the technical report provides more specific details on actions with each recommendation.

- Vanessa Vissar asked a similar question in chat: Can you clarify what is meant by the guidance to "prioritize transit ridership recovery" and "prioritize safe access to transit"? What would they be prioritized over? Mr. Rose noted further work would be done with suggested recommendations as the RTP is developed.
- It was noted that TV Highway on the map was misnamed as Farmington Road.
- Brett Morgan noted it would be interesting to see an analysis segment done more to the west of Hillsboro including Forest Grove, Cornelius, and Hillsboro.
- Carol Chesarek asked is that TV Hwy location near some pretty extensive new development in South Hillsboro and Witch Hazel that could be adding trips.
- Tara O'Brien noted that Line 57 on TV Highway has remained one of TriMet's highest ridership routes throughout the pandemic. TriMet's own existing conditions analysis on ridership trends are available now on our Forward Together website: https://trimet.org/forward/ Particularly Page 44 of Existing Conditions Report or page 4 of Exec summary. It was noted recommendations in the RTP are currently being done by TriMet to reassess transit demand and refocus service operations that go beyond transit recovery but include safety and corridor analysis.

 Heather Koch shared comments in chat: Re: "providing more diverse travel options", I would like to understand if there is explicit guidance for supporting trail planning and development. That will be fundamental to expanding options and supporting electric bikes and scooters in particular because the road and sidewalk networks do not adequately support those modes. Also, with hybrid schedules, I also wonder based on anecdotal reports if, when people need to commute less often, that means they rely more on SOVs or are more open to exploring travel options since they don't have to potentially commute every day. E.g. will people bike (manual or electric) more or less? And what are new incentives that can be used in this circumstance to encourage folks to use new options. With so much in technical report on e-bikes and scooters I just want to underscore how critical the recommendations for funding and completing trails networks is.

Mr. Rose noted that he'd look for an opportunity to add a focus on trails to the bike- and scooter-related recommendations. We do map the trail network and identify gaps in the trail system during the RTP update, so this is relevant to the RTP.

 Don Odermott noted the disruption caused by COVID that pushed employers to change workspace structures. It was noted that hybrid/telework and on site work locations be worked into this plan, while noting the importance with the travel model the different employee classifications between service sector required at locations vs remote/telework capabilities and their impact on the travel model planning.

Mr. Odermott noted that ODOT and all jurisdictions I've ever worked with design facilities for vehicular travel demand on Tuesdays, Wednesdays, and Thursdays recognizing Mondays and Fridays tend to be measurably lower (higher on Fridays for routes to beach, recreation, etc.). It would be beneficial to screen your data to compare pre and post Covid for only Tuesday, Wednesday, and Thursdays. I also note that employers I have spoken with are requiring teams to be together one to two days per week, which I am hearing always fall in the Tue - Thursday days.

- Glen Bolen noted that recommendations with the transportation plan should incorporate land use elements, using an example with scooters and E-bikes with driveways and roads in design standards. Cities now using land use standards for this could help develop policy language. It was noted the work from home includes breaks for errands and meals, the "20 minute neighborhood" which becomes important with potential changes to travel patterns and impacts on traffic. Mr. Rose added the emerging trends work is expanding work to include land use impacts and will be making follow ups to these recommendations.
- Sarah lannarone appreciated the valuable work done on this study. It was noted the connection between this study and the previous agenda item on Regional Mobility Policy and the importance to be explicit with the lens in which we apply these analysis. It was suggested that regional use of broadband planning could provide access to high speed internet in future analysis, and possible to put into policy recommendations. It was noted differences in workplace commutes that include onsite/off-site hours and specific employee travel hours. More fine ranged may be needed to study as the data is collected.

- Jaimie Lorenzini asked if you could address the starting assumption that 0% avoided transit in 2019 due to safety and service concerns. That data is listed a few times in packet material. Mr. Eliot noted the variable there is actually "% of former riders" (i.e., who stopped using transit during the pandemic) who do not return due to health/safety concerns). The 2019 value was 0% because there weren't any "former riders" then not because people weren't concerned about health and safety in 2019.
- Peter Hurley found the scenarios helpful and expected to see changes in the telework trends. It was noted we should attempt to incorporate as much of this into the RTP. It was asked if the correlation between increases in fatalities and serious injury crashes with increases in speed was being studied or planned to do so. Mr. Rose noted the challenge of having crash data lag behind other data to make this correlation. Mr. Hurley added the importance to this with safety issues and encouraged use of date with prioritization with the data we have.
- Carol Chesarek noted the increase in traffic with diversion onto arterial roads near trails. It will be helpful to see the traffic count comparisons before and after the pandemic on this issue.

**Regional Freight Delay & Commodities Movement Study** (Tim Collins, Metro/ Garth Appanaitis, DKS Associates) The presentation began with reasons for the study and why now. Study findings and policy recommendations will support the 2023 RTP and update the Regional Freight Strategy. The main study objectives were noted. Project Management Team (PMT) and Stakeholder Advisory Committee (SAC) members and organizations were noted.

Policy questions that the study will address:

- What are emerging trends in the freight sector that have certain types of impacts on the transportation system?
- When and how should the public sector play a role in addressing the growth impacts that e-commerce and goods delivery is having?
- Are there new ways to address goods movement performance and what is relevant to know about freight and goods movement?
- What are ways in which the freight sector can reduce greenhouse gas emissions?

Recent major milestones for the Commodities Movement Study have included mapping of 2019 travel data including: daily truck volumes, truck volumes as a % of traffic, average speed and travel times during midday and PM peak. These were shown on regional maps.

The commodities are grouped into 10 categories that include: Agriculture; Chemicals and Fertilizers; Coal, Oil, Waste, etc.; Electronics (including computer microchips); Food; Gravel, Sand, etc.; Machinery; Misc. manufactured goods; Motor Vehicles, etc.; and Wood, Paper, etc. The model looks at commodities moved by trucks on the regional freight network. It was noted the memo in the packet showed a table of 2020 model outputs for the locations on the freight system with the highest daily values (in dollars), and the highest daily tonnage for all 10 categories of goods.

The presentation concluded with next steps in the study:

- Updates to PMT, SAC, and MTAC/TPAC throughout the 22 23 month long study
- Prepare future year regional freight modeling outputs for the study to use in Task 4
- Prepare mapping for more data (truck volumes, speeds, travel times) in 19 regional mobility corridors

Comments from the committee:

 Don Odermott asked what the source of the freight data was, and were you able to access shipments of electronic components between locations. Mr. Collins noted the data for the volumes came from the National data, and the travel speeds data from the RIS. They will continue to use supplemental data from ODOT. It was noted the work done to update the Regional Freight Model with much more sophistication modeling capabilities including higher calibration for more accuracy.

Chris Johnson added the data from the National commodity flow data source that is updated every 3-4 years. When asked specifically on data sensors for electronic shipments in freight movement, it was confirmed the National database should be tracking this in their data.

- Gary Albrecht asked if the freight study look at first/last mile connections. Mr. Collins noted they will include the first/last mile connections, but these are limited to distribution centers, not residential deliveries. The level of this connections does not cover e-commerce trips.
- Eric Hesse asked if there was awareness of data sets that could get us to the e-commerce trips information. It was noted the consultants with the study are researching this but it's not planned to be put into the model at this time. Coordination with the emerging trends study with this data will be done.

Mr. Collins noted more analysis on the data and trends tracking will be provided to the committees in the fall.

Adjournment (Vice Chair Leybold) There being no further business, workshop meeting was adjourned by Vice Chair Leybold at 11:58 a.m. Respectfully submitted, Marie Miller, MTAC and TPAC Recorder

# Attachments to the Public Record, MTAC and TPAC workshop meeting, June 15, 2022

ltem	DOCUMENT TYPE	Document Date	DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Agenda	06/15/2022	06/15/2022 MTAC and TPAC workshop meeting agenda	061522M-01
2	Work Program	6/8/2022	TPAC work program as of 6/8/2022	061522M-02
3	Work Program	6/8/2022	MTAC work program as of 6/8/2022	061522M-03
4	Draft minutes	04/20/2022	Draft minutes from MTAC/TPAC April 20, 2022 workshop	061522M-04
5	Memo	6/8/2022	TO: MTAC, TPAC and Interested parties From: Kim Ellis, Metro Project Manager,Lidwien Rahman, ODOT Project Manager, Glen Bolen, ODOT Region 1 RE: Regional Mobility Policy Update: Revised Draft Policy, Measures, Targets and Action Plan	061522M-05
6	Attachment 1	6/8/2022	MEMO TO: TPAC, MTAC and interested parties From: Susan Wright, PE, Kittelson & Associates, Inc. Darci Rudzinski, MIG APG RE: Task 8.1: Updated "Discussion Draft" Mobility Policy	061522M-06
7	Attachment 2	N/A	Attachment 2 - VMT/Capita Reduction Target Example	061522M-07
8	Attachment 3	April 2022	REGIONAL MOBILITY POLICY UPDATE Practitioners Forum 3 Summary Report	061522M-08
9	Attachment 4	6/7/2022	REGIONAL MOBILITY POLICY UPDATE PROJECT TIMELINE AND 2022 ENGAGEMENT SCHEDULE	061522M-09
10	Memo	6/7/2022	TO: MTAC, TPAC and Interested Parties From: Eliot Rose, Senior Transportation Planner RE: Emerging Transportation Trends draft final report: technical memo	061522M-10
11	Report	N/A	Emerging Trends Study Draft Executive Summary	061522M-11
12	Memo	06/08/2022	TO: MTAC, TPAC and Interested Parties From: Tim Collins, Senior Transportation Planner (Regional Freight Planner) RE: Commodities Movement Study - Materials for the June 15th MTAC/TPAC workshop	061522M-12
13	Presentation	06/15/2022	Regional mobility policy update	061522M-13
14	Presentation	06/15/2022	Emerging transportation trends: draft final results	061522M-14
15	Presentation	06/15/2022	Regional Freight Delay and Commodities Movement Study	061522M-15





oregonmetro.gov/mobility

# Memo

Date:	August 10, 2022
То:	Metro Technical Advisory Committee (MTAC), Transportation Policy Alternatives Committee (TPAC) and interested parties
From:	Kim Ellis, Metro Project Manager Lidwien Rahman, ODOT Project Manager Glen Bolen, ODOT Region 1
Subject:	Regional Mobility Policy Update: Revised Draft Policy, Measures and Action Plan

#### PURPOSE

The purpose of this memo is to present the revised discussion draft regional mobility policy (including performance measures and implementation action plan) is provided in Attachment 1. New and updated information is provided in to help inform a discussion on:

- future 2045 baseline vehicle miles traveled (VMT) per capita and per employee baselines being set through the 2023 Regional Transportation Plan (RTP) based on Division 44 targets and how the future 2045 baselines will be used to evaluate further system planning and evaluating plan amendments (Attachment 1, pages 4, 7, 11, 13-14 and 16, and Attachment 2);
- setting travel-speed based reliability targets for throughways in the Portland area (Attachment 1, pages 4, 7, 12, 14, 17, and Attachment 3); and
- defining system completeness for transportation system management and operations (TSMO) and transportation demand management (TDM) (Attachment 1 only, pages 9 to 11 and 17).

## **ACTION REQUESTED**

While all feedback on Attachment 1 is welcome, for the August 17 workshop, staff seeks discussion and feedback on the questions listed below.

## **DISCUSSION QUESTIONS FOR AUGUST 17**

- Do you have questions or feedback on:
  - proposed use of Division 44 VMT reduction targets for the Portland region to set future 2045 household-based VMT baselines (Attachment 1 and Attachment 2)?
  - how future changes to 2045 baseline vehicle miles traveled per capita and vehicle miles traveled per employee will be used (Attachment 1 and Attachment 2)?
  - setting travel-speed based reliability targets for throughways (Attachment 1 and Attachment 3)?
  - how system completeness for TSMO and TDM is defined (Attachment 1 only)?

<u>Additional feedback on these questions and the revised draft policy, measures and implementation</u> <u>plan following the workshop is requested</u> by August 23, 2022. Please send to <u>kim.ellis@oregonmetro.gov</u> and <u>glen.a.bolen@odot.oregon.gov</u>.

#### BACKGROUND

Metro and the Oregon Department of Transportation (ODOT) are working together since 2019 to update the policy on how we define and measure mobility in the Portland region.

The current mobility policy, last updated more than 20 years ago, is contained in both the 2018 <u>Regional Transportation Plan</u> (RTP) and Policy 1F (Highway Mobility Policy) of the <u>Oregon</u> <u>Highway Plan</u> (OHP). The policy relies on a vehicle-based measure of mobility (and thresholds) to evaluate current and future performance of the motor vehicle network during peak travel periods. The measure, also known as the v/c ratio, is the ratio of motor vehicle volume to motor vehicle capacity of a given roadway.<sup>1</sup>

The 2018 RTP failed to meet state requirements for demonstrating consistency with the OHP Highway Mobility Policy (Policy 1F) under the current mobility targets for state-owned facilities in the region. As a result, ODOT and Metro agreed to work together to update the mobility policy for the Portland area in both the 2018 RTP and OHP Policy 1F.

The mobility policy update was defined and adopted unanimously in Chapter 8 of the 2018 RTP. At that time, JPACT and the Metro Council recognized this work was important to better align how we measure mobility and adequacy of the transportation system for people and goods with the RTP policy goals for addressing equity, climate, safety, and congestion.

JPACT and the Metro Council also recognized the updated policy must support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region's Climate Smart Strategy. This comprehensive set of shared regional values, goals and related desired outcomes identified in the RTP and 2040 Growth Concept, as well as local and state goals continue to guide the policy update.

#### **Project timeline**

Shown in **Figure 1**, the Regional Mobility Policy update began in 2019 and will be completed in Fall 2022 for use in the 2023 Regional Transportation Plan update.



#### Figure 1. Project Timeline

<sup>&</sup>lt;sup>1</sup> For example, when the v/c ratio of a roadway equals 0.90, 90 percent of the roadway's vehicle capacity is being used. At 1.0, the vehicle capacity of the roadway is fully used.

#### **Overview of How We Got Here**

An overview of the process used to identify the mobility policy elements and develop the draft policy and proposed performance measures follows.

**From Fall 2019 to June 2020,** the Transportation Research and Education Center (TREC)/Portland State University documented current mobility-related performance measures and methods being used in the Portland region, statewide and nationally. The <u>Portland State</u> <u>University's Synthesis Research on Current Measures and Tools</u> reviews the existing mobility policy and summarizes current practices in measuring multimodal mobility.

**In 2020,** the project team reviewed <u>previous input from historically marginalized and underserved</u> <u>communities</u> and other stakeholders from the <u>2018 Regional Transportation Plan update</u>, development of the <u>2020 transportation funding measure</u> and the <u>Scoping Engagement Process</u> for this effort. Based on this review and additional feedback received through two workshops with the TPAC and MTAC in fall 2020, six key transportation outcomes were identified as integral to how we view mobility in the Portland region.

**In Fall 2020,** TPAC and MTAC also provided feedback on criteria to be used to screen and select potential mobility performance measures for testing that address one or more mobility policy elements. In Winter 2021, the Consultant team applied the screening criteria through a multi-step process to narrow a list of 38 potential mobility measures to 12 potential mobility measures that appeared most promising for testing and further evaluation through case studies. <u>A technical memo</u> and supporting documents describing the screening process is available on the project website.

**In spring 2021,** the project team engaged policymakers, practitioners, community leaders and other stakeholders to review and provide feedback on the draft mobility policy elements and potential measures to include in the updated policy. Throughout May and June 2021, the project team engaged stakeholders through online forums, briefings and committee meetings. The four online forums included two forums for planning, modeling and engineering practitioners, a forum for goods and freight professionals, and a forum for community leaders. A total of about 130 people participated in the forums. Project staff also presented and received feedback at County Coordinating Committees (staff and policy), MTAC, TPAC, the Metro Policy Advisory Committee (MPAC), JPACT and the Metro Council – representing more than 350 individual points of input.

A <u>Stakeholder Engagement Report</u> and <u>supporting Appendices</u> documenting the Spring 2021 engagement process and input received is available on the project website.

**In June 2021,** JPACT and Metro Council recommended the mobility policy elements and measures in **Figure 2** be further evaluated and tested. The recommendation was informed by past research and input, the technical screening process and subsequent stakeholder input.



#### Figure 2: Regional Mobility Policy Elements and Measures Evaluated

**Throughout Fall 2021 and early 2022**, the project team evaluated a series of case studies. The case studies research focused on learning more about each of the potential new mobility measures and potential ways in which the measures could be applied across different land use and transportation contexts and for different planning applications – focusing on system planning and plan amendments. A memo providing an <u>overview of the preliminary case study evaluation</u> work and a <u>report summarizing the case study analysis and findings</u> are available on the project website.

**From February to May 2022,** the project team engaged TPAC, MTAC and other practitioners through three workshops, an online questionnaire, briefings to staff-level county coordinating committees and a third practitioners forum. The team reported the case study findings and preliminary mobility policy recommendations from the research.

The discussions and questionnaire resulted in additional input on the draft policies, the individual measures being proposed for the updated mobility policy and ideas for how the measures could be applied during system planning and when evaluating the transportation impacts of plan amendments. The TPAC and MTAC workshop materials and meeting summaries are available on the Metro website. A <u>report summarizing feedback from the April 2022 practitioners forum</u> is available on the project website.

**From May to August 2022,** the project team used the previous input received to further develop the draft regional mobility policy and proposed performance measures and presented the policy and measures to TPAC and MTAC at the June 17 joint workshop. Staff from the City of Portland and Multnomah Council submitted additional written feedback following the workshop, and the project team had two follow-up meetings with the city of Portland in July and August as requested at the workshop. The Metro Council discussed the draft policy and proposed performance measures at a July work session and expressed support for the overall direction of the work, including the draft policies and proposed measures, recognizing more details on application of the

policy and measures, including thresholds would continue to be developed with TPAC and MTAC through the summer.

**In August,** the project team continued to refine the draft policy, which includes five individual policy statements, and four proposed performance measures to address feedback received. Major changes made since the June draft include:

- Provided additional clarification on use of VMT per capita and setting baseline through the 2023 RTP. See Attachment 2 for maps of VMT per capita and VMT per employee. The maps were prepared using data from the 2018 RTP.
- Removed travel speed for arterials from the draft policy.
- Removed proposed throughway travel speed thresholds pending further TPAC and MTAC discussion of additional travel speed analysis prepared by the Consultant team. See Attachment 3 for sample throughway travel speed data.
- Added information on TSMO and TDM system completeness that reflects ongoing Metro work through the Regional TSMO and Regional Travel Options programs.
- Made refinements to the process for applying the policy and to the implementation action plan.

#### **NEXT STEPS**

A summary of the project timeline and remaining steps in the process is provided in **Attachment 4**.

The project team requests that any specific recommended changes to the revised draft regional mobility policy, targets and implementation action plan be sent as a follow-up to the workshop by Tuesday, August 23, including:

- What specific changes would you like to see to improve the draft mobility policy language?
- What specific changes would you like to see to improve the draft measures and targets and when/where they apply in system planning and plan amendments?
- What specific changes would you like to see to improve the draft implementation action plan?
- Do you have other feedback or suggestions for the project team to consider?

Please send your comments and suggestions to Kim Ellis at <u>kim.ellis@oregonmetro.gov</u> and Glen Bolen at <u>glen.a.bolen@odot.oregon.gov</u>.

Staff will consider this feedback and continue to refine the draft regional mobility policy, targets and implementation action plan. Staff will then prepare a recommended draft policy, measures, targets and implementation plan for consideration by TPAC, MTAC, MPAC, JPACT and the Metro Council in Fall 2022.

#### /Attachments

Attachment 1. Updated Discussion Draft Regional Mobility Policy (8/10/22)

Attachment 2. Maps of 2040 Household-based VMT per Capita and VMT per Employee (data from adopted growth forecast used in 2018 RTP)

Attachment 3. Sample Throughway Travel Speed Data (data from Inrix)

Attachment 4. Project Timeline and 2022 Engagement Activities



# Memo



600 NE Grand Ave. Portland, OR 97232-2736

Date:	August 10, 2022			
То:	Kim Ellis, Metro, and Lidwien Rahman, ODOT			
From:	Susan Wright, PE, Kittelson & Associates, Inc.			
	Darci Rudzinski, MIG APG			
Project:	Regional Mobility Policy Update			
Subject:	Task 8.1: Updated "Discussion Draft" Mobility Policy (8/10/22)			

# Introduction

Metro and the Oregon Department of Transportation (ODOT) are working together to update the regional mobility policy and related mobility measures for the Portland metropolitan area. The mobility policy guides the development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system. The goal of this update is to better align the policy and measures with shared regional values, goals, and desired outcomes identified in Metro's Regional Transportation Plan (RTP) and 2040 Growth Concept, as well as with local and state goals, and define expectations about mobility by travel mode, land use context, and roadway function(s). The updated policy will describe the region's desired mobility outcomes and more robustly and explicitly define mobility for transportation system users in the Portland area.

This document builds upon the previously agreed upon draft mobility definition and foundational elements integral to achieving the region's desired mobility outcomes, and presents a "Discussion Draft" mobility policy based on input received from policymakers and stakeholders on the draft policies, measures, and case study applications documented in the Case Study Analysis Memorandum and shared through workshops and forums throughout Winter and Spring 2022.

# Background

The determination that alternative mobility targets are necessary for the Portland metropolitan region was made through the 2018 Regional Transportation Plan (RTP) planning process. This determination was based on inability to implement the transportation projects needed to meet current targets given anticipated funding and estimated costs, and in some cases because the physical impacts of potential projects or the impacts on other modes were not acceptable considering other transportation policies and land use and environmental conditions in the affected locations. The adopted RTP Section 3.5, Regional Motor Vehicle Network Vision and Policies, includes the Interim Regional Mobility Policy; mobility targets therein correspond with the Oregon Highway Plan's Policy 1F, Highway Mobility Policy, Table 7. With this project, regional mobility policies are intended to apply to arterials and throughways within the RTP, alongside safety, equity, climate leadership, and emerging technologies currently in Chapter 3, Section 3.2. Mobility policies are intended to apply to arterials and throughways within the Metro's planning area. Policies and associated measures will also be forwarded to the Oregon Transportation Commission for consideration of amending Oregon Highway Plan Policy 1F, and if adopted would apply to state facilities within the Portland metropolitan area.

The draft mobility policy is intended to achieve the following mobility outcomes which are in alignment with ODOT and Metro strategic goals and priorities. They were identified by policymakers and stakeholders as critical to how we plan for, manage, and operate our transportation system.







#### Equity

• Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved communities experience equitable mobility.

BIPOC and other marginalized communities have often experienced disproportionately negative impacts from transportation infrastructure as well as disparities in access to safe multimodal travel options. Addressing these disparities is a priority for ODOT and Metro.

The regional transportation system should support access to opportunities for everyone, not just people in motor vehicles. Equity can be enhanced through providing strong multimodal networks with priority provided to improvements benefitting historically marginalized and underserved communities.

## Efficiency

• Land use and transportation decisions and investments contribute to more efficient use of the transportation system meaning that trips are shorter and can be completed by more travel modes, reducing space and resources dedicated to transportation.

Efficiency in this context means that transportation requires less space and resources. Efficiency can be improved by shortening travel distances between destinations. Shorter travel distances to destinations enhance the viability of using other and more efficient modes of transportation than the automobile and preserves roadway capacity for transit, freight and goods movement by truck and for longer trips. Efficiently using land, and planning for key destinations in proximity to the where people live and work, contributes to shorter trip lengths.

The transportation efficiency of existing and proposed land use patterns and transportation systems can be measured by looking at "vehicle miles traveled (VMT) per capita" for home-based trips<sup>1</sup> or "VMT per employee" for commute trips to/from work of an area.

## Access and Options

- People and businesses can conveniently and affordably reach the goods, services, places, and opportunities they need to thrive.
- People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.

The viability of trips made by modes other than automobiles can be increased by investing in a connected, multimodal transportation system. Multimodal systems serve all people, not just those who have access to vehicles or the ability to drive them, and provide more route choices, increase safety and efficiency, and increase reliability.

Closing gaps in networks, particularly pedestrian and bicycle networks, can change travel preferences, reducing VMT/capita. Progress towards well connected, multimodal networks can be measured by mode with "system completeness".

<sup>1</sup> TSPs and comprehensive plans collectively can achieve reduced vmt/capita; however, the contributions of individual projects are challenging to measure and when considered individually or in a localized area may increase vmt/capita.



#### Safety

#### • People are able to travel safely and comfortably, and feel welcome.

Unsafe transportation facilities can result in injury and loss of life, and place a strain on emergency responders. Both unsafe conditions and perceived unsafe conditions can impact travel behavior, causing users to choose different routes or modes. Prioritizing investments that reduce the likelihood of future crashes and that improve safety and comfort for all users will increase mode choices and improve reliability. System completeness by travel mode is useful in identifying needs and investments that could enhance safety and comfort.

#### Reliability

• People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time.

In a reliable transportation system, all users, including people in automobiles and using transit, can reasonably predict travel time to their destinations. Reliability is impacted by travel conditions, safety, street connectivity, congestion, and availability of travel options. Investments in safety, street connectivity, transit, operations management, and demand management could yield significant benefits for managing congestion and increasing reliability for vehicle modes. System completeness can be used as a measure of the availability of reliable travel options, including walking and biking. Average travel speed can be used as a measure to forecast areas of congestion that will impact reliability for vehicle modes, including transit.

For Throughways, the essential function is throughput and mobility for motor vehicle travel, including transit and freight vehicles, to maximize movement of people and goods. Throughways serve interregional and interstate trips and travel times are an important factor in people and businesses being able to make long-distance trips to and through the region and access destinations of regional and statewide significance in a reasonable and reliable amount of time.

For most Arterials, depending upon the street design classification and freight network classification, the essential functions are transit, bicycle and pedestrian travel and access, while balancing motor-vehicle travel and the many other functions of arterials in intensely developed areas. Improving automobile reliability through additional roadway capacity should follow the region's congestion management process and not come at the expense of non-motorized modes and achieving system completeness consistent with modal or design classification or achieving the VMT/capita target for the region or the jurisdiction.

## Performance Measures

Regional mobility within the Portland metropolitan area is multi-faceted and requires more than one performance measure to assess adequacy and needs , and to monitor progress toward desired mobility outcomes. Through a process of research, case studies, applying evaluation criteria and soliciting stakeholder and practitioner input, an extensive list of potential measures was narrowed down to four measures. These measures, applied at different scales and to different facilities, are needed to assess overall system performance and whether the system of multi-modal networks are equitable, complete, safe, comfortable , and reliable.



#### Table 1: "Discussion Draft" Mobility Policy Performance Measures

Measure	Scale for Application	How it Would be Used	Expected Mobility Outcomes
VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work	Plan Area (RTP, TSP, Plan Amendment)	<ul> <li>Measured for the plan area to ensure that land use and transportation plan changes are working in tandem to achieve OAR 660</li> <li>Division 44 (GHG Reduction rule) VMT/capita reduction targets and resulting in: <ul> <li>reduced need to drive</li> <li>improved viability of using other and more efficient modes of transportation than the automobile and</li> <li>preserving roadway capacity for transit, freight and movement for goods and services.</li> </ul> </li> </ul>	Land Use Efficiency Land use patterns that are more efficient to serve because they reduce the need to drive and are supportive of travel options.
System Completeness	Facility Level for Throughways and Regional Arterials in Plan Area (RTP, TSP, Plan Amendment)	Used to identify needs and define the complete multimodal system in regional and local TSPs, facility plans, corridor plans, and area plans. The "complete system" would be defined through system planning and include local, collector and arterial network connectivity, the future number of through lanes, , type of bicycle facility, pedestrian crossings at designated spacing, transit service, transit priority treatments and other transit supportive infrastructure, and TSMO/TDM elements.	Complete Multi-Modal Networks Travel options and connectivity allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go.
Average Travel Speed	Facility Level for Throughways (RTP, TSP, Plan Amendment)	Used to identify areas of poor reliability where due to recurring congestion, average travel speeds drop below approximately TBD mph during TBD specified hours of the day on throughways designated in the RTP. On freeways, reliable traffic flow maximum vehicle capacity is consistent between 40 and 65 mph. <sup>2</sup> Addressing motor vehicle congestion through additional throughway capacity should follow the RTP system sizing policy and congestion management process and OHP Policy 1G <sup>3</sup> and should not come at the expense of achieving system completeness for non-motorized modes consistent with RTP modal or design classifications or achieving the VMT/capita target for the jurisdiction.	<b>Reliability</b> Safe, efficient and reliable travel speeds for people, goods and services.

<sup>2</sup> On throughways, similar maximum vehicle capacity occurs between 40 and 65mph. When vehicle demand causes traffic speeds to drop below 35 mph, traffic flows become unstable (more stop and go) and the facility capacity drops and the facility is able to move fewer cars per lane. Above 35 mph, traffic flows are more likely to be stable and capacity remains fairly consistent even as the speeds increase and greater distances are needed between vehicles.

<sup>3</sup> Policy 1G (Major Improvements) has the purpose of maintaining highway performance and improving highway safety by improving system efficiency and management before adding capacity.







# Discussion Draft Regional Mobility Policy

Within the Portland metropolitan area, the State of Oregon and Metro have a shared goal of providing mobility such that people and businesses can safely, affordably, and efficiently reach the goods, services, places, and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.

To achieve these outcomes, it is the policy of the State of Oregon and Metro to:

- Mobility Policy 1 Ensure that the public's land use decisions and investments in the transportation system enhance efficiency in how people and goods travel to where they need to go.
- Mobility Policy 2 Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.
- Mobility Policy 3 Create a reliable transportation system, one that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.
- Mobility Policy 4 Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions.
- Mobility Policy 5 Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved populations have equitable access to safe, reliable, affordable and convenient travel choices that connect to to key destinations.

These policies apply to:

- the state highway system within the Portland metropolitan area for
  - identifying state highway mobility performance expectations for planning and plan implementation; and
  - evaluating the impacts on state highways of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060).
- throughways and regional arterials designated in the Regional Transportation Plan, which include state and local jurisdiction facilities, for identifying mobility performance expectations for planning and plan implementation.

Under this policy, Oregon Highway Plan volume-tocapacity ratio targets still guide operations decisions such as managing access and traffic control systems and can be used to identify intersection improvements that would help reduce delay, improve the corridor average travel speed, and improve safety. Local jurisdiction standards for their facilities still apply for evaluating

**Regional Mobility Policy Reminder:** 

This policy is not meant for use during development review of outright zoned development but does apply to plan amendments per the TPR.

impacts of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060) and guiding operations decisions.



#### REGIONAL MOBILITY POLICY UPDATE | "Discussion Draft" Mobility Policy (8/10/22)

Four performance measures as described in Table 2 will be used to assess the adequacy of mobility in the Portland metropolitan area for the regional networks based on the expectations for each facility type, location, and function. These measures will be the initial tools to identify mobility gaps and deficiencies (needs) and consider solutions to address identified mobility needs. The subsequent actions describe how to apply these measures for system planning and assessing plan amendment consistency with OAR 66-012-0060.





Measure	Application	Target			
VMT/Capita for home-based trips and	System Planning	OAR 660 Division 44 (GHG Reduction Rule) sets VMT/Capita reduction targets with which the next major RTP update and local TSPs will need to comply. The resulting RTP and TSPs that meet this regional target will establish a future baseline VMT/capita and VMT/employee. All subsequent applications of this policy shall not increase VMT/capita or VMT/employee above the future baseline.			
VMT/Employee for	Plan	The plan amendment will have equal to or lower forecast VMT/capita			
commute trips to/from work	Amendments <sup>1</sup>	for home-based trips and equal to or lower forecast VMT/employee for commute trips to/from work than the District <sup>2</sup> .			
System Completeness	System Planning	Complete networks and systems for walking, biking, transit, vehicles, freight, and implement strategies for managing the transportation system and travel demand (See Table 3 for guidance and Table 4 for completeness elements by facility type). (Planned system, Strategic and Financially Constrained, may not achieve completeness for all modes to target levels but should identify future intent for all facilities given constraints and tradeoffs.)			
	Plan Amendments	100% of planned system Or Reduced gaps and deficiencies (See Table 5 for guidance)			
		RTP Motor Vehicle Designation	Average Travel Speed Target <sup>5</sup>	Hours per Day Target	
Average Travel	System Planning <sup>3</sup>	Throughways <sup>4</sup> I-205, I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) OR 217 US 26 (west of sylvan) US 30, OR 47, OR 212 OR 224, OR 213	TBD mph – posted speed limit <sup>6</sup>	TBD hours per day	
эреец		Throughways <sup>4</sup> I-405 (from I-5 South to I-5 North) I-5 North (Marquam Bride to Interstate Bridge) US 26 (from Sylvan interchange to I-405) I-84 from I-5 to I-205 99E from Lincoln Street to OR 224 interchange	TBD mph – posted speed limit <sup>6</sup>	TBD hours per day	
	Plan Amendments	Same as system planning	Same as system planning	Same as system planning	

#### **Table 2: Draft Mobility Policy Performance Measure Targets**

#### **Table Notes:**

<sup>1</sup> Plan amendments that meet this target shall be found to not have a significant impact pursuant to the Transportation Planning Rule (OAR 660-12-0060).

<sup>2</sup> Metro will establish VMT/Capita "Districts" that identify TAZ groupings (subareas) with similar land use characteristics and forecast VMT/Capita. A spreadsheet or similar tool will be developed to help assess potential changes to VMT/capita and VMT/employee and potential mitigations to minimize the need for application of the regional travel demand model for all plan amendments.

<sup>3</sup> Addressing motor vehicle congestion through additional throughway capacity should follow the RTP system sizing policy, the region's congestion management process and OHP Policy 1G and should not come at the expense of achieving system completeness for non-motorized modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.

<sup>4</sup> Throughways are designated in the Regional Transportation Plan and generally correspond to Expressways designated in the Oregon Highway Plan.

<sup>5</sup> Used to identify areas of poor reliability where due to recurring congestion, average travel speeds drop below TBD mph for TBD hours per day.


<sup>6</sup> Targets will need to be revisited after NEPA process is complete for the I-205 Toll Project and Regional Mobility Pricing Project.



Mode	System Completeness Element	Supporting guidance
inouc		
	Plan for complete network	RTFP, DLSTG, BUD
	Plan for adequate crossing spacing	RTFP, DLSTG, BUD
Pedestrian	Plan for adequate crossing treatments, including curb ramps	NCHRP 562
	Plan for a low-stress walking network to transit and other key destinations <sup>4</sup>	RTFP, APM, TriMet Pedestrian Plan
	Plan for complete network	RTFP, DLSTG, BUD
Bicycle	Plan for a low-stress bicycling network to transit and other key destinations	АРМ
	Plan for adequate bike parking at key destinations	RTFP, TriMet Bicycle Parking Guidelines
	Plan for complete network	Regional Transportation Plan RTFP
Transit	Plan for transit priority infrastructure (e.g., transit signal priority, queue jumps, semi-exclusive or exclusive bus lanes or transitways)	Regional Transit Strategy
	Plan for adequate bus stop amenities and other transit supportive facilities <sup>5</sup>	TriMet Bus Stop Guidelines
	Plan for adequate local, collector and arterial street connectivity	RTP, RTFP
Motor Vehicle	Plan for number of through lanes within maximum guidance	RTP, RTFP, DLSTG
	Plan/policy for where turn lanes will be permitted/prohibited and maximum number of turn lanes considering safety for all modes and land use context	APM, DLSTG, BUD
тѕмо	Plan for infrastructure and programs, and maintain system compatibility	RTFP <sup>6</sup> Regional ITS Architecture Plan Regional TSMO Strategy
том	Plan for infrastructure and programs	RTFP (forthcoming) Oregon Metro- specific guidance for TSPs <sup>7</sup>

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<sup>4</sup> Key destinations include but are not limited to: 2040 centers and main streets; major employers; transit stops and stations; grocery stores and farmers markets; childcare facilities, schools and colleges; medical or dental clinics and hospitals; government offices and other civic destinations; parks, recreation centers, trails, and open spaces; major sports or performance venues; and gyms and health clubs.

<sup>5</sup> Transit supportive facilities includes stations, hubs, stops, shelters, signs, and ancillary features.

 $^6$  The implementation action plan includes updates to the RTFP to further include TSMO and TDM considerations.

<sup>7</sup> This document will outline how jurisdictions may incorporate TDM into their planning processes, providing guidance for supporting or requiring TDM delivery at site level, setting targets and objectives, and monitoring success. The document will be based on FHWA-HOP-12-035 national guidance, adapted to align with state and regional context including the updated ECO Rules, CFEC Rulemaking, and regional goals.



AMP – Analysis Procedures Manual (ODOT) BUD – Blueprint for Urban Design (ODOT) DLSTG – Designing Livable Streets and Trails Guide (Metro) NCHRP – National Cooperative Highway Research Project RTFP – Regional Transportation Functional Plan (Metro)

Facility	System Completeness (Elements)
Throughways	Planned TSMO/ITS <sup>8</sup> infrastructure and programs Planned TDM <sup>9</sup> infrastructure and programs Planned street connectivity Planned bus coverage and service frequency Planned transit priority treatments and other transit supportive infrastructure Planned pricing strategies Planned travel lanes Planned regional trails/multi-use paths
Arterials	Planned TSMO/ITS <sup>10</sup> infrastructure and programs Planned TDM infrastructure and programs Planned street connectivity Planned bus coverage and service frequency (RTP only) Planned transit priority treatments and other transit supportive infrastructure Planned sidewalks and pedestrian crossings Planned bikeways Planned travel lanes

## Table 4: System Completeness Elements by Facility Type

<sup>8</sup> Transportation System Management measures for throughways means techniques for increasing the efficiency, safety, capacity, or level of service of a transportation facility without increasing its size. Examples include, but are not limited to, access management, ramp metering, and restriping of high occupancy vehicle (HOV) lanes.

<sup>9</sup> Demand management means actions which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include, but are not limited to, the use of non-driving modes, individualized marketing programs, commuter programs, trip reduction strategy for large employers, ride-sharing and vanpool programs, trip-reduction ordinances, shifting to off-peak periods, and parking management, including reduced, times or paid parking.

<sup>10</sup> Transportation System Management and Operations measures for arterials means techniques for increasing the efficiency, safety, capacity, or level of service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, and restriping of high occupancy vehicle (HOV) lanes, including bus only lanes.



## System Planning Actions

All three of the mobility policy measures are applied to system planning which includes updates to long-range transportation plans, including the Regional Transportation Plan and locally adopted transportation system plans. System planning also includes planning for the transportation system in smaller geographies through facility plans, corridor refinement plans as defined in the RTP and OAR 660-012-, and area plans, including concept plans for designated urban reserve areas. The following actions describe how each of the performance targets shall be used in tandem in system planning, which is supported by the flow chart in Figure 1.

- 1. Division 44 (GHG Reduction) sets VMT/capita reduction target for the Portland metropolitan area<sup>11</sup>. The RTP process will identify the strategies needed to achieve this target and result in baseline future VMT/capita for the region and each local jurisdiction. This future baseline shall be used to estimate future VMT capita for home-based trips and VMT/employee for commute trips to/from work at the TAZ level. The TAZ data shall be aggregated to develop "Districts" <sup>12</sup> with similar land use and VMT characteristics by Metro through the RTP update process.
- 2. For system planning at the sub-regional, local jurisdiction (TSPs), or subarea levels, VMT/capita for home-based trips and VMT/employee for commute trips to/from work shall be measured for the plan area to ensure that land use and transportation plan changes are working in tandem to achieve the region's VMT/capita reduction target, resulting in reduced need to drive, improved viability of using other and more efficient modes of transportation than the automobile, and preserving roadway capacity for transit, freight and movement of goods and services. At the first major TSP update after this policy is implemented, system plans shall demonstrate that the planned transportation system achieves of the regional Division 44 target and that future system plan updates maintain or reduce aggregate VMT/capita for home-based trips and VMT/employee for commute trips to/from work for the TAZs and Districts in the plan area compared to the baseline set in the RTP. Projections of vehicle miles traveled per capita must incorporate the best available science on latent and induced travel of additional roadway capacity consistent with OAR 660-012-0160.
- 3. System Completeness targets shall be used to identify needs and ensure that the planned transportation system is increasing connectivity and improving safety of the multimodal network. The definition of complete shall be established in local transportation system plans consistent with the RTP and RTFP for each facility and will vary based on the modal functional classification and design classification . Table 3 provides guidance for defining the complete system and Table 4 identifies the elements that must be identified for each facility or service type.

<sup>11</sup> The Division 44 targets cannot currently be measured using Metro's Regional Travel Demand Model (RTDM); however, baselines for VMT/capita for home-based trips and VMT/employee for commute trips to/from work can be established from the RTDM for the RTP scenario that meet the Division 44 targets as measured via a different tool.

<sup>12</sup> VMT/Capita "Districts" will be established that identify TAZ groupings (subareas) with similar forecast VMT/Capita, considering use of RTP mobility corridor geographies as a starting point.







- 4. Average travel speed targets shall be used to assess performance of throughway facilities within the system planning study area for safe, efficient and reliable speeds. Targets will include a target minimum average travel speed that shall be maintained for a specific number of hours per day, recognizing that the target is not likely to be met during a number of peak hours, as described in Table 2. These targets shall inform identification of transportation needs and consideration of system and demand management strategies and other strategies<sup>13</sup> but shall not be used as standards at the expense of non-motorized modes and achieving system completeness for other modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction. Analysis segmentation of facilities within the study area will be determined based on the analysis software or modeling tool utilized.<sup>14</sup> Projections of vehicle miles traveled per capita must incorporate the best available science on latent and induced travel of additional roadway capacity.
- 5. Interchanges shall be managed to maintain safe, efficient and reliable operation of the mainline for longer trips of regional or statewide purpose through the interchange area. The main objective is to avoid the formation of traffic queues on off-ramps which back up into the portions of the ramps needed for safe deceleration from mainline speeds or onto the mainline itself. This is a significant traffic safety and operational concern as queues impact mainline operations and crashes affecting reliability. Deceleration space for vehicles exiting throughway mainlines can be improved by managing throughways for longer trips resulting in reducing off-ramp traffic volumes and by increasing capacity at the off-ramp terminal. Thruway off-ramp terminal intersection and deceleration needs shall be evaluated through system plans such as Interchange Area Management Plans, Corridor Plans, and Sub-area Plans.
- 6. In system plans, when identifying transportation needs and prioritizing investments and strategies, projects that create greater equity and reduce disparities between "Equity Focus Areas" and "Non-Equity Focus Areas" shall be prioritized. This action aims to improve equitable outcomes by burdening underserved populations less than and benefiting underserved populations as much or more as the study area population as a whole. Because the Equity Focus Areas as defined by the RTP are based on a regional average comparison, local governments shall conduct a more specific equity analysis at the local TSP scale consistent with OAR 660-012-0135.

<sup>13</sup> The RTP system sizing policies, regional congestion management process and OHP Policy 1F will be followed to determine mitigations that support meeting the travel speed threshold.

<sup>14</sup> Supporting documentation will be needed as part of implementation of the policy to define the segmentation methodologies based on analysis options.



### Figure 1: System Planning Process Utilizing the Four Mobility Policy Measures









# Plan Amendment Evaluation Actions

All three of the mobility policy measures are applied to the evaluation of plan amendments. The following actions describe how each of the performance targets shall be used in tandem in evaluating plan amendments consistent with the Transportation Planning Rule (OAR 660-12-0060) and is supported by the flowchart in Figure 3.

- 1. Comprehensive plan amendments that do not surpass the trip generation thresholds in the Oregon Highway Plan Policy 1F will be found to have no significant impact and are not required to further evaluate travel speed or system completeness.
- 2. In a jurisdiction with a TSP that has demonstrated compliance with achieving the region's Division 44 GHG reduction targets, comprehensive plan amendments that are forecast to maintain or lower VMT/capita for home-based trips and VMT/employee for commute trips to/from work comparted to their future baseline that achieve Division 44 targets, shall be found to have no significant impact consistent with the Transportation Planning Rule (OAR 660-12-0060)
- 3. Comprehensive plan amendments that have a significant impact because they a) increase VMT/capita for home-based trips or VMT/employee for commute trips to/from work or b) the jurisdiction has not demonstrated compliance with Division 44 shall evaluate impacts of the plan amendment on the system completeness, throughway travel speeds, and off-ramp queuing where applicable.
- 4. System Completeness assessment of comprehensive plan amendments shall identify the needs to meet the planned system for each mode, as established in regional and/or local system plans. For each mode, the completeness impact area will be defined based on routing from the comprehensive plan amendment site for the specified distances in Table 5. Table 5 provides guidance for identifying the needs within each modal completeness impact area. For the comprehensive plan amendment, a proportional share of the identified needs will be established based on additional daily trips for the plan amendment, as described in Figure 2.
- 5. Comprehensive plan amendments that demonstrate either of the following for analysis segments within the vehicular impact area shall be found to require mitigation, and a proportional share of the identified needs will be established for the comprehensive plan amendment based on additional daily trips
  - a) Degrades the average travel speed of an existing or planned transportation facility such that it would not meet the performance target identified Table 2; or
  - b) Degrades the travel speed performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in Table 2.
- 6. Interchanges within the vehicular impact area shall be assessed for off-ramp queuing to maintain safe, efficient and reliable operation of the mainline for longer trips of regional or statewide purpose through the interchange area under the forecast comprehensive plan amendment.







# Figure 2: Guidance for Assessing Plan Amendment Impacts



Note: Vehicular trip generation with planned mode splits will be used until or unless mode specific trip generation resources become available.





# Figure 3: Plan Amendment Process Utilizing the Four Mobility Policy Measures

# **Reliability Measure Assessment (Thruways only) and System Completeness** Assessment



& ASSOCIATES

	Plan Amendment		
	1. Determine study area by selecting the specified distance along existing and planned facilities	2. Determine if the planned system should be updated based on the projected trip generation	3. Determine locations and quantity of gaps in the planned system within the study area
Pedestrian	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing pedestrian crossings
	Along facilities within 1/4-mile routing from site in all directions	Review NCHRP 562	Missing pedestrian crossings by treatment type
	Along facilities within 1/4-mile routing from site in all directions	n/a	Curb-miles of low-stress pedestrian facilities gaps
Bike	Along facilities within 1/4-mile routing from site in all directions	n/a	Curb-miles of low-stress bicycle facilities gaps
	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing bicycle crossings
	Along facilities within 1/4-mile routing from site in all directions	Review TriMet Bicycle Parking Guidelines	Missing bike parking
Transit	Along facilities within 1/4-mile routing from site in all directions	Review TriMet Bus Stop Guidelines	Missing Bus stops amenities by amenity type
			Missing transit priority treatments (e.g., transit signal priority, queue jumps, bus-only lanes)
			Missing transit supportive infrastructure
Motor Vehicle	Along facilities within 1/2-mile routing from site in all directions	n/a	Centerline-miles of roadway gaps
	Along facilities within 1/2-mile routing from site in all directions	Review travel speeds, off-ramp queuing	Lane-miles of throughway lane gaps
тѕмо	Along facilities within 1/2-mile routing from site in all directions	n/a	Gaps in ITS infrastructure along TSMO 'Key Corridors' (defined by TSMO Strategy and RTP); Missing ITS projects (per TSP)
TDM – Infrastructure	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing TDM projects (per TSP)
TDM - Programming	Site-based/within site boundaries	n/a	Agreement to fulfill required programming (per TSP)







# **Implementation Action Plan**

The following describes actions necessary to implement the proposed policy including steps to incorporate the policy into existing policy documents and guidance and tools needed for practitioners to implement the policy.

# **Policy Implementation Actions**

- Adopt the updated Regional Mobility Policy in the 2023 Regional Transportation Plan and subsequent RTFP updates. The 2018 RTP Section 3.5, Regional Motor Vehicle Network Vision and Policies, includes the Interim Regional Mobility Policy; mobility targets therein correspond with the Oregon Highway Plan's Policy 1F, Highway Mobility Policy, Table 7. With this project, regional mobility policy will take its place in the Overarching System Policies in the RTP, alongside safety, equity, climate leadership, and emerging technologies currently in Chapter 3, Section 3.2. To be consistent with the format of the RTP, develop explanatory text for each of the five policy statements and specify the actions to implement each.
- **Request amendment of the Regional Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan**. An update of the Oregon Highway Plan is planned for 2022-23, following the adoption of the new Oregon Transportation Plan. The updated Regional Mobility Policy is anticipated to replace Table 7 in OHP Policy 1F. Integrate explanatory text, Performance Measure Targets, and other state guidance for transportation system planning for state highways in the Portland metropolitan area, consistent with the updated policy n. Remove the recommendation in the Oregon Highway Plan for local agencies to adopt ODOT mobility standards for development review purposes.
- Update Regional Transportation Functional Plan Title 3, Transportation Project Development, to reflect the Regional Mobility Policy. Title 3 includes current mobility targets in Table 3.08-2; Section 3.08.230 Performance Targets and Standards requires Oregon Transportation Commission approval for local adoption of mobility standards for state highways that differ from those in Table 3.08-2. Establish a reporting requirement that an agency has to go through if trying to expand past the lane maximums. This process will verify that the congestion management process was used and that other options were analyzed first before capacity-adding projects.
- Work with local jurisdictions to update policies that adopt the Regional Mobility Policy as their standards for RTP arterials. Local adoption will clarify that the updated regional performance targets apply in plan amendment decisions to ensure that the proposed changes are consistent with the planned function, capacity, and performance standards of state and regional facilities. Many local jurisdictions have adopted ODOT's OHP V/C targets as standards in their development codes, with the result that projects can be denied based on the inability to meet or mitigate to the applicable standards; the new Regional Mobility Policy provides a balanced, multi-modal approach to approving development that is consistent with planned growth and state and regional climate, equity, safety and mobility goals.



# Near-term Data and Guidance Actions

- Develop Districts within the regional modeling tools that establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work, considering the RTP mobility corridors geographies as a starting point.
- Refine TAZ boundaries or establish additional TAZs to better align with jurisdictional and urban growth boundaries.
- Develop a spreadsheet or similar tool to help assess potential changes to VMT/capita and VMT/employee for commute trips and potential mitigations to minimize the need for application of the regional travel demand model for all plan amendments.
- Develop guidance on calculating travel speed on throughways based on the model used.
  - If using output from the regional travel demand model, ensure a consistent approach to segment lengths, model hour(s) reviewed, and any calibration needed.
- Update RTFP to require TSPs to evaluate and mitigate disparities between "Equity Focus Areas" and "Non-Equity Focus Areas". Further define and map TSMO "Key Corridors" consistent with the 2021 Regional TSMO Strategy Update for inclusion in 2023 RTP Update
- Develop TDM guidance for system planning, based on FHWA guidance, specific to the Metro region
- Update RTFP to encompass additional relevant TSMO and TDM guidance
- Consider how the in-lieu process could support citywide initiatives identified in TSPs such as ITS plans, wayfinding programs, etc.

# Long-term Data and Analysis Tool Actions

- Expand the region's Dynamic Traffic Assignment model(s) to calculate travel speeds for all throughways and other reliability measure output within a capacity constrained model.
  - Develop guidance to consistently calculate travel speed using DTA model.
  - Determine if thresholds should be adjusted if analysis is adjusted to use the DTA model.
- Establish a consistent process for TDM planning or create a regional TDM plan. A regional TDM plan can be referenced when determining the "planned system" for system completeness purposes.
- Modify or create new regional modeling tools in coordination with the Oregon Modeling Statewide Collaborative (OMSC) to better account for light-duty commercial travel in support of implementation of this policy and OAR 660-012 and OAR-012-044.









Attachment 2

Figure 1

2040 FC VMT Per Capita Portland Metro Area





Attachment 2

Figure 2

2040 FC VMT Per Employee Portland Metro Area

### I-205 Northbound - Hours per day not meeting the speed threshold

E 11 (C		July 11	l, 2021			July 12	2, 2021			July 13	3, 2021			July 14	l, 2021			July 15	, 2021	
Exit/Segment		(Mor	nday)			(Tues	sday)			(Wedn	esday)			(Thur	sday)			(Frid	day)	
Speed Threshold	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
Glenn Jackson	0.0	2.4	2.7	2.9	0.0	2.2	2.9	3.0	0.0	1.3	3.0	3.8	0.0	3.0	4.6	5.1	0.0	3.7	4.4	4.9
Bridge	0.0	1.4	1.9	1.9	0.0	1.8	2.3	2.7	0.0	1.7	2.5	3.1	0.0	3.0	4.1	4.6	0.0	3.1	3.9	4.5
Exit 24	0.0	1.1	1.4	1.8	0.0	0.8	1.8	2.3	0.0	0.7	1.8	2.8	0.0	2.1	3.3	4.3	0.0	1.5	3.2	3.8
Airport Wy	0.2	2.0	3.3	4.3	0.0	2.2	3.6	4.2	0.1	2.8	4.5	5.5	0.0	3.8	5.7	6.3	0.1	3.3	5.1	6.3
Exit 23	3.2	4.3	4.3	4.6	2.5	4.2	4.3	4.3	4.0	5.5	5.5	5.6	4.7	6.5	6.6	6.7	4.1	6.4	6.5	6.9
Columbia Blvd	4.1	4.3	4.3	4.3	3.0	4.1	4.2	4.6	4.8	5.5	5.6	5.7	5.6	6.6	6.7	6.8	5.2	6.8	6.9	7.0
Exit 23	4.1	4.3	4.3	4.3	3.5	4.0	4.3	4.4	4.7	5.4	5.6	5.7	5.8	6.6	6.7	6.8	5.6	6.8	6.9	6.9
Sandy Blvd	3.9	4.2	4.2	4.2	3.7	3.8	4.0	4.1	4.8	5.3	5.4	5.4	5.7	6.3	6.4	6.5	5.8	6.5	6.6	6.6
Exit 22	3.4	3.8	3.8	3.8	3.5	3.8	3.8	3.8	4.7	4.8	4.8	4.9	5.3	5.8	5.8	6.1	5.5	6.2	6.3	6.3
I-84/US-30	3.1	3.3	3.3	3.3	2.5	3.2	3.4	3.6	4.3	4.5	4.5	4.5	4.2	5.0	5.1	5.2	4.0	4.3	4.5	5.3
Exit 21	2.8	3.1	3.2	3.2	2.6	3.0	3.0	3.2	4.3	4.4	4.4	4.4	3.7	4.2	4.3	4.3	3.8	3.9	4.3	4.4
I-84/US-30	2.4	2.6	2.7	2.8	1.8	2.6	2.6	2.8	3.9	4.1	4.3	4.3	3.3	3.4	3.4	3.4	3.4	3.6	3.7	3.7
Exit 20	1.9	2.2	2.3	2.4	1.0	1.9	2.3	2.5	3.8	3.9	3.9	4.0	3.2	3.3	3.3	3.3	3.1	3.3	3.3	3.3
Wash. St/Stark St	0.9	1.7	1.8	2.1	0.0	0.4	0.8	1.1	3.1	3./	3.7	3.8	2.6	3.3	3.3	3.3	2.6	3.0	3.1	3.1
Exit 19	0.4	1.2	1.2	1.3	0.0	0.0	0.0	0.0	3.0	3.4	3.6	3.6	2.3	2.9	2.9	3.0	2.2	2.7	2.8	2.8
Division St	0.0	0.8	0.8	0.9	0.0	0.0	0.0	0.0	2.9	3.3	3.4	3.4	2.1	2.6	2.8	2.9	2.0	2.7	2.7	2.7
Exit 24	0.0	0.2	0.2	0.4	0.0	0.0	0.0	0.1	2.7	3.3	3.3	3.3	1.2	2.4	2.5	2.7	2.1	2.5	2.5	2.6
US-26/Powell Bivd	0.0	0.3	0.6	2.8	0.0	0.1	0.5	3.2	2.1	3.3	3.8	5.6	0.1	1.8	2.4	4.2	1.1	2.9	3.3	6.1
Exit 17	0.0	4.3	4.6	4.9	0.1	4.1	4.8	5.1	2.8	5.9	0.2	0.3	1.4	5.0	5.8	6.0	2.7	7.3	7.6	7.6
Foster Rd	0.0	3.3	3.8	4.5	0.0	2.4	3.5	3.9	2.5	4.9	4.9	5.5	0.8	4.0	4.8	5.1	1.9	7.1	/.3	7.3
EXIT 16	1.1	2.8	2.9	2.9	0.8	2.3	2.7	2.8	3.5	4.1	4.2	4.5	1.8	3.5	3.8	3.8	4.6	5.4	5.7	5.8
	0.5	1.2	1.2	1.7	0.1	1.1	1.5	1.0	2.5	3.0	3.0	3.5	1.1	2.0	2.0	5.1	2.0	4.5	4.0	4.0
Exit 14 Suppybrook Blyd	0.0	0.5	0.4	0.5	0.0	0.0	0.0	0.0	0.2	2.1	2.3	2.7	0.3	0.0	0.0	0.9	1.0	1.9	2.2	2.2
Evit 12	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.5	0.5	0.0	0.3	0.3	0.4	0.0	0.4	0.0	1.2
OR 213/OR 224	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.0	0.0	0.1	0.2
Evit 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OR 212/OR 224	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit 11	0.0	11	11	1.2	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.7	0.0	0.0	0.0	0.0	0.0	0.3	0.4	0.8
82nd Dr	0.3	0.8	0.8	1.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4
Exit 10	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OR 213	0.2	0.4	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit 9	0.1	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OR 99E	0.1	0.5	0.7	3.0	0.0	0.0	0.1	2.3	0.0	0.0	0.1	2.8	0.0	0.0	0.1	3.3	0.0	0.0	0.1	3.3
Exit 8	0.3	5.3	5.8	6.2	0.5	5.3	5.5	5.7	0.3	6.3	6.5	6.6	0.4	6.8	6.9	6.9	0.3	6.4	6.6	6.8
OR 43	0.3	4.2	4.4	4.8	0.3	3.8	4.5	5.1	0.3	5.3	5.8	5.8	0.7	6.4	6.6	6.7	0.6	5.9	6.1	6.2
Exit 6	3.3	4.5	4.5	4.6	3.4	4.4	4.8	4.8	4.0	5.4	5.7	5.8	4.8	6.5	6.5	6.5	4.3	6.0	6.2	6.2
10th St/6th St	1.6	3.8	4.3	4.3	2.0	3.9	4.0	4.2	3.2	5.0	5.2	5.3	3.8	5.3	5.7	5.8	2.5	5.0	5.6	5.8
5.11.2	2.7	3.7	4.1	4.1	2.6	3.6	4.0	4.2	3.7	4.9	5.2	5.2	4.0	5.2	5.2	5.3	2.7	4.8	5.2	5.3
Exit 3 Stafford Pd	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.5	1.4	1.7	1.8	0.5	0.8	0.8	1.1	0.0	0.0	0.0	0.0
Stanora Ka	0.2	2.7	3.2	3.6	0.3	1.5	2.2	2.5	2.7	4.3	4.4	4.7	3.2	4.4	4.5	4.7	0.3	2.3	2.3	2.8



### I-205 Northbound Travel Speeds - Thursday, July 14, 2022

Exit/Segment	Hours No	t Meeting t	the Speed 1	Threshold	Northbound Travel	l Speeds								
Speed Threshold	20	35	40	45	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM
Glenn Jackson	0.0	3.0	4.6	5.1	66 66 66 68	64 66 65 65 63 66 6	67 64 68 66 67 65 6	4 60 64 65 62 62 60	65 65 63 63 64	63 66 63 67 65 62 61	58 63 63 62 65 6	6 66 66 63 64 66 64	61 64 66 62 60	64 65 65 64 63 64 62 61
Bridge	0.0	3.0	4.1	4.6	64 66 67 69	66 65 64 64 63 65 6	55 61 69 67 67 64 6	3 62 64 65 63 65 63	64 63 63 59 63	63 64 63 64 63 62 60	57 65 63 63 66 6	7 65 65 63 64 62 62	60 62 66 65 63	66 67 63 62 63 61 58 58
Exit 24	0.0	2.1	3.3	4.3	67 66 68 69	66 64 62 64 62 63 6	66 61 69 67 66 65 6	4 64 66 67 65 66 65	64 65 64 64 66	64 65 64 64 61 63 65	61 65 63 63 65 6	7 65 68 64 62 64 65	64 64 66 66 62	63 66 66 62 62 63 62 62
Airport Wy	0.0	3.8	5.7	6.3	63 60 63 62	60 60 61 62 58 58 5	57 53 63 60 55 64 5	9 59 61 58 56 61 61	60 59 57 58 61	59 60 60 61 56 58 55	54 60 58 59 63 6	2 59 66 58 61 56 58	59 59 64 59 56	58 62 62 53 53 54 52 58
Exit 23	4.7	6.5	6.6	6.7	65 61 63 63	60 60 60 63 60 59 5	52 46 61 61 56 65 6	0 60 63 58 56 61 61	61 60 59 61 63	58 62 63 62 58 61 55	55 59 61 62 63 6	3 61 67 62 61 49 60	58 60 66 62 60	61 63 64 50 52 56 55 60
Columbia Blvd	5.6	6.6	6.7	6.8	67 63 64 64	56 57 59 63 51 54	3 <mark>4 42</mark> 54 58 56 66 5	9 61 62 60 58 56 49	52 52 61 65 63	57 62 62 61 58 59 54	60 61 62 62 62 6	6 62 65 61 59 55 58	60 62 64 60 62	61 65 63 56 56 59 63 63
Exit 23	5.8	6.6	6.7	6.8	67 65 64 65	60 60 60 63 53 42 3	<mark>33 49</mark> 54 59 59 65 5	9 62 62 61 59 56 52	54 57 64 64 62	60 62 63 59 58 61 54	61 63 62 63 63 6	6 63 65 62 61 59 61	61 64 63 62 62	62 64 64 58 59 60 64 63
Sandy Blvd	5.7	6.3	6.4	6.5	64 64 63 65	61 62 60 60 55 48 4	15 52 53 60 57 62 5	9 62 62 57 60 50 55	59 61 62 62 59	60 61 63 55 57 64 58	62 61 61 61 63 6	4 62 62 60 60 58 61	59 63 63 62 60	62 63 63 58 58 62 64 62
Exit 22	5.3	5.8	5.8	6.1	64 66 65 64	62 62 64 63 61 62 5	57 57 59 63 61 63 6	2 64 63 61 63 58 61	61 62 63 66 60	64 61 62 59 62 65 63	60 60 63 62 67 6	3 63 61 61 62 64 63	60 64 64 62 61	62 63 64 61 59 64 65 64
I-84/US-30	4.2	5.0	5.1	5.2	64 65 64 63	61 62 64 64 61 61 6	50 59 64 63 60 63 6	4 61 62 63 64 57 60	62 62 62 63 57	61 60 65 60 63 62 60	61 60 61 59 62 5	8 59 59 59 61 61 60	59 62 63 61 60	61 64 66 63 57 65 61 64
Exit 21	3.7	4.2	4.3	4.3	65 64 64 64	62 62 64 64 64 62 6	61 61 65 63 61 64 6	3 65 62 64 64 60 60	63 63 62 63 59	57 60 64 63 63 64 60	61 62 61 62 66 6	2 62 61 61 62 64 62	63 63 63 63 60	63 64 64 61 61 64 63 64
I-84/US-30	3.3	3.4	3.4	3.4	64 63 61 64	58 60 63 64 62 63 5	8 58 61 62 61 66 6	2 66 61 64 62 60 59	62 62 64 60 59	58 60 63 61 61 64 60	62 62 61 62 65 6	0 63 63 62 64 65 63	65 65 63 63 61	63 63 64 61 62 63 63 63
Exit 20	3.2	3.3	3.3	3.3	63 63 65 63	57 61 63 63 60 61 5	6 57 60 59 61 62 6	0 65 60 64 62 60 59	64 61 64 59 58	57 60 63 59 60 62 62	62 61 61 63 63 6	0 60 62 60 63 67 63	59 64 62 63 61	62 63 63 59 60 63 62 62
Wash. St/Stark St	2.6	3.3	3.3	3.3	63 64 69 61	61 63 64 63 62 61 5	68 62 63 60 63 62 6	4 64 63 64 62 61 60	64 63 63 62 59	60 63 64 59 63 61 62	62 63 63 64 64 64	4 61 62 59 65 66 63	61 64 63 63 64	63 65 64 61 62 65 64 63
Exit 19	2.3	2.9	2.9	3.0	64 61 66 61	61 63 66 63 63 62 5	68 65 64 62 63 62 6	4 62 61 64 61 61 59	62 62 63 63 61	60 63 64 56 63 61 62	62 61 62 65 66 6	3 62 62 59 65 65 63	61 65 65 63 63	61 63 62 62 63 64 63 62
Division St	2.1	2.6	2.8	2.9	65 60 64 59	61 61 65 62 61 58 5	5 62 62 60 59 60 6	3 60 59 62 59 60 58	60 61 63 61 60	58 62 63 54 60 59 60	62 61 61 64 65 6	1 63 62 55 62 63 61	60 64 65 62 62	59 61 61 59 61 64 61 60
Exit 24	1.2	2.4	2.5	2.7	62 62 61 58	59 59 63 58 58 55 5	52 58 54 58 56 55 5	8 58 57 58 54 54 56	55 55 59 57 57	55 59 60 54 55 59 59	59 58 60 61 63 6	2 61 63 55 59 59 58	60 63 62 61 60	60 59 61 58 60 62 61 59
US-26/Powell Blvd	0.1	1.8	2.4	4.2	60 61 60 59	60 60 60 58 54 42 4	12 48 46 47 46 46 4	7 44 45 46 44 45 44	46 47 43 44 45	44 45 45 45 49 53 52	55 58 61 63 64 6	0 62 60 58 52 55 55	60 61 61 61 59	63 58 60 59 60 59 58 58
Exit 17	1.4	5.6	5.8	6.0	62 62 65 61	61 63 61 59 49 28	30 25 24 21 26 36 2	8 26 22 19 20 22 20	24 23 26 28 28	29 36 31 38 48 57 56	58 61 61 63 65 6	3 63 62 59 46 55 60	62 60 62 62 61	64 60 62 60 65 62 62 61
Foster Rd	0.8	4.6	4.8	5.1	63 62 66 61	61 65 59 56 51 40	34 37 34 35 29 34 4	1 37 30 22 22 23 23	23 26 31 55 58	59 64 57 62 63 60 56	61 62 59 65 64 6	1 62 61 58 63 63 58	62 63 64 62 64	64 63 60 61 66 63 58 62
Exit 16	1.8	3.5	3.8	3.8	65 64 67 63	64 68 62 60 51 55	29 38 63 64 63 64 6	5 65 63 46 32 37 30	46 47 61 63 63	62 66 62 65 65 62 60	60 62 59 67 67 6	3 61 63 62 68 67 63	63 67 65 63 66	67 65 62 65 68 64 64 65
Johnson Cr Blvd	1.1	2.8	2.8	3.1	64 64 64 63	62 66 63 58 58 60 5	57 54 61 62 64 64 6	4 64 62 61 61 61 62	63 66 63 63 62	63 64 63 64 63 61 58	61 61 62 66 64 6	3 62 64 64 65 66 64	63 67 65 64 66	64 64 62 62 68 64 62 63
Exit 14	0.3	0.8	0.8	0.9	62 65 63 62	62 63 60 57 58 60 6	54 59 61 62 63 64 6	2 62 62 59 63 62 64	64 66 62 62 61	64 63 62 63 60 60 59	59 61 65 65 62 6	2 63 63 63 63 63 60	60 63 61 63 63	63 64 61 63 66 60 60 61
Sunnybrook Blvd	0.0	0.3	0.3	0.4	61 63 62 62	60 62 61 57 57 57 6	50 55 61 61 60 61 6	1 60 60 59 57 62 64	64 64 59 59 59	61 62 63 61 55 59 56	56 56 59 63 58 6	2 61 60 62 60 59 55	58 60 61 62 59	60 61 58 61 62 60 58 63
Exit 13	0.0	0.1	0.1	0.2	63 65 63 63	63 64 61 63 61 61 6	54 63 64 64 62 63 6	3 63 62 61 63 65 66	67 65 64 65 61	62 64 65 65 61 60 58	58 59 64 65 64 6	5 63 65 66 65 66 62	63 67 64 64 63	65 66 61 66 65 65 65 65
OR 213/OR 224	0.0	0.0	0.0	0.0	60 65 61 63	63 63 62 63 59 61 6	54 61 63 61 62 61 6	3 62 61 59 60 64 64	66 63 63 62 60	61 62 64 64 60 59 57	58 56 59 62 63 6	4 64 63 63 63 63 60	63 67 62 62 61	64 63 60 64 63 61 65 63
Exit 12	0.0	0.0	0.0	0.0	60 64 62 63	64 65 66 62 58 58 6	52 62 62 59 62 62 6	1 61 63 61 60 63 65	67 66 62 59 63	62 62 64 63 59 60 57	57 59 59 61 62 6	2 63 62 61 64 61 59	64 66 63 62 61	66 63 61 63 66 61 64 64
OR 212/OR 224	0.0	0.0	0.0	0.0	61 63 61 59	61 63 62 60 57 59 5	8 59 59 61 61 60 5	3 58 62 59 60 63 63	64 62 62 59 59	63 62 63 61 60 61 58	59 59 60 60 62 6	1 57 58 56 61 58 58	63 63 61 61 60	64 61 62 62 62 62 62 62
Exit 11	0.0	0.0	0.0	0.1	63 65 60 59	60 63 61 59 57 57 5	59 61 57 61 62 59 <mark>4</mark>	9 58 61 55 60 62 64	64 63 64 60 60	63 62 63 60 62 62 60	60 61 58 57 58 5	6 56 54 56 62 56 61	63 62 63 61 63	65 63 62 61 62 61 62 62
82nd Dr	0.0	0.0	0.0	0.0	60 61 61 60	60 62 60 57 53 57 5	58 57 55 59 62 59 6	2 60 57 60 60 58 61	63 61 59 56 55	60 59 61 59 58 58 57	58 58 60 61 61 6	2 58 57 59 62 55 61	61 61 62 59 62	61 63 62 57 59 59 61 61
Exit 10	0.0	0.0	0.0	0.0	62 63 63 62	63 64 63 61 59 60 6	50 62 59 61 62 61 6	3 61 64 63 65 63 62	62 60 62 60 61	61 60 63 63 61 60 61	62 62 63 64 64 65	2 62 63 61 66 60 63	62 63 63 61 63	62 64 62 62 63 62 63 62
OR 213	0.0	0.0	0.0	0.0	63 64 63 62	60 60 61 59 60 59 5	8 61 61 62 63 61 6	0 61 65 63 62 61 60	59 61 58 59 60	62 60 60 61 63 59 61	61 60 62 63 61 5	8 59 63 61 64 58 61	62 60 61 59 61	60 65 61 57 63 61 57 58
Exit 9	0.0	0.0	0.0	0.0	62 61 62 63	60 57 59 57 60 57 5	55 57 58 57 60 57 5	7 60 63 61 61 58 58	56 57 60 59 57	61 58 59 58 60 57 58	60 58 60 60 58 5	5 60 58 57 62 56 59	60 58 57 58 58	58 62 57 57 60 59 56 53
OR 99E	0.0	0.0	0.1	3.3	62 61 61 62	61 59 55 56 59 53 5	51 57 58 56 57 55 5	7 60 61 59 55 54 55	52 56 57 54 53	57 59 56 57 59 54 57	59 57 54 58 58 53	3 59 57 56 58 53 57	57 56 57 57 58	58 58 55 57 58 54 53 50
Exit 8	0.4	6.8	6.9	6.9	63 64 62 62	64 60 57 59 61 56 5	53 59 60 60 58 58 5	9 60 63 60 57 53 57	55 59 61 56 55	58 61 62 61 61 57 60	60 58 58 61 62 5	4 60 59 56 57 57 58	63 60 59 59 62	59 60 59 60 59 53 58 52
OR 43	0.7	6.4	6.6	6.7	65 64 63 63	65 64 61 61 64 61 5	8 61 62 61 60 59 6	1 62 65 61 59 54 61	60 59 62 62 61	65 62 63 60 63 61 63	62 61 66 63 61 6	2 63 62 62 62 63 64	67 63 64 63 63	63 63 63 63 63 60 60 59
5 Exit 6	4.8	6.5	6.5	6.5	66 67 65 65	65 65 64 64 66 63 6	54 62 63 62 63 62 6	0 64 65 64 62 64 64	63 65 64 62 63	65 65 66 62 64 64 63	64 66 67 64 62 6	2 65 62 66 64 67 66	66 64 64 64 65	66 66 65 65 63 64 62 62
10th St/6th St	3.8	5.3	5.7	5.8	66 65 65 68	67 65 62 64 63 56 6	53 62 65 62 63 52 5	5 66 67 65 63 66 63	66 69 65 65 66	65 66 65 65 63 65 66	64 67 65 65 64 6	4 65 63 65 64 65 66	66 65 65 65 66	68 66 66 65 63 63 63 63
5	4.0	5.2	5.2	5.3	65 64 67 67	68 66 65 66 59 61 6	54 63 65 65 63 62 6	4 65 66 64 60 66 65	68 67 64 66 65	65 65 66 63 62 65 63	64 68 64 65 63 6	5 62 66 66 66 65 69	68 66 64 64 66	67 65 65 63 62 63 62 62
E Exit 3	0.5	0.8	0.8	1.1	66 66 65 69	69 68 68 69 66 67 6	55 66 66 65 64 65 6	8 65 68 67 67 67 67	69 66 69 67 64	66 69 67 66 66 66 66	67 70 65 66 65 6	6 64 68 67 67 67 68	68 67 68 66 66	68 64 68 68 65 68 66 66
Stanoru Ku	3.2	4.4	4.5	4.7	67 65 67 67	68 68 67 69 64 67 6	55 64 66 65 64 65 6	7 67 67 66 65 69 66	68 67 67 67 65	67 66 66 66 65 67 65	65 69 64 65 64 6	6 63 65 66 66 66 69	67 67 65 65 66	68 65 66 65 64 64 64 60
Legend														
	50 MPH and	l over												
	40-49 MPH													
	30-39 MPH													





### I-205 Northbound Travel Speeds - Thursday, July 14, 2022

Exit/Segment	Hours Not Mee	eting the Spe	ed Threshol	1																																																												
Speed Threshold	20 3	15 40	45	12:00	м		12:	30 PM			1:00 PM			1:3	O PM			2:00 P	M			2:30 PM	vi 🛛			3:00	PM			3:30	0 PM			4:00	PM			4:30	0 PM			5:00	PM			5:30 P	м			6:00 PM			6:	30 PM			7:00	PM			7:30 PI	N		
Glenn Jackson	0.0 3	.0 4.6	5.1	60	62 62	64 64	62 6	6 57	61 63	61 64	64 f	61 63	61 57	55 5	59 61	60 62	62 5	59 60	59 5	9 57	58 5	5 51	51 5	5 49	40	38 32	2 30	33 34	38	37 3	9 35	34 34	4 35	34 30	6 34	39 3	36 32	34 3	2 37	35 3	35 38	34 34	4 34	30 30	31	27 36	40 4	4 33	30 34	39 4	0 39	35 33	31	31 32	37 2	29 30	31 30	J 33 /	33 27	29 3	1 31	31 38	3 44 /	41 48
Bridge	0.0 3.	.0 4.1	4.6	59	60 61	57 63	62 6	5 62	59 60	61 65	62 5	57 57	57 63	59 6	50 59	61 61	60 5	56 54	54 5	9 50	51 4	7 45	56 5	1 50	51	45 39	35	27 36	5 29	38 3	5 35	36 34	4 33	26 43	2 36	29 3	34 30	34 2	7 35	34 3	30 44	34 33	3 23	34 23	30	27 30	32 2	9 45	29 31	30 3	7 46	40 42	30	33 26	40 3	39 31	25 34	4 25 /	30 30	23 2	7 35	36 46	á 57 /	57 55
Exit 24	0.0 2	.1 3.3	4.3	61	64 64	62 63	64 6	63 65	63 62	61 64	65 f	64 62	62 61	60 6	52 59	60 62	59 5	59 58	56 5	9 55	49 5	2 48	57 5	3 53	52	49 46	5 52	34 29	33	35 3	5 36	40 38	8 32	34 3	7 41	34 3	36 37	28 4	0 31	35 2	29 41	47 3	6 31	37 34	24	37 29	33 3	2 41	44 36	38 4	5 50	44 44	38	33 40	34 4	10 45	31 34	4 32	40 33	27 3	32	49 51	7 54	56 54
Airport Wy	0.0 3	.8 5.7	6.3	59	60 58	52 52	55 5	0 57	58 47	55 57	60 (	62 57	51 53	52 5	4 45	45 46	45 4	46 40	41 4	2 38	35 3	6 36	38 4	1 37	36	34 33	3 37	34 22	36	29 2	9 31	33 30	0 28	30 2	7 34	28 3	33 34	23 3	4 21	30 2	22 27	37 34	4 24	24 35	23	28 21	23 2	8 32	32 26	32 3	9 38	37 37	36	31 37	31 3	31 31	34 24	27	34 36	23 2	29	34 39	a 40	38 37
Exit 23	4.7 6	.5 6.6	6.7	59	63 60	58 51	53 4	1 58	62 52	58 60	59 f	63 58	52 57	52 5	<b>59</b> 46	33 29	30 3	38 27	29 2	4 23	19 1	8 18	21 2	4 19	22	17 16	5 18	20 17	17	19 1	6 17	18 17	7 18	17 1	7 17	17 1	17 18	17 1	5 15	14 1	16 12	20 2	1 18	12 16	16	13 16	13 1	4 15	17 15	16 1	8 22	22 20	18	19 16	17 1	15 15	21 18	5 19	18 21	15 1	1 19	16 1	/ 19	19 21
Columbia Blvd	5.6 6	.6 6.7	6.8	57	63 60	61 60	61 5	5 61	61 61	57 60	59 (	60 56	56 63	53 5	58 58	29 23	23 3	37 23	28 2	1 20	19 1	5 14	16 1	7 14	17	16 17	7 17	19 15	5 13	17 1	5 15	15 13	3 14	14 1	5 15	14 1	12 13	13 1	1 13	12 1	15 10	15 1	8 17	10 12	12	10 14	12 1	1 13	12 17	14 1	4 18	19 16	16	16 15	12 1	13 14	17 23	15	19 14	15 1	3 16	14 19	5 17 /	15 15
Exit 23	5.8 6	6 6.7	6.8	60	63 61	64 60	62 F	2 63	61 63	60 61	59 (	60 58	59 63	55 6	50 58	39 26	22 3	30 31	33 1	9 16	19 1	5 13	16 1	6 13	17	16 17	7 16	17 14	12	15 14	4 14	14 13	2 14	13 1	3 13	14 1	11 12	13 1	0 12	11 1	12 11	12 1	8 18	9 10	12	11 12	11 10	0 11	11 16	11 1	1 14	17 14	16	14 15	12 1	1 12	17 23	14	17 16	16 1	3 17	14 19	5 17	15 14
Sandy Blvd	5.7 6	.3 6.4	6.5	59	62 61	65 60	59 e	60 60	62 62	61 61	58 1	57 57	57 62	56 5	59 58	49 33	20 2	26 38	35 2	2 15	17 1	3 12	16 1	7 14	16	14 16	5 19	18 15	5 12	14 14	4 12	13 13	3 13	12 1	3 13	12 1	10 11	12	9 11	10 1	10 12	10 14	4 17	10 10	10	9 9	10 1	0 10	9 15	16 1	2 15	21 14	15	14 14	12 1	12 12	14 22	14	14 13	14 1	2 15	12 14	4 15 /	13 13
Exit 22	5.3 5	8 5.8	6.1	62	65 65	64 62	63 E	6 64	64 64	60 65	58 1	57 59	60 62	61 6	52 63	60 57	40 4	42 49	52 4	2 23	20 1	9 21	22 2	4 17	13	11 12	2 14	12 11	10	9 1	4 12	8 0	9 9	9 1	8 9	9	9 9	12 1	0 9	9	7 8	7 1	8 9	7 8	7	8 7	7	8 9	8 10	10 1	2 15	18 18	17	14 16	12 1	1 10	10 15	14	11 10	11 1	1 14	13 12	2 10	14 14
I-84/US-30	4.2 5	0 5.1	5.2	55	64 63	59 62	63 E	64	59 58	58 61	53 1	52 59	58 58	58 5	57 61	59 60	57 f	60 60	59 5	6 54	51 5	4 57	55 5	5 47	30	18 16	5 15	14 15	17	13 1	4 15	15 12	2 11	11 1	1 10	11 1	11 10	9 1	0 10	10	9 8	11 0	9 9	11 10	8	8 8	8 1	0 9	9 9	11 1	4 15	14 23	21	16 15	14 1	12 12	15 19	28	23 18	21 2	5 31	32 20	6 19	26 42
Exit 21	37 4	2 43	43	59	66 63	63 63	64 F	7 65	60 62	62 62	55	58 62	61 63	62 6	50 61	62 61	58 6	60 61	59 5	7 59	57 6	2 62	60 5	6 54	53	48 23	3 19	13 12	12	12 1	0 9	10 13	2 10	9	8 9	10 1	10 11	10	9 8	7	9 7	7	7 7	7 8	7	7 7	7	8 8	7 7	7 1	0 10	12 11	14	18 20	29 3	30 29	39 53	66	62 60	36 7	3 14	20 50	0 57	62 62
I-84/US-30	3.3 3	4 3.4	3.4	60	65 62	64 63	62 6	6 65	62 64	63 62	60 (	60 61	62 66	65 6	52 62	63 61	60 6	62 61	62 6	0 59	58 5	9 65	61 5	9 55	60	63 54	4 48	15 16	13	15 1	5 11	14 13	7 10	9 1	1 15	14	9 9	19 1	2 12	9	8 9	9 1	8 9	12 8	7	8 7	10 1	2 14	15 8	7	1 14	16 16	15	31 58	62 6	51 58	64 66	5 68	65 64	60 5	48	45 59	9 62	66 63
Exit 20	3.2 3	3 33	33	62	62 60	63 63	62 6	4 64	61 63	63 61	62	59 58	61 64	65 6	52 59	62 59	61 6	62 62	62 6	0 58	60 6	1 65	62 5	9 56	60	62 60	59	25 16	13	14 1	5 13	14 17	7 14	12 1	2 20	12 1	1 12	18 1	3 12	10 1	10 17	13 1	2 13	15 10	2	11 11	11 1	3 12	13 12	10 1	0 12	17 19	17	45 66	64 6	50 60	67 65	66	64 65	61 E	3 57	61 6	5 61	64 63
Wash, St/Stark St	2.6 3	3 33	3.3	62	62 62	64 63	65 6	5 65	61 63	63 63	63	59 60	63 64	64 6	51 61	64 61	62 6	62 62	63 6	1 60	59 6	2 66	64 5	6 59	62	60 50	9 58	42 28	15	16 1	9 21	20 1	7 18	14 1	7 21	14 1	12 17	18 1	6 12	12 1	11 18	14 1	6 13	13 13	13	14 14	11 1	2 14	12 22	11 1	2 14	22 34	34	65 66	65 6	53 63	67 66	68	64 66	63 F	5 63	66 6	6 66	66 66
Exit 19	2.3 2	.9 2.9	3.0	63	62 61	61 61	64 6	i3 64	59 63	63 62	63 (	60 62	65 61	63 6	52 62	64 62	64 6	62 60	62 6	2 59	59 6	1 66	62 5	4 59	61	60 57	7 55	54 47	41	25 2	6 29	23 18	8 20	14 1	9 18	18 1	14 16	25 1	17 14	18 1	17 15	15 1	7 14	11 15	14	14 12	17 1	7 15	16 19	9 1	2 17	32 51	58	69 67	65 6	56 63	66 67	68	65 65	64 F	7 64	67 60	6 66	67 67
Division St	2.5 2	6 2.8	2.9	61	62 58	58 59	62 6	5 63	58 62	62 60	1 61	59 60	63 58	62 6	51 60	63 61	63 6	61 59	62 6	0 59	57 5	9 65	57 5	0 58	60	59 55	5 53	53 52	51	40 3	5 43	30 21	1 21	16 1	9 17	19 1	14 18	24 1	9 16	19	21 14	18 1	8 18	12 18	13	13 13	17 1	9 13	16 20	12 1	5 16	37 56	61	68 65	63 6	54 63	66 67	66	64 64	64 F	7 64	67 64	4 64	67 67
Exit 24	1.2 2	4 2.5	2.5	62	62 50	57 59	50 5	6 63	57 59	59 55	50	50 60	61 50	58 6	51 60	62 50	62 6	60 50	59 5	5 60	55 5	7 62	52 4	7 54	56	55 52	2 50	49 52	54	51 4	8 51	44 26	6 24	19 1	7 20	18 1	17 19	36 4	4 32	24 2	22 19	18 1	8 21	24 18	22	10 15	21 1	9 10	16 29	24 3	2 22	24 52	61	66 64	60 6	51 59	66 65	5 64	61 64	62 6	5 63	64 63	2 50	66 65
US-26/Powell Blvd	0.1 1	8 2.5	4.2	61	63 60	58 55	60 5	8 59	50 47	54 54	1 57 1	59 60	57 59	53 6	50 57	62 58	60 6	60 58	56 5	6 58	51 4	1 36	38 3	9 44	45	44 47	2 42	42 44	45	44 4	15 47	46 36	6 34	30 2	2 19	25 2	20 28	40 4	14 43	42 3	30 26	21 3	2 33	37 29	34	36 32	22 2	2 28	21 22	39 4	0 34	39 49	61	64 64	60 6	52 62	61 64	4 63	60 63	62 E	1 60	64 60	0 64	67 63
Exit 17	1.4 5	6 5.8	6.0	63	64 63	62 61	61 6	M 55	41 29	44 60	60	62 63	61 62	52 6	50 60	64 60	62 6	61 62	50 6	0 61	57 1	2 12	17 2	3 22	20	23 22	2 20	23 20	1 22	21 1	9 22	24 30	0 26	24 1	7 18	22 2	22 17	12 1	7 20	20	30 23	16 1	6 22	22 21	14	20 24	22 1	6 10	25 16	16 1	7 22	46 58	62	64 64	62 6	54 64	62 65	5 64	65 65	65 6	1 62	66 61	5 65	68 65
Foster Rd	0.9 4	6 48	5.1	63	61 61	64 60	62 6	M 62	61 51	40 63	50	62 61	62 63	62 6	50 62	62 63	62 6	61 61	60 5	7 60	54 4	14	14 2	6 25	23	22 22	2 23	24 22	21	23 2	2 22	23 27	7 33	32 20	0 18	18 2	26 25	14 1	3 23	27 2	24 28	23 1	8 17	33 33	26	19 26	28 2	5 25	21 22	20	5 65	63 63	64	64 64	61 6	52 64	62 65	5 66	65 64	66 6	2 64	67 6	5 67	67 64
Evit 16	1.9 2	5 29	3.9	66	66 66	68 64	65 6	8 65	65 62	60 65	62	65 64	64 65	64 6	52 65	62 67	65 6	64 62	64 6	0 62	61 5	2 21	10 1	1 21	20	21 16	5 14	16 17	7 17	17 1	8 15	15 20	0 20	27 2	6 13	21 1	14 26	24 1	10 11	23 1	18 17	26 1	5 12	13 24	20	19 16	20 2	7 26	25 60	63 6	6 68	64 65	67	65 66	65 6	5 69	68 69	60 0	69 67	66 6	5 66	69 61	6 69	70 69
Johnson Cr Blyd	1.0 3	9 29	3.1	63	64 64	66 64	65 6	5 63	62 61	62 63	62	64 63	62 63	62 6	5 63	62 66	64 6	65 62	63 6	1 62	61 6	0 54	22 1	2 15	21	19 16	5 14	14 16	5 16	16 1	8 19	18 19	9 20	23 3	4 31	23 2	22 21	29 2	26 22	22 2	28 27	38 4	1 32	22 23	27	22 /1	40 5	5 63	61 62	62 6	5 67	64 65	65	65 65	62 6	52 66	66 69	67	64 65	67 6	5 66	65 61	5 67	67 67
Exit 14	0.3 0	8 0.8	0.0	65	63 63	65 63	66 6	15 05 14 61	61 62	62 62	61	62 66	64 62	58 6	52 63	61 64	62 6	64 62	62 5	0 62	50 6	5 54 1 50	50 4	3 15	19	19 20	18	21 22	31	27 3	9 49	50 49	8 50	53 54	8 62	61 6	52 60	62 6	i3 62	60 6	60 61	57 6	2 61	64 61	50	63 63	61 6	4 63	62 62	62 6	3 66	64 65	65	64 64	62 6	54 66	66 67	2 67	65 66	69 6	7 66	63 67	2 66	61 65
Sunnybrook Blyd	0.0 0	3 0.3	0.5	60	56 60	59 60	61 6	in 60	60 59	62 61	58 (	61 63	64 59	56 6	51 61	58 62	59 6	61 59	61 5	5 61	49 5	7 60	58 5	7 44	24	30 34	1 43	48 57	62	60 5	7 50	54 51	1 58	61 5	7 57	58 5	59 52	58 6	50 60	62 6	60 56	58 5	9 59	60 60	59	63 57	60 6	2 60	58 61	58 6	2 66	63 64	62	60 58	61 6	52 61	64 65	5 63	62 64	64 F	5 62	59 60	0 66	62 66
Exit 12	0.0 0	1 0.1	0.4	65	64 63	62 66	66 6	3 64	63 62	64 61	61	62 64	65 60	61 6	52 62	65 64	61 6	62 63	62 6	A 64	57 6	2 62	61 6	1 53	24	42 57	7 63	61 63	63	65 6	3 58	60 60	0 65	66 6	1 61	62 6	52 61	62 6	1 64	65 6	65 61	60 6	2 61	65 64	63	64 60	63 6	4 62	62 62	61 6	5 65	66 65	60	65 63	64 6	54 64	67 67	2 67	67 66	65 6	5 65	63 61	2 60	66 69
OR 213/OR 224	0.0 0	0 0.1	0.2	63	62 63	60 64	65 6	5 67 50 62	60 59	64 60	50	62 62	62 50	61 6	5 65	64 64	50 6	61 61	62 6	in 01	60 6	1 61	60 5	9 58	57	60 61	64	60 62	62	63 6	ia 52	56 61	1 63	64 5	R 64	63 6	50 62	59 6	50 64	64 6	64 58	60 6	1 58	65 63	64	62 50	61 6	3 62	60 62	61 6	5 65	66 64	69	63 65	64 6	51 64	66 65	5 67	66 65	69 6	5 63	62 64	4 69	65 69
Exit 12	0.0 0.	0 0.0	0.0	- 62	62 63	63 63	64 6	10 02	61 60	62 50	A 60	62 63	62 50	61 6	52 61	62 65	59 6	62 62	61 6	2 62	60 6	1 62	60 6	0 60	60	60 60	64	59 61	59	61 6	3 55	59 63	2 63	62 6	2 61	64 6	51 63	59 5	NA 61	63 6	62 57	59 5	9 57	63 63	64	61 61	64 6	2 61	50 62	61 6	5 65	65 64	66	64 63	63 6	52 62	65 63	4 66	65 66	67 6	5 63	60 61	5 69	65 69
OR 212/OR 224	0.0 0.	0 0.0	0.0	61	62 60	60 62	61 6	0 60	61 60	60 57	61	59 60	57 59	60 6	51 60	61 60	50 6	61 59	50 6	1 60	57 5	8 50	50 5	6 58	55	59 57	7 61	60 61	53	48 4	5 54	58 61	1 61	58 5	8 62	63 5	59 57	57 5	7 63	57 5	59 58	59 5	8 57	62 60	62	59 59	65 6	2 61	59 62	50 6	3 61	63 64	63	60 60	59 6	12 0J	60 60	62	63 64	62 6	2 62	59 60	6 65	56 67
Evit 11	0.0 0.	0 0.0	0.0	- 60	64 61	61 62	62 6	0 61	62 62	62 50	6 6 7	61 61	50 60		50 50	61 60	61 0	50 50	60 6	2 50	57 6	1 60	60 5	7 59	57	61 50	60	61 60	56	A7 A	2 57	56 50	9 60	50 50	0 62	50 5	50 56	57 5		55 6	59 57	57 5	0 57 0 60	62 61	61	62 61	66 6	4 62	61 65	62 6	2 62	63 63	61	61 61	50 .	0 61	61 64	60 60	65 65	62 6	6 62	50 G	7 62	50 67
82nd Dr	0.0 0.	0 0.0	0.1	50	62 61	60 61	61 5	10 01	62 62	64 59	60	58 63	58 60	60 6	50 59	59 62	50 5	56 57	57 5	a 60	59 5	R 60	61 5	6 52	57	61 59	2 50	59 59	57	50 5	2 55	55 59	9 60 9 60	57 5	e 62	50 5	50 .55	57 5	G 50	60 6	61 57	59 5	9 50 9 50	60 60	61	50 59	65 6	3 62	60 63	61 6	0 61	64 62	61	62 50	50 6	51 61	61 50	3 57	62 65	62 6	• 02 5 63	62 61	6 64	61 67
Evit 10	0.0 0.	0 0.0	0.0	63	64 63	65 64	64 6	50 55 50 62	63 63	65 61	62	63 63	60 61	63 6	51 62	50 62	60 6	61 61	60 6	2 62	50 6	2 61	62 5	7 60	60	61 59	3 59	61 62	58	61 6	io 60	60 61	1 62	60 6	0 62	63 6	51 59	50 6	5 55	62 6	62 60	62 6	0 59	63 61	64	61 60	65 6	2 62	60 63	62 6	5 62	65 64	64	62 53	62 6	52 64	63 60	0 60	62 65	65 6	5 64	66 6	7 65	65 67
OR 213	0.0 0.	0 0.0	0.0	- 50	62 62	64 61	67 6	0 60	60 50	60 60	61	60 60	E4 E0		0 EE	55 52	56 5	57 60	E0 6	0 50	55 0.	C E0	E0 5	5 56	55	56 57	7 57	50 50	55	56 5.	4 55	55 54	6 50	57 51	5 57	50 5	55 55	55 5	6 62	61 5	57 50	57 5	0 50	50 54	50	E9 60	61 5	6 57	CO CO	60 6	5 63	60 63	60	60 56	50 4	1 61	63 63		60 63	61 6	5 63	62 61	E 61	66 65
Exit 9	0.0 0.	0 0.0	0.0	55	57 61	60 58	59 5	7 56	52 52	54 52	54	54 54	J4 53	51 5	3 47	51 51	51 0	5/ 52	51 5	5 54	50 4	7 51	52 5	1 /10	49	50 57	2 50	52 52	50	AQ A1	17 /19	49 50	0 56	51 4	5 57 6 50	52 5	52 51	19 5	1 55	54 5	57 52	49 5	2 52	52 52	55	55 56	56 5	1 51	54 53	56 6	0 02	56 57	54	56 52	52 0	6 55	57 59	2 52	54 57	56 5	5 02	60 64	4 61	66 66
OR 99F	0.0 0.	0 0.0	2.2	53	57 50	55 54	52 5	9 /19	12 17	45 45	17	AA AA	42 44		19 40	44 43	47 /	12 /1	12 1	7 42	43 4	2 /2	11 A	4 41	40	43 45	5 42	43 41	42	42 4	12 40	39 /1	1 48	42 4	2 43	13 A	12 46	40 5	14 JJ	46 4	45 45	45 4	2 JJ 5 48	AA AS	10	47 47	46 4	2 45	48 46	10 0	2 /9	50 50	46	47 47	49	10 12	49 47	2 44	17 /9	19 5	1 50	63 67	2 61	63 65
E-vite 0	0.0 0.	.0 0.1	5.5		50 60	50 55	53 5	6 26	22 20	27 24	24	21 20	22 25	24 2	10 10	20 25	21	24 10	22 2	2 20	24 2	2 74	22 2	2 22	10	22 24	1 22	24 22	2 22	21 2	1 25	25 25	5 25	22 2	1 24	22 2	20 24	21 2	0 -0	22 1	21 21	20 2	4 22	24 23	22	22 22	22 21	0 21	10 19	20 1	2 10	20 27	22	21 22	26 1	20 25	26 29	24	20 20	22 2	55	65 63	6 61	64 65
OR 43	0.7 6	4 66	6.7		62 64	64 63	61 6	0 55	47 26	20 27	20	27 22	25 25	24 2	20 26	20 22	26	26 22	25 2	1 25	27 2	5 24	24 2	2 22	22	19 20	20	20 22	22	21 2	1 21	22 23	7 25	21 2	1 22	22 2	24 22	25 2	2 22	22 2	22 25	22 2	4 21	20 20	23	22 23	22 2	4 22	21 10	17 1	7 10	10 10	21	21 23	10	22 20	20 20	24	20 26	41 5	66	66 61	E 64	66 66
Evit 6	4.8 6	5 65	6.5	64	65 69	64 65	66 6	M 62	64 62	47 20	20 2	26 23	15 27	24 2	25 20	10 22	20 2	20 22	20 1	0 19	20 1	7 17	10 1	5 17	16	18 11	1 10	23 22	15	16 1	4 14	14 21	5 17	17 1	2 14	14 1	10 16	12 1	15 14	12 1	13 13	17 1	2 18	14 11	15	17 12	12 1	4 22	12 15	15 1	2 10	10 15	11	14 14	12 1	12 15	17 21	1 21	20 20	20 5	• 00 5 69	60 60	0 67	68 67
10th St/6th St	4.0 U.	2 57	E 0	65	67 67	65 67	65 6	3 63	64 61	67 67	50 2	40 53	20 29	20 2		E0 41	40 3	27 20	27 2	0 28	26 2	, <u>1</u> , , <u>1</u> 2	22 2	6 19	15	17 21	1 10	15 20	25	26 1	0 10	17 12	2 15	10 2	1 17	16 1	16 10	17 1	16 15	15 1	14 12	15 1	7 20	17 17	15	15 10	14 1	7 17	17 16	16 1	6 15	12 11	10	11 15	10 1	10 15	15 10	21	27 45	57 6	5 60	60 60	6 67	67 65
1041 54 641 54	3.0 3.	2 52	5.0	65	60 66	65 67	62 6	A 60	64 63	65 63	50 4	61 66	57 63	42 1	7 26	40 41	40 3	C2 E9	2/ 3	1 20	20 20	2 20	17 1	4 10	15	11 14	1 20	16 11	33	20 1	6 11	11 1		11 1	4 20	12 1	12 12	14 1	15 11	15 1	14 15	15 I 0 1	1 12	14 10	10	12 0	12 1	/ 1/ / 15	1/ 10	10 1	1 12	12 11	-10	11 15	10 .	16 21	20 22	1 46	65 67	57 00 60 6	2 70	71 6	6 67	64 66
Exit 3	4.0 5.	2 3.2	3.5	60	71 67	67 67	60 6	0 CC	67 67	67 67	200	66 69	57 02 69 65	42 1	7 67	40 30	65 6	CE CC	67 6	4 54	24 2	5 <u>20</u>	12 1	0 11	12	20 57	20	44 65	66	20 A	2 56	57 6	2 62	<u>60</u> 21	0 40	21 5	12 12	60 E	1 46	64 6	62 60	62 5	c c0	62 63	60	EA 49	E0 E	9 50	14 10 60 69	62 6	6 64	66 63	60	69 60	60 6	0 60	70 22	40 0	60 70	60 6	5 70	60 70	0 72	69 60
Stafford Rd	3.2 4	4 4 5	4.7	66	70 69	67 66	66 6	7 67	66 64	67 64	66 6	64 69	67 64	62 6	5 53	65 64	62 6	66 63	61 4	1 27	22 1	9 10	15 1	C 1C	10	14 15	= 12	15 50	15	17 1	0 26	22 20	5 03	10 1	0 17	20 1	16 10	10 1	40	15 1	16 21	21 1	c 10	16 21	16	12 12	15 1	0 10	19 16	17 (	0 20	20 22	17	19 22	20	12 46	6E 60		60 60	60 6	2 71	70 70	0 60	66 60
	3.2 4.	.4 4.3	4.7	00	70 08	07 00	00 0	57 O7	00 04	07 04	00 0	<b>J4 UO</b>	07 04	05 3	55 52	05 04	05 0	00 05	01 4	1 27	25 1	5 15	10 1	5 15	15	14 13	5 12	10 10	- 13	1/ 1	20	23 2.	J 23	10 1	5 1/	20 1	10 10	19 1	14 17	10 1	10 21	21 1	0 12	10 21	10	15 15	15 1	5 15	10 10	1/ 2	0 20	20 22		10 25	30 .	+2 40	05 05	00 0	10 00	00 00	5 /1	70 7	/ 05	00 09
Logond																																																																
Legenu	EQ MDH and over																																-																															
	AO AO MADU																																																															
	40-49 IVIPH																																																															
	20-25 IVIPH																																																															
	20-29 IVIPH																																																															
	BEIOW 20 MPH																																																															





Direction of travel

#### I-205 Southbound - Hours per day not meeting the speed threshold

Fuit /Gammant		July 1	1, 2021			July 12	2, 2021			July 13	3, 2021			July 14	, 2021			July 15	, 2021	
Exit/Segment		(Mo	nday)			(Tue	sday)			(Wedn	esday)			(Thur	sday)			(Fric	lay)	
Speed Threshold	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
Glenn Jackson Br.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	1.4	1.5	2.0	3.3	5.0	5.3	5.6
Exit 24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.5	0.5	0.7	1.3	3.2	3.2	3.7	4.3	6.3	6.3	6.4
Airport Wy	0.0	0.8	1.2	1.8	0.0	0.1	0.2	0.5	0.1	0.9	1.0	1.3	1.9	4.7	5.3	5.8	4.8	6.4	6.6	6.7
Exit 23	0.0	0.3	0.8	2.3	0.0	0.4	0.6	1.4	0.0	0.1	0.8	1.4	0.3	2.1	3.5	5.2	0.5	4.2	5.7	6.7
Columbia Blvd	0.0	1.4	2.0	2.6	0.0	0.9	1.5	1.9	0.0	0.5	0.9	1.2	0.8	2.6	2.8	3.4	0.5	3.8	4.4	5.3
Exit 23	0.0	1.5	2.5	3.6	0.0	1.4	2.4	3.2	0.0	0.3	1.2	1.7	0.6	2.3	3.5	4.2	0.6	3.5	4.8	6.2
Sandy Blvd	0.0	0.1	1.4	3.0	0.0	0.6	1.5	3.0	0.0	0.0	0.3	1.6	0.3	1.2	2.6	3.9	0.4	1.7	3.8	5.8
Exit 22	0.0	0.0	0.0	0.2	0.0	0.6	0.7	0.8	0.0	0.1	0.3	0.4	0.3	1.4	1.8	2.3	0.6	1.3	1.8	3.0
I-84/US-30	0.0	0.0	0.0	0.0	0.2	0.8	1.0	1.2	0.1	0.4	0.5	0.7	1.7	2.0	2.2	2.4	1.1	1.6	1.8	1.8
Exit 21	0.0	0.0	0.0	0.0	0.1	1.1	1.8	2.1	0.0	0.8	1.3	1.5	1.0	2.7	3.1	3.2	0.9	2.0	2.3	2.3
I-84/US-30	0.0	0.0	0.0	0.1	0.0	1.1	1.5	1.9	0.0	1.4	1.6	1.6	1.5	2.3	2.3	2.4	1.5	1.8	1.8	2.0
Exit 20	0.0	0.2	0.3	0.3	0.5	2.7	2.8	3.1	0.5	2.0	2.1	2.1	2.1	2.6	2.8	2.8	1.7	2.1	2.2	2.3
Wash. St/Stark St	0.0	0.3	0.4	0.7	1.4	3.6	3.7	3.9	1.0	2.3	2.4	2.5	2.4	3.3	3.3	3.7	1.9	2.4	2.6	2.6
Exit 19	0.0	0.3	0.7	0.8	0.5	3.4	3.8	4.0	0.0	2.3	2.6	2.9	0.7	3.4	3.6	3.8	1.3	2.5	2.8	3.1
Division St	0.0	1.0	1.3	1.5	0.7	3.6	4.4	4.7	0.2	2.2	2.9	3.6	0.5	3.4	3.8	3.9	1.1	3.4	4.1	4.6
Exit 24	0.0	0.9	1.7	1.9	0.4	3.2	3.9	4.8	0.1	1.7	2.3	3.3	0.4	2.4	3.4	3.9	0.8	3.4	5.1	5.3
US-26/Powell Blvd	0.0	0.3	0.3	0.8	0.3	2.4	2.7	3.8	0.1	1.1	1.4	2.2	0.3	1.6	2.3	3.4	0.5	2.4	3.2	5.0
Exit 17	0.0	0.1	0.1	0.5	0.0	0.8	1.3	2.4	0.0	0.3	0.8	1.3	0.1	0.8	1.3	1.9	0.0	0.9	1.8	2.6
Foster Rd	0.0	0.2	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.4	0.8	0.0	0.8	1.2	1.3
Exit 16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Johnson Cr Blvd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit 14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.0	0.0	0.0	0.0
Sunnybrook Blvd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.5	0.5	0.4	1.0	1.1	1.6	0.8	2.2	2.5	2.6
Exit 13	0.0	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.2	0.9	1.0	1.0	1.1	1.9	1.9	2.1	2.0	3.3	3.4	3.4
OR 213/OR 224	0.0	0.3	0.3	0.3	0.0	0.1	0.2	0.3	0.6	1.3	1.3	1.4	1.5	2.2	2.3	2.3	3.3	3.9	4.0	4.1
Exit 12	0.3	0.4	0.4	0.4	0.0	0.3	0.3	0.3	0.1	1.6	1./	2.0	0.1	2.3	2.4	2.4	1.6	4.2	4.4	4.6
OR 212/OR 224	0.5	0.9	0.9	1.0	0.3	1.2	1.4	1./	0.4	2.3	2.6	2.8	0.3	2.8	2.8	3.1	1.3	3.9	4.1	4.3
Exit 11	0.7	1.2	1.4	1.4	0.9	1.9	2.1	2.3	0.6	1.6	2.0	2.3	0.6	1.1	1.8	3.3	0.2	2.1	3.6	4.3
82Hd DF	0.6	1.1	1.1	1.7	1.8	2.3	2.3	2.4	1.2	2.3	2.4	2.5	0.8	1.6	1.9	2.1	0.2	0.4	0.7	0.7
Exit 10	0.7	2.0	2.1	2.3	1.4	2.8	2.8	2.8	1.5	2.7	2.8	3.2	1.1	2.5	2.7	2.9	0.3	0.8	0.9	1.2
OR 213	1.5	2.9	3.1	3.4	2.1	3.0	3.2	3.3	2.4	3.5	3.7	3.8	1.6	3.3	3.3	3.3	0.7	1.9	2.1	2.7
Exit 9	0.5	3.4	3.5	3.8	0.8	3.2	3.7	4.1	0.0	3.4	3.8	4.0	0.4	3.8	3.9	4.0	0.5	2.0	3.4	3.8
	0.3	2.8	3.2	3.8	0.2	3.2	3.5	3.8	0.0	2.9	3.1	3.3	0.0	3.5	4.1	4.7	0.4	2.0	3.3	3.6
Exit 8	0.1	1.0	1.8	3.5	0.1	1.9	2.8	3.8	0.0	1.2	1.9	3.5	0.0	0.8	1.7	4.3	0.3	0.8	1.8	3.5
	0.0	1.2	1.0	2.0	0.2	2.3	2.8	3.5	0.0	1.4	1.5	1.8	0.0	0.9	1.2	1.0	0.2	0.8	1.0	1.0
EXIT 6	0.0	0.0	0.2	1.2	0.5	0.8	1.8	3.2	0.0	0.0	0.1	1.2	0.0	0.1	0.4	1.3	0.0	0.0	1.0	1./
	0.0	0.1	0.1	0.2	0.8	0.9	1.1	1.2	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.4	0.0	0.0	0.0	0.0
EXIT 3 Stafford Pd	0.0	0.1	0.2	0.4	0.8	1.2	1.3	1.4	0.0	0.0	0.0	0.0	0.0	0.4	0.8	1.2	0.0	0.0	0.0	0.0
Statioru ku	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I-5 (South)	0.0	0.0	0.0	0.0	0.4	0.8	0.8	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.6
	0.0	0.0	0.0	0.0	0.6	0.8	1.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.3



#### I-205 Southbound Travel Speeds - Thursday, July 14, 2022

	Exit/Segment	Hours No	ot Meeting	the Speed Th	nreshold	Southbo	und Trave	I Speeds																																											
	Speed Threshold	20	35	40	45	7:00 AM			7:3	30 AM			8:00 A	M			8:30 AM			9	:00 AM			9	9:30 AM				10:00 A	м			10:30 AN	1		1	1:00 AM			11:3	0 AM			12:00	D PM			12:3	0 PM		
	Glenn Jackson Br.	0.3	1.4	1.5	2.0	63 E	7 63	63 64	62	64 62	64 6	52 57	62 54	62 6	6 63	64 67	62 f	3 62	62 6	2 63	65 6	6 65	64 6	5 66	61	56 58	45	49 50	0 41	46 5	9 58	63 6	4 65	62 64	63 6	5 62	64 6	59	60 62	63 6	2 63	63 67	64	60 54	56	51 4	3 43	49 5	3 62	63 6	7 64 65
-	Exit 24	1.2	2.7	2.0	2.7	62 6	5 50	60 60	50	50 50	60 6	0 49	42 21	49 5	2 54	56 62	60 6	1 60	59 50	0 50	61 6	4 62	60 6	2 61	57	52 40	26	26 2	2 10	21 2	0 54	59 5	6 61	50 50	50 0	0 1	60 5	59	55 50	19 5	60 8	52 5/	5 57	50 4	29	22 1	9 16	19 2	1 41	19 6	1 62 62
ave	Airport W/w	1.5	5.2	5.2	5.0	02 0	0 55	CD 00		50 50	- 00 C	0 40	20 20	27 2	0 20	40 50	50 0	2 00	50 5.	0 50	01 0	02			47	42 27	20	20 2.		21 3	4 40	50 5	0 04	55 55	50 0		40 5	50	40 24	10 5	0 00	20 21	200	24 2	20	20 1	a 10	10 2	A	40 0	
5	Allport wy	1.9	4./	5.3	5.8	64 0	8 64	03 03	60	58 58	50 0	41	30 26	3/ 3	8 38	40 58	59 6	3 62	61 5	8 58	01 0	3 62	60 6	53 58	47	42 23	25	25 24	4 ZZ	23 Z	4 40	55 5	8 05	60 59	60 6	94 01	48 5	61	49 34	31 5	45	29 28	29	31 24	21	19 1	8 1/	15 1	8 21	27 0	5 51 52
5	Exit 23	0.3	2.1	3.5	5.2	62 6	6 67	62 61	. 59	59 61	57 6	50 <u>49</u>	50 55	50 5	1 50	50 57	58 6	1 59	59 5	5 58	60 6	2 61	58 (	<b>4</b> 9	43	38 40	) 41	39 4	3 45	44 4	1 42	49 5	8 58	56 58	61 6	63	50 5	61	46 47	43 5	5 44	40 45	42	39 40	35	32 3	5 38	35 3	9 41	43 5	3 60 62
<u>io</u>	Columbia Blvd	0.8	2.6	2.8	3.4	64 6	5 65	62 60	) 61	59 62	60 6	52 59	57 61	59 5	8 56	56 61	60 6	0 63	60 5	4 58	60 6	1 62	58 (	53 58	53	49 43	3 47	51 5	5 58	55 5	5 53	50 6	0 62	52 46	58 5	8 64	60 63	60	56 58	55 5	5 48	55 55	/ 52	46 34	28	32 3	0 40	54 5	4 57	56 6	1 62 61
G	Exit 23	0.6	2.3	3.5	4.2	63 E	0 64	62 55	58	54 59	58 6	60 57	52 55	56 5	4 53	52 55	55 5	6 58	57 4	4 56	59 5	7 56	55 5	57 55	53	52 34	43	48 5	5 53	53 5	2 45	45 5	8 61	36 33	54 5	0 54	57 5	58	48 53	53 4	9 43	50 51	48	40 37	3 32	36 3	4 35	48 4	9 57 /	55 6	0 58 60
ä	Sandy Blvd	0.3	1.2	2.6	3.9	62 5	9 62	62 53	56	50 56	56 5	8 56	50 55	56 5	4 51	52 55	53 5	5 57	57 4	9 56	58 5	4 54	55 5	6 55	53	51 40	) 42	48 54	4 52	52 5	1 49	48 5	6 59	33 35	53 4	4 48	55 5	57	47 50	53 5	2 46	50 51	48	45 4/	36	41 3	9 38	47 4	7 56	53 5	9 57 60
1	Fxit 22	0.3	1.4	1.8	2.3	62 5	8 64	61 54	56	53 58	53 5	9 56	54 58	58 5	6 49	54 58	56 5	4 55	59 5	3 57	58 5	5 58	56	8 56	55	54 47	46	50 50	6 53	50 5	3 54	53 5	7 55	32 37	43 3	4 29	50 5	57	52 52	54 5	6 52	53 5/	53	53 4	45	48 4	7 44	47 4	8 54	55 6	0 58 61
	1.84/115-30	1.7	2.4	2.0	2.5	62 6		64 64		60 64	50 6	in 60	60 61	60 6	0 55	55 50	60 5	0 50	50 5		67 6	5 50 5 65	61 0	in 60	63	60 61	50	50 51	B E0	55 5	0 49	45 2	5 19	17 10	16	7 17	24 5	61	60 60	50 6	1 61	67 57	5 57	50 5	, 57	57 5	7	E0 E	6 50	50 6	1 61 63
		1.7	2.0	2.2	2.4	50 0	00 00	CF C7		CO CA	55 0	00 50	57 50	62 6		55 55	50 5	0 50	46 20	2 50	02 0	2 02		0 02	602	- C - C	50	40 51		55 5	7 75	24 2	5 22	25 22	22		20 5	60	CA 50	55 0	0 01	50 50	1 m	55 51		5, 5	1 II.	50 5	6 63	40 5	
	Exit 21	1.0	2.1	3.1	3.Z	58 0	3 68	05 03	57	60 64	60 6	5/ 5/	57 59	61 6	1 57	50 58	58 5	8 52	40 3	9 53	60 6	2 60	01 3	9 64	60	50 55	59	48 5	8 60	51 4	/ 35	31 Z	5 23	25 22	22 4	1 29	33 4	60	61 59	59 0	0 60	59 53	53	28 21	50	58 5	2 57	50 5	5 42	49 5	3 61 60
	I-84/US-30	1.5	2.3	2.3	2.4	62 6	4 67	67 65	62	63 63	60 6	52 63	59 62	63 6	1 61	59 58	64 5	9 63	53 5	2 54	62 6	3 61	61 6	63 65	64	61 63	65	59 6:	1 62	59 5	5 55	54 5	3 55	50 51	47 4	9 49	48 5	60	62 59	60 6	2 60	63 57	58	61 56	5 63	59 5	9 60	58 5	6 52	55 5	/ 62 61
	Exit 20	2.1	2.6	2.8	2.8	65 6	5 68	67 65	63	65 64	62 6	63 63	63 64	65 6	3 63	62 63	65 6	1 65	61 6	1 57	63 6	6 63	63 (	62 63	65	61 63	67	61 6	4 65	61 6	1 62	60 6	1 62	61 61	62 6	58 58	59 6	62	63 61	61 6	2 61	65 63	63	64 58	3 64	62 6	2 61	64 6	1 61	63 6	3 66 63
	Wash. St/Stark St	2.4	3.3	3.3	3.7	65 E	6 68	65 64	64	66 64	61 6	5 64	62 63	63 6	3 63	60 64	66 6	3 66	62 6	3 60	63 6	6 65	62 6	62 62	65	61 62	65	62 63	3 63	62 6	3 62	63 6	2 63	64 64	63 6	2 59	62 63	62	63 61	63 6	1 62	65 63	s 60 /	62 56	63	63 6	2 62	63 6	3 61	64 6	2 68 63
	Exit 19	0.7	3.4	3.6	3.8	65 E	6 68	65 64	64	64 64	60 6	5 65	61 63	62 6	5 63	60 62	64 6	2 66	61 6	0 61	61 6	3 64	60 6	52 62	63	60 62	63	62 64	4 63	62 6	1 61	64 6	1 64	63 64	62 5	9 61	63 6	62	64 62	63 6	0 62	65 67	3 59	62 51	7 63	64 6	4 60	63 6	2 61	63 6	2 65 61
	Division St	0.5	3.4	3.8	3.9	65 F	7 68	66 63	62	63 64	58 6	3 62	62 63	64 6	5 60	60 62	61 6	2 64	60 5	9 58	61 6	3 64	62 (	2 57	67	60 61	63	60 53	7 67	63 6	2 64	63 6	2 62	62 61	62 9	9 60	61 6	62	64 63	62 6	1 62	64 6	3 58	60 57	7 59	62 6	1 59	60 6	0 60	63 6	1 66 62
	Evit 24	0.4	3.4	3.0	3.0	65 6	F 67	67 63	60	61 61	50 0	1 60	50 60	67 6	5 50	60 50	50 0	1 64	61 6	0 50	50 6	0 63	61 0	1 55	23	61 50	60	57 //	50	67 6	0 63	67 6	7 67	60 60	67 0	0 0	57 6	50	63 63	67 6	0 63	62 6	2 50	57 5	, 57	61 5	0 50	E4 E	6 E0	63 6	
	EXIL 24	0.4	2.4	5.4	3.9	05 0	5 67	07 02		01 01	50 0	00 10	50 05	02 0	5 59	00 56	50 0	1 04	01 0	0 59	59 0	0 05	01 0	55 10	65	G1 53						62 0	2 02	CO 00		0 50	57 0	55		60 0	0 03			5/ 5/	57	01 5	5 35	34 3	0 30	02 5	3 05 02
	US-26/Powell Bivd	0.3	1.6	2.3	3.4	65 E	4 69	66 63	61	62 62	59 6	5 62	59 63	63 6	6 60	62 59	59 t	2 64	62 6	1 60	60 6	2 64	61 6	52 58	65	62 60	61	58 50	0 29	6/ 6	1 64	63 6.	2 63	61 61	62 5	19 29	5/ 6	23	65 65	64 5	9 64	62 64	60	58 59	9 55	63 6	0 62	54 5	6 59	62 5	9 64 63
	Exit 17	0.1	0.8	1.3	1.9	65 E	5 69	66 65	63	63 63	61 6	5 64	62 64	63 6	7 61	63 62	62 6	3 62	63 6	2 59	62 6	4 65	63 6	5 61	62	63 62	64	62 62	2 61	64 5	9 60	64 6	2 64	62 62	64 6	61 61	60 5	57	58 64	64 6	2 65	60 65	63	57 60	) 58	61 6	1 63	61 5	8 60	64 6	2 63 64
	Foster Rd	0.0	0.2	0.4	0.8	62 6	4 67	64 64	62	63 60	53 6	62 62	61 63	65 6	5 63	62 62	63 6	1 59	64 6	1 62	62 6	3 62	64 6	63 60	58	63 62	65	63 63	1 61	64 6	2 59	63 6	1 63	63 62	65 6	iZ 61	60 6	. 59	62 64	60 6	2 64	60 6/	4 62	60 55	61	63 5	9 62	61 5	8 61	62 6	3 62 63
	Exit 16	0.0	0.0	0.0	0.1	61 6	3 64	65 63	63	64 61	59 6	60 62	63 62	61 6	4 62	61 60	63 5	8 59	62 6	1 61	62 6	2 62	63 (	61 60	57	62 60	64	63 60	D 64	62 6	Z 61	64 6	4 63	62 61	63 <del>(</del>	3 62	61 6	60	61 64	59 6	1 62	62 6	2 61	60 57	7 58	62 5	7 60	62 5	7 60	61 6	3 62 63
	Johnson Cr Blvd	0.0	0.0	0.0	0.0	64 F	5 67	66 65	64	64 63	64 6	65	67 68	65 6	6 64	64 63	66 6	2 65	66 6	6 65	65 6	5 64	65 (	64 63	67	66 67	66	67 64	4 64	66 6	7 64	66 6	7 65	64 66	67 f	4 65	66 6	64	65 67	64 6	5 64	65 6	6 64	65 6	64	64 6	2 63	66 6	0 62	64 6	6 65 65
	Evit 14	0.0	0.0	0.0	0.0	67 6	2 66	62 64	64	63 60	62 6		CC CE	65 6	4 62	67 64	65 6	A 64	64 6	5 6A	64 6	F 65	67 1		67	64 67	65	65 63	2 65	66 6	7 67	64 6	5 64	64 64	64 6	4 64	66 6	64	64 64	63 6	7 64	54 5	5 62	63 6	61	67 6	A 61	60 6	1 61	64 6	A 63 65
	Currenteersty Dhud	0.0	0.1	0.2	0.5	05 0	5 00	05 04	04	62 60	02 0	05 04	00 05	05 0	H 05	02 04	05 0	4 04	04 0.	5 04	04 0	0 00	07 0	04	62	- CC - CC		- CD - CL				- CF - C							CF CF		2 04		05	05 01		05 0	4 01	02 0	1 01	04 0	02 05
	Sunnybrook biva	0.4	1.0	1.1	1.6	64 E	2 66	65 64	66	63 62	61 6	52 64	64 64	64 6	2 66	62 65	61 6	5 64	62 6	/ 62	62 6	3 64	6/ 6	5 62	62	00 00	0 64	66 66	0 05	6/ 6	/ 64	65 6	5 00	00 0/	00 0	5 64	64 6	64	65 65	63 6	0 04	03 00	64	65 69	63	62 6	5 63	64 6	4 62	64 6	3 63 67
	Exit 13	1.1	1.9	1.9	2.1	63 6	1 63	64 62	65	62 60	60 6	64 63	63 61	62 6	0 62	62 64	61 6	0 60	60 6	5 61	62 6	1 64	64 6	66 60	59	65 64	58	65 66	5 63	65 6	2 63	64 6	2 65	64 63	62 6	63	63 6	60	65 63	62 6	0 61	62 67	63	64 67	2 62	62 6	.4 61	62 6	1 61	63 6	3 58 64
	OR 213/OR 224	1.5	2.2	2.3	2.3	64 6	1 64	64 63	65	62 59	60 6	63 63	64 63	62 6	i0 63	60 62	60 6	4 62	62 6	7 61	64 6	1 64	65 6	64 61	62	63 64	60	67 66	5 63	64 6	4 63	63 6	3 64	64 62	63 6	iO 62	64 6	62	64 63	62 6	1 62	63 60	62	61 67	l 61	62 6	2 59	61 6	2 61	63 6	3 61 64
	Exit 12	0.1	2.3	2.4	2.4	62 5	7 60	62 62	64	60 57	61 6	61 61	65 62	61 5	9 60	59 61	59 E	2 59	60 6	6 59	63 6	0 62	64 6	52 58	60	62 63	60	66 64	4 63	64 6	3 61	60 6	2 62	61 60	61 5	6 58	64 6	62	62 61	61 6	1 62	64 55	62	60 58	3 59	61 5	9 58	58 6	2 59	61 6	2 62 61
	OR 212/OR 224	0.3	2.8	2.8	3.1	63 E	0 58	63 61	65	63 63	61 6	64 61	43 43	32 2	4 25	40 58	59 5	0 55	61 6	6 61	64 6	1 64	64 6	63 60	62	62 65	62	66 65	5 64	65 6	3 64	61 5	9 65	64 60	60 <del>(</del>	2 61	65 6	64	63 63	64 6	3 62	64 67	2 63	62 67	3 60	61 6	2 62	62 6	3 60	62 5	9 63 65
	Exit 11	0.6	11	1.8	33	62 F	0 61	63 63	64	60 58	53 2	9 26	17 17	15 1	6 19	18 20	18 7	3 38	42 3	4 47	49 5	6 63	63 (	61	67	60 64	62	64 64	4 64	66 6	3 63	59 6	0 63	63 58	59 (	3 61	62 6	64	63 61	61 6	3 62	62 6	0 60	60 67	61	58 6	2 61	61 6	2 60	59 5	9 61 64
	82nd Dr	0.0	1.1	1.0	3.5	61 6	0 61	64 64	66	63 60	22 1	0 14	11 12	12 2	1 10	17 12	16	1 22	22 1	0 21	22 2	E 27	E1 4	0 63	63	61 69	63	66 6/	65	65 6	5 64	67 6	0 63	64 60	60 6	5 63	61 6	67	67 61	64 6	4 63	54 5	2 62	50 6	6 6 7	61 5	0 62	62 6	5 6	50 6	3 61 65
		0.8	2.0	1.5	2.1	01 0	0 01	CD CD		63 66	22 2		11 12	12 2	0 47	10 12	10 2	1 23	22 1	21	24 3	0 37	25 1	0 02	40	E7 E8	50	67 67		67 6	4 50	62 6	e 50	61 60	50 0			64	60 EP	61 6	4 61		1 60	50 03		G1 5	5 50	02 0	5 02 	55 0	
	Exit 10	1.1	2.3	2.7	2.9	62 0	0 61	62 62	63	61 44	33 2	3 15	16 17	14 1	.8 17	19 10	10 1	/ 23	10 1	9 15	24 2	9 26	35 4	2 3/	49	52 50	59	02 0.	1 01	02 0	4 59	05 5	0 39	01 00	59 0	2 00	01 0	04	00 56	01 0	4 01	05 03	60	56 60	5 61	61 S	2 28	60 6	4 01	58 0	0 60 60
	UR 213	1.6	3.3	3.3	3.3	62 6	1 60	61 62	63	50 18	14 1	2 14	16 14	17 1	.8 17	13 15	17 1	6 15	15 1	6 14	22 2	2 23	21 2	23 26	21	20 28	4/	51 5	1 52	61 6	4 61	60 5	9 61	62 60	59 (	5/	62 6.	64	61 53	60 6	3 62	65 63	62	55 58	3 60	59 5	7 61	63 6	3 60	59 5	61 63 ز
	Exit 9	0.4	3.8	3.9	4.0	61 5	7 59	56 58	59	38 18	22 2	1 16	18 19	27 2	3 22	19 24	24 2	3 20	21 2	6 21	25 2	3 25	25	30 24	23	20 23	29	28 33	3 31	52 6	0 61	56 5	8 59	60 58	51 5	4 49	60 6	60	61 45	56 6	0 62	61 67	1 58	47 40	57	58 5	7 58	63 5	9 55	58 4	<mark>3</mark> 52 58
	OR 99E	0.0	3.5	4.1	4.7	60 E	1 59	56 56	49	28 28	42 2	9 21	23 24	30 3	0 24	26 28	29 2	8 22	26 2	6 29	30 2	8 28	33 4	0 28	29	28 30	) 30	28 34	4 29	37 5	4 55	54 5	4 57	58 55	51 4	Z 45	57 6	53	55 48	55 5	5 59	55 60	J 57	48 3F	52	56 5	4 54	59 5	6 56	57 4	5 37 52
	Exit 8	0.0	0.8	1.7	4.3	60 5	6 58	55 52	42	28 46	40 2	9 38	24 36	41 3	5 27	35 40	33 3	3 32	27 2	6 36	40 4	2 41	41 4	2 37	39	40 41	43	41 49	5 45	44 5	0 51	54 5	1 54	50 51	49 4	8 50	54 5	49	53 50	55 5	1 57	47 5/	8 57	48 47	3 48	53 5	5 54	52 5	5 55	52 4	5 41 51
	OR 43	0.0	0.9	1.2	1.6	61 F	1 60	59 54	42	45 49	32 2	8 36	27 32	42 3	3 43	34 35	26 2	8 28	22 2	8 37	41 4	8 53	51 9	2 54	49	52 52	54	53 56	5 56	52 5	7 56	59 5	7 60	59 58	57 5	7 55	58 6	56	57 55	57 5	6 58	58 5/	4 59	55 5'	54	57 5	6 55	58 5	9 59	58 5	4 53 56
	Evit C	0.0	0.1	0.4	1.2	61 6	2 62	61 56	50	60 44	12 /	2 20	20 42	47 4	5 46	40 41	42 3	0 24	20 4	1 44	45 4	7 56	62	0 52	5.9	50 57	57	50 6/	1 63	50 6	67	61 6	2 62 0	67 61	67	2 61	67 6	63	67 67	61 6	7 61	63 6	2 62	60 5/	50	61 6	0 61	64 6	1 62	62 6	1 54 52
	10+h S+/S+h S+	0.0	0.2	0.4	0.4	62 6	2 65	62 63	61	63 63	61 6	1 60	67 67	62 6	0 61	62 60	60 6	2 61	62 6	0 62	62 6	1 60	62 1	in 61	61	E1 E1	67	61 6		62 6	1 51	62 6	A 54	62 64	64		62 6	65	62 62	61 6	3 61			61 6	60	67 6	5 67	64 6	5 6	62 6	1 67 67
	1001 30 001 30	0.0	0.2	0.2	0.4	05 0	5 05	02 02		05 02	01 0	01 02	02 05	02 0	5 01	02 00	00 0	5 01	02 0	0 02	02 0	1 00	02 0	5 02	01	01 01	02	01 0	5 04		1 01	00 0	- <u>-</u>	05 04	04	2 04		05	05 02	01 0	2 01	02 02	02	01 05	5 00	02 0	2 05	04 0	5 02	02 0	02 02
1	Exit 3	0.0	0.4	0.8	1.2	57 t	4 66	63 63	63	60 56	60 E	62 61	62 63	63 6	4 62	63 64	62 6	4 64	64 6	4 61	64 5	9 51	52 3	5 5/	65	64 62	62	63 64	4 65	64 6	4 64	65 6	5 65	66 66	66	65	64 6	66	64 64	63 6	5 64	62 65	65	64 69	58	50 4	<u>/</u> 52	61 6	/ 66	65 6	3 66 65
•	Stafford Rd	0.0	0.0	0.0	0.0	61 6	2 66	64 64	64	60 59	55 5	68 56	65 62	63 6	4 62	63 65	64 6	3 65	64 6	5 62	64 6	2 57	57 5	5 56	59	66 65	64	62 63	3 65	63 6	3 66	62 6	2 63	66 68	65 6	6 65	64 6	66	64 64	63 6	3 67	60 67	64	66 63	55	53 5	.7 59	61 6	5 66	65 6	/ 64 64
	LE (South)	0.0	0.0	0.0	0.0	66 6	5 64	65 67	67	67 67	66 6	60 60	59 66	65 6	5 64	66 67	69 6	9 67	65 6	4 65	66 6	7 65	64 6	64 68	65	66 67	65	63 63	3 66	66 6	5 65	67 6	5 65	67 68	69 6	7 68	65 6	65	67 67	67 6	4 66	63 6	o 66	66 6F	65	64 6	3 65	64 6	6 67	66 6	ó 65 64
	1-5 (South)	0.0	0.0	0.0	0.0	69 E	7 68	68 69	69	67 67	66 6	67 65	67 68	68 6	7 67	68 69	69 6	9 67	69 6	7 67	67 6	9 68	67 6	69 8	67	69 68	67	67 66	5 69	68 6	8 68	68 6	7 66	68 68	70 <del>(</del>	9 69	67 6	68	69 69	68 6	7 68	65 6	/ 69	69 67	68	67 6	6 67	67 6	8 68	67 6	8 68 68
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i		SO MPH and	d over																																																
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		40-49 MPH																																																	
		20.20 MDU																																																	



# Attachment 3 - Sample Throughway Travel Speed Data



#### I-205 Southbound Travel Speeds - Thursday, July 14, 2022

Exit/Seg	ment	Hours No	ot Meeting	the Spee	d Threshold																																																		
Speed Th	eshold	20	35	40	45	1:00 PM			1:30 PM	i i		2:0	00 PM			2:30 PM			3:00	PM			3:30 PM	1			4:00 PM			4	4:30 PM			5:0	0 PM			5:30 PM			6:0	0 PM			6:30 PM	i -		-	7:00 PM			7:30 P	м		
		0.2		4.5	20	C2	CF	<i>c</i> 2 <i>c</i>		CA	c2 c1		CA	47 20	20 1	10	40 20	20 40	24 2		20 25	22	22 26	22 4	2 52	42 20		FF 63	<i>c</i> 2 <i>c</i>	CA (C)	CA	2 64	C7 C1	- C7	<u></u>	CA	<i>c c c</i>	2	CT CC	CC 01		CC	C	- C2	C7	er	c	67 66	CO	67.0	e	CO	70 7	. 74	70
Gienn Jackson	DI.	0.5	1.4	1.5	2.0	02 05	05 05	02 0	52 62	01 01	05 03	33 <u>36</u>	01 30	47 59	20	10 10	10 20	20 10	21 2	2 21	29 25	25	22 20	55 4.	2 35	42 20	5 444	55 62	05 0	54 05	01 03	15 04	07 0.	5 67 1	09 08	04 04	04 0	5 05	05 00	00 03	05	20 05	04 08	0/ 0	37 00	05 00	/ 0/	07 00	00 09	0/ 0	o 0/	00 07	70 7	1 /1	70 08
ङ् Exit	24	1.3	3.2	3.2	3.7	61 63	63 61	59 6	60 57	53 57	58 59	59 58	54 32	22 24	19 :	17 17	19 22	20 20	19 2	0 21	20 16	18	20 18	21 2	3 23	11 10	) 19	26 44	49 5	57 54	46 44	4 53	61 60	0 62 (	66 65	61 59	61 6	0 59	63 63	62 64	/ 59 /	65 61	62 62	<u>65</u>	ó6 66 (	61 61	i 65	64 64	66 66	/ 63 F	0 62	67 64	66 6	7 69	67 65
Airpor	Wy	1.9	4.7	5.3	5.8	62 64	59 62	54 5	54 47	35 40	45 42	12 57	39 26	19 20	20	18 17	19 21	18 19	20 1	9 19	18 15	16	19 20	25 1	8 13	10 12	2 17	17 21	22 3	31 29	20 23	2 29	38 3	7 51 1	64 63	57 44	57 5	9 64	65 64	64 65	64	67 64	63 67	65	68 70	66 66	6 67	67 62	63 65	61 f	i3 63	67 66	65 F	1 68	67 66
t run	12	0.2	2.1	2.5	5.2	59 60	57 50	52 5	. 47	44 42		16 50	42 26	26 20	24	27 20	27 40	27 22	27 2	6 22	21 21	22	20 25	27 2	1 11	10 21	10	20 20	20 2	10	20 21	2 27	24 2	2 45	52 56	52 44	E1 E	6 62	61 56	E0 61	6 61	64 62	62 67	65	c2 c7	64 67	2 62	64 62	61 61	50 /	5 67	62 62	61 6	64	60 63
		0.5	2.1	5.5	3.2	36 00	57 59	52 5	52 47	44 45	44 40	0 50	45 50	50 50	54 3	5/ 59	57 40	3/ 33	2/ 2	.0 22	51 21	52	30 33	21 2	1 11	10 21	1.10	20 20	50 2	22 19	20 23	5 27	24 5:	5 45	55 50	35 44	51 3	0 05	01 30	38 00	01	24 05	05 05	05 0	35 07	04 02	03	04 05	01 05	39 0	2 02	05 05	01 0	1 04	00 05
.o Columbi	a Blvd	0.8	2.6	2.8	3.4	59 59	61 60	59 5	57 48	54 51	55 58	58 54	47 41	42 42	34 3	33 41	49 41	39 28	26 2	7 29	29 24	29	38 28	23 1	9 11	10 18	3 16	21 26	27 1	18 18	19 23	3 18	23 3:	1 30 3	36 56	58 52	55 5	8 59	59 57	58 60	/ 60 /	63 62	62 62	64 f	60 66	65 62	2 60 /	65 62	62 62	/ 61 F	/3 63 /	64 66	64 6	2 64	60 65
Exit	23	0.6	2.3	3.5	4.2	58 52	58 58	56 5	55 40	53 50	51 58	8 47	42 39	33 33	32 3	35 36	43 38	36 35	35 3	6 30	36 33	30	35 30	21 1	9 12	13 19	18	26 32	21 1	17 19	21 23	3 21	34 30	6 32	43 52	48 45	48 5	0 46	53 46	52 SF	56	57 56	57 56	58 /	58 62	63 56	6 57 <sup>(</sup>	61 58	57 60	j 58 f	0 61	62 65	62 5	9 59	60 63
Sandy	Blud	0.2	1.2	26	2.0	59 40	E4 E9		-2 41	52 40	53 57	7 40	42 40	20 20	20	0 40	44 42	20 40	27 4	1 20	40 29	26	40 25	21 1	0 12	17 20	21	20 25	24 1	10 21	22 20	E 25	27 44	0 20	46 50	47 45	40 5	0 47	52 45	E1	5 56	56 53	52 54	50	EA 61	62 56	e ec /	61 50	FF 64	57 /	1 60	62 65	62 5	5 50	67 67
- Sandy	51110	0.5	1.2	2.0	5.9	30 49	34 30	55 5	55 41	33 49	52 57	49	45 40	59 50	50 3	<b>59</b> 40	44 42	59 40	57 4	1 20	40 50	50	40 55	21 1	0 15	1/ 20	, 21	50 55	24 1	10 21	22 23	.5 25	57 40	0 30 1	40 50	47 45	49 3	0 47	52 45	21 22	50	30 52	22 21	50 -	<sup>24</sup> 01	02 50	50	01 39	35 00	3/ 9	1 00	05 05	02 3	5 59	02 03
Exit	2	0.3	1.4	1.8	2.3	59 52	53 61	56 5	56 47	54 51	55 57	57 54	47 47	49 47	46 4	47 45	49 48	47 50	44 4	9 45	48 48	46	46 37	24 1	7 15	22 21	l 20	31 35	25 1	18 21	20 20	0 25	35 4	8 47	51 53	50 50	51 5	2 54	56 52	55 59	/ 57 /	<u>36 40</u>	37 40	34	44 60	62 56	s 58	61 60	60 62	/ 60 ¢	1 61	62 66	64 5	3 63	64 64
I-84/U	5-30	1.7	2.0	2.2	2.4	65 61	60 61	62 6	51 59	61 55	59 62	52 60	57 53	60 53	54 5	55 52	60 56	54 55	50 3	6 46	42 40	42	24 14	12 1	0 12	15 14	13	19 18	14 1	14 15	16 19	5 20	39 54	4 59 1	60 61	62 60	58 5	2 63	63 63	62 64	61	59 57	53 58	54 /	55 62	64 63	3 61	62 62	64 67	64 F	3 64	63 67	67 6	2 64	64 67
Evite :		1.0	3.7	2.1	2.2	61 50	60 50	60 6	51 50	57 57	50 57	7 57	52 54	56 20	46	6 53	E0 EE	50 27	26 2	0 20	20 27	26	10 17	10 1	E 10	10 10	20	24 19	14 1	15 14	16 24	1 20	20 20	0 50	E0 E7	61 60	50 5	A 61	64 64	67 61	62	62 62	60 67	61	60 60	61 67	2 60	67 61	60 61	62 1	5 61	62 66	65 6	5 50	64 67
EXIL		1.0	2.1	5.1	5.2	01 59	00 59	00 0	51 59	5/ 5/	29 21	57 57	52 51	50 59	40	50 52	59 55	50 57	20 2	9 50	20 27	20	19 17	10 1	5 10	10 10	20	24 10	14 1	15 14	10 2.	1 50	20 5	9 59 .	56 57	01 00	59 5	4 01	04 04	02 04	02 0	52 02	00 02	01 0	0 00	01 02	00	02 01	00 04	05 0	2 01	02 00	05 0	5 59	04 07
I-84/U	5-30	1.5	2.3	2.3	2.4	62 61	60 58	62 5	57 57	56 56	59 58	58 59	59 57	56 57	56 (	52 56	61 55	23 17	15 2	4 23	23 26	19	14 13	10 1	2 17	18 15	5 19	20 12	11 1	11 11	12 13	.7 25	18 2	2 26 3	29 40	58 61	58 5	9 61	62 64	65 64	/ 64 /	63 62	63 62	63 f	64 63	62 63	\$ 63	64 61	64 63	/ 66 F	/3 63	66 66	65 6	5 69	65 67
Exit	20	2.1	2.6	2.8	2.8	62 60	63 61	65 6	50 61	60 59	61 55	55 59	49 35	52 54	63 (	64 58	56 30	21 15	15 1	8 19	22 17	16	15 12	9 1	2 17	16 17	7 14	13 11	10 1	10 12	13 19	9 20	14 1	7 15 :	18 27	34 55	48 3	5 46	49 61	63 65	65 /	64 65	63 63	65 /	65 64	65 62	2 62	64 63	64 67	66 F	4 65	68 67	65 6	5 70	66 69
Wash St/	Stark St	24	2.2	2.2	27	62 60	62 61	64 6	s1 60	59 60	60 40	10 41	24 24	26 42	62 1	55 59	27 14	19 10	10 1	6 10	17 10	16	14 12	15 1	7 15	16 19	16	14 15	12 1	14 14	16 10	0 14	17 11	C 10	19 24	29 27	24 2	0 22	22 42	59 67	1 65	64 64	64 63	64	65 64	64 63	2 62	62 62	61 6/	67 (	65	69 67	66 6	5 71	69 67
Washin Sty	Addra St	2.4	5.5	3.5	5.7	05 00	02 01	04 0	51 00	35 00	00 40		24 24	50 42	05	5 50	27 14	10 10	10 1	.0 15	1/ 15	10	14 15	15 1	/ 15	10 10	, 10	14 15	12 1		10 1.	.5 14	1/ 1.	5 10	10 24	20 27	24 2	0 22	23 42	50 07		<b>~ ~</b>	04 03	0.4	15 UN	04 03	0.5	05 02	01 04	07 9		00 07	00 0		05 07
Exit	19	0.7	3.4	3.6	3.8	64 61	62 61	64 6	51 60	60 59	57 42	2 27	19 29	34 44	58 (	55 58	25 13	18 14	24 2	2 32	25 30	21	15 19	21 2	1 20	24 27	20	19 20	20 1	18 20	24 23	7 22	29 23	2 26 3	26 36	31 28	27 2	7 27	30 32	35 66	/ 64 /	63 63	63 64	65 f	64 63	64 63	i 63	64 61	59 61	/ 65 F	4 64	68 68	66 6	\$ 69	68 67
Divisio	n St	0.5	3.4	3.8	3.9	63 59	62 61	60 5	59 54	55 53	41 35	35 21	23 34	33 34	47 6	51 29	16 17	14 17	25 2	9 29	34 30	25	18 26	26 2	7 27	31 26	5 23	27 23	22 1	19 25	32 29	9 32	28 29	9 30	30 35	33 33	28 3	1 36	36 29	39 67	/ 66 /	67 66	67 65	65 /	64 66	65 65	/ 64	65 63	62 67	64 F	4 64	68 68	66 6	7 70	69 66
Evit	24	0.4	24	3.4	3.9	63 59	59 58	57 5	58 50	47 45	38 29	18	31 38	35 38	41 4	17 16	10 21	13 20	28 3	3 32	40 27	22	19 33	35 3	7 35	33 30	25	32 29	20 2	20 29	28 30	6 34	35 3	3 26	39 39	43 31	34 4	0 46	38 40	46 57	66	64 62	67 67	64	63 66	63 65	5 63	62 57	59 67	65 (	5 63	69 69	67 6	7 70	69 66
110 00 (0)		0.4	1.4	3.4	5.5	05 55	55 50				50 20		51 50	55 50				1.0	20 5	5 52				55 5		26 22	20	22 26	20 2	30 37	20 4	1 20		1 22	44 44	40 30		c 40	45 47	- F.1						05 05									05 00
US-26/P0V	ell Biva	0.3	1.6	2.3	3.4	65 60	60 59	57 5	57 54	51 50	44 31	31 22	39 43	42 45	46 :	<sup>39</sup> 13	12 18	15 24	33 4	0 40	41 29	21	26 42	42 4.	3 42	30 32	20	33 30	20 2	25 5/	50 4.	00 1	3/ 3.	1 52	44 44	48 59	44 4	6 49	45 47	21 29	/ º/ /	54 62	66 65	64 F	34 67	63 65	/ 63	62 59	60 64	65 6	5 63	68 68	- 68 E	/ /0	69 66
Exit	17	0.1	0.8	1.3	1.9	64 60	61 62	61 5	59 58	57 57	48 31	31 42	48 51	48 54	52 3	24 18	26 21	27 35	41 4	8 52	34 38	28	46 55	55 5	1 51	48 35	5 41	46 29	28 3	37 38	40 39	9 40	44 4	1 50 .	50 54	51 49	57 5	4 53	54 55	59 64	£ 69 /	64 66	67 64	62 f	63 65	65 63	s 61 /	62 60	60 65	/ 64 F	5 63 /	64 67	66 6	7 70	67 67
Foster	Rd	0.0	0.2	0.4	0.8	64 62	60 62	62 5	58 61	58 58	36 40	10 54	54 57	54 56	56	58 57	54 51	50 47	43 4	9 44	44 32	34	47 50	49 4	9 52	55 51	45	37 36	52 5	51 50	51 50	0 52	54 5	3 58	53 58	56 60	59 E	0 58	58 62	62 67	s 68	64 64	67 6F	66 /	63 65	67 67	3 64	62 64	64 6/	64 f	6 65	67 67	66 F	3 68	70 67
		0.0	0.2	0.4	0.0	CA CA	CO CA	62 5		50 50	40 50		50 50	50 50			CO 50	50 57	40 5	2 54	40 42	50			2 52	50 50		47 50				C CA	50 5	4 50	55 50	50 50		0 50	50 62	6 6		62 66	GA			64 65		0 0				67 60	60 6		
Exit	16	0.0	0.0	0.0	0.1	64 64	60 61	62 6	52 61	58 58	49 54	52 50	58 58	59 58	60 1	52 65	50 58	28 22	49 5	2 54	48 43	50	55 55	52 5.	2 55	28 20	5 52	47 55	28 2	50 5/	50 5:	5 54	20 21	4 59 .	50 00	00 02	02 0	0 58	28 02	02 03	/ 0/ /	02 00	64 63	03 F	34 67	64 61	. 64	62 62	64 63	64 6	0 05	67 69	68 6	* 00	69 68
Johnson	Cr Blvd	0.0	0.0	0.0	0.0	66 66	63 65	64 6	65 64	63 63	62 61	51 59	63 62	64 61	64 (	66 69	65 62	62 60	59 6	1 62	63 63	60	61 62	58 6	0 60	60 57	61	60 64	62 5	57 61	62 60	0 58	61 60	0 63 -	64 65	62 65	65 6	4 62	63 66	64 67	/ 69 /	65 66	67 66	67 f	66 67	67 64	4 66 /	64 66	67 66	/ 65 F	8 67	70 70	70 E	3 70	71 70
Exit	4	0.0	0.1	0.2	03	66 65	62 65	64 6	57 64	62 64	62 63	52 62	61 61	62 61	64 (	54 67	64 61	63 61	61 6	in 59	63 62	61	62 62	61 6	1 60	62 61	61	61 63	60 5	59 61	59 58	8 57	42 34	4 39	50 61	62 63	63 6	6 62	65 67	65 67	66	66 67	66 67	67	66 66	66 63	3 67	64 66	65 67	65 (	6 65	68 69	69 6	86 8	68 67
Suppybro	ok Rhud	0.0	1.0	0.2	0.5	CC C7	CE CE			62 64	62 61		C2 C2	62 64			CF CF	60 60	62 6		CA CA	62	C2 C2	C	45	41 51	40	27 40	22 7	7 70	24 7	4 19	17 1.	4 19	17 20	20 42	40 4	0 45	44 62	66 GI		59 65	66 65		CT 70	60 65		CT CC	65 65			67 69			CO CT
Sumybro	OK DIVU	0.4	1.0	1.1	1.6	00 07	65 65	64 6	5/ 65	05 04	65 64	54 63	03 03	62 61	61 1	54 67	65 65	03 00	62 6	4 61	64 64	62	63 62	63 5	9 40	41 51	40	37 40	32 2	27 25	34 24	4 10	12 1.	4 10	1/ 20	30 43	40 4	0 45	44 03	00 05	00	00 65	05 07	00 F	3/ /0	69 65	/ 6/	05 00	00 07	67 6	3 64	67 68	69 6	5 08	69 65
Exit	13	1.1	1.9	1.9	2.1	63 66	66 67	61 6	65 64	65 62	64 62	52 62	61 61	59 58	60 (	60 63	63 65	62 63	61 6	0 58	62 64	58	63 62	56 4	3 22	22 22	2 19	20 19	18 1	16 19	18 13	.8 15	13 1	7 20 .	20 21	20 16	15 1	6 21	26 44	58 61	63 /	64 65	63 65	67 f	64 68	66 64	4 67	66 65	62 64	/ 67 F	3 64 /	66 68	70 E	7 67	68 66
OR 213/0	DR 224	1.5	2.2	2.3	2.3	63 65	65 65	63 6	64 61	64 62	63 62	52 64	61 61	61 59	61	59 66	64 63	64 61	61 6	0 57	62 64	59	61 60	38 2	6 18	22 19	16	15 17	16 1	16 22	15 1	5 14	14 1	8 21	15 22	19 13	12 1	6 19	20 24	25 57	J 62	67 65	66 66	67	67 67	65 68	8 66	66 63	64 65	66 f	63	65 67	69 F	7 66	69 67
E-uit	2	0.4	2.2	2.4	2.4	<b>CA CA</b>				64 60	50 65		50 50	60 50	50		CO	62 50			CA		50 20	25 2	. 79	25 25		77 77	77 7	28 26	10 7	2 21	24 2	7 30	79 71	75 77	21 7	0 75	78 70	21 26	é en /	57 62	1 CA	1 24 1	er er	62	6 CC /	a	1 CA			1 m	70		
EXIL	-	0.1	2.3	Z.4	Z.4	61 63	01 03	58 0	55 56	64 60	58 64	52 61	28 28	60 58	58 3	52 63	60 61	63 58	57 5	6 54	61 61	50	50 39	25 2	4 20	25 25	22	~~ ~~	~~ ~	20 20	10 2.	2 21	24 2	/ 20	20 21	23 22	21 2	5 25	28 20	21 50	52	57 63	64 63	64 F	35 65	62 68	00	64 62	64 65	03 0	1 62	64 67	70 E	5 65	70 67
OR 212/0	DR 224	0.3	2.8	2.8	3.1	61 63	62 64	63 6	64 60	64 63	59 61	51 59	58 48	48 61	50 4	19 60	63 63	63 61	59 5	9 57	55 51	52	29 22	18 2	0 29	22 28	3 Z4	21 21	25 2	27 20	19 20	6 19	24 20	6 24	26 26	24 21	25 2	8 31	26 21	24 32	37	66 64	65 65	65 f	66 65	63 70	67	67 63	65 65	64 6	/3 63	64 68	68 E	3 65	68 68
Exit	1	0.6	1.1	1.8	3.3	59 61	62 63	62 6	64 58	58 62	59 58	58 49	52 36	45 44	40 4	12 38	53 61	60 58	58 5	8 58	56 48	44	40 40	42 4	3 48	47 47	7 45	42 42	44 4	41 35	40 31	8 41	43 4	5 50 -	45 43	34 35	49 4	8 49	39 39	41 45	<mark>ه 49</mark>	57 62	64 64	63 /	63 65	61 67	66	64 63	63 64	64 F	2 63	64 69	66 6	6 63	66 63
82nd	Dr	0.9	1.6	1.0	2.1	65 62	64 62	64 6	64 22	62 62	65 50	0 50	46 42	26 24	20 3	10 16	41 50	50 61	62 5	7 55	61 57	52	00 07	61 5	e 56	55 58	\$ 56	57 49	51 5	53 55	57 5	5 54	58 50	9 55	56 57	58 56	57 9	7 58	55 59	55 55	57	61 65	70 70	66	64 65	65 67	7 69	67 66	62 61	66 (	65	65 69	66 6	93 6	69 65
		0.0	1.0	1.5	2.1	05 05	04 05	04 0		03 02	05 55	5 55	40 42	50 54	50 .	40	41 55	55 01	02 5	·	01 57	52	50 00	01 5												50 50				1 1 1			05 05	00 0	~ ~ ~	05 07	00	07 00	05 05	00 0		05 00	00 0	00	00 05
Exit	0	1.1	2.3	2.7	2.9	61 61	63 62	63 6	52 62	61 61	52 35	35 42	37 26	24 25	28	31 28	25 35	40 58	60 5	9 54	59 59	54	58 60	57 5	9 55	54 56	55	53 52	50 5	53 55	55 54	8 55	54 51	8 55 .	50 55	57 58	55 6	0 60	59 59	50 58	/ 59 /	59 64	62 64	60 f	64 63	64 65	\$ 67	65 64	62 62	/ 62 ¢	/2 63	63 67	63 6	9 64	66 60
OR 2	13	1.6	3.3	3.3	3.3	63 63	61 60	61 5	59 62	58 62	33 28	28 27	21 22	19 20	18 3	27 21	24 21	25 40	54 5	4 59	57 62	59	61 61	60 6	1 59	55 59	9 62	54 58	55 5	54 58	56 51	8 59	58 54	8 60 4	60 60	51 59	60 6	1 59	62 62	58 67	60 /	62 63	65 64	60 /	64 63	64 65	/ 65	63 63	64 67	66 F	3 64	63 67	67 6	3 65	66 65
Exit	0	0.4	2.0	20	4.0	62 61	55 57	61 5	50 62	56 50	25 20	20 20	27 22	26 26	25	20 24	24 25	25 22	24 2	0 52	40 59	50	56 56	59 6	0 56	55 57	7 60	50 57	57 /	10 57	55 51	8 55	56 51	5 60	58 58	50 58	50 6	0.55	60 62	55 57	60	67 62	62 61	50	60 60	62 67	2 62	60 61	62 61	64 (	4 65	62 65	67 6	7 64	66 66
00.0		0.4	3.0	3.5	4.0	50 50	53 57		5 50	40	20 23	20	22 22	20 20	20	24	25 25	27 22	24 3	2 27	22 10	50	40 47	50 0				47 57				c	50 5	0 50		50 50		0 00	CO CO			62 62			50 50	60 02		62			-				66 00
OK 9	76	0.0	3.5	4.1	4./	58 58	57 54	60 5	50 59	48 35	26 43	13 33	32 37	29 29	28	30 30	35 28	2/ 25	31 4	2 37	32 42	58	48 44	54 5	4 54	57 58	55	47 56	5/ 5	55 57	52 50	0 5/	59 5	0 58	00 58	29 59	2/ 6	56	60 60	58 56	61	05 60	03 65	61 5	38 59	03 63	63	02 58	63 64	63 6	2 63	01 63	68 6	5 61	05 66
Exit	8	0.0	0.8	1.7	4.3	55 56	56 52	56 5	53 52	43 41	41 44	14 43	43 34	38 41	39 3	37 43	41 42	41 42	46 4	9 46	42 50	58	52 45	55 5	3 51	57 57	/ 52	44 50	52 5	54 54	44 5:	1 55	57 5	5 55	57 58	56 57	52 5	9 56	59 59	57 56	/ 59 /	62 57	62 59	59 7	58 58	58 59	61	58 50	62 62	. 58 F	/3 59	53 62	67 6	5 58	61 65
OR 4	3	0.0	0.9	1.2	1.6	61 60	60 54	62 5	59 57	52 52	47 41	11 52	54 48	48 50	49 4	17 50	48 52	51 53	54 5	1 52	53 57	58	58 54	57 5	7 54	55 56	5 58	54 53	55 5	57 57	52 56	6 57	57 5	9 58	63 60	57 58	55 5	9 58	61 58	58 5/	4 58	63 60	64 67	62	61 63	62 59	4 60	59 54	63 6f	63 (	63 64	61 63	66 F	5 61	61 66
E.ula	<i>,</i>	0.0	0.1	0.4	1.3	62 64	64 63	62 6	ca ca	61 40	40 50	0 56	50 54	42 42	54 1	A 56	50 60	FF F0	60 5	7 50	60 50	40	50 56	40 5	4 61	50 59	5 61	£1 E9	60 5	6 62	62 60	0 61	50 6	3 62	62 61	67 62	62 6	1 60	67 62	E1 E		67 67	66 67	64	62 65	67 64	A 66	62 60	66 64	64	5 62	64 65	60 6	7 67	60 60
Exit	•	0.0	0.1	0.4	1.3	03 64	64 62	62 6	5 62	01 49	49 50	00 50	59 54	43 42	54 .	54 SO	59 00	55 58	00 5	7 58	50 59	49	55 SP	48 5	4 01	59 58	01	01 58	00 5	50 05	05 55	9 01	59 6.	2 00 /	00 01	02 03	05 6	1 00	02 03	51 51	- 22	02 03	00 67	04 1	25 05	03 64	00	00 00	00 66	04 6	2 03	04 05	08 E	/ 6/	08 68
10th St/	5th St	0.0	0.2	0.2	0.4	64 65	65 63	61 6	63 63	62 60	50 53	53 45	53 44	29 43	55 4	47 46	45 42	26 47	61 6	1 61	62 61	63	64 64	63 6	3 65	62 62	2 62	64 60	64 6	52 64	65 63	1 61	61 64	4 63 /	63 62	63 65	63 6	2 63	63 63	65 64	/ 61 /	63 64	66 66	/ 66 f	64 65	65 65	a 66 /	68 66	63 66	/ 63 F	JS 65 /	66 64	69 6	9 67	67 67
Exit	3	0.0	0.4	0.8	1.2	65 65	66 66	64 5	59 55	60 62	51 42	12 40	30 32	39 38	38 3	36 30	29 31	40 42	39 4	6 48	59 63	66	65 64	65 6	5 64	66 62	2 62	66 65	63 6	55 .65	66 6	6 62	63 64	8 64	65 65	65 65	63 6	4 68	66 64	65 6f	64	64 67	67 67	68	67 68	68 66	ó 68	69 68	67 68	68 F	8 68	70 66	68 6	9 68	68 68
* Staffor	4 84	0.0	0.0	0.0	0.0	62 62	65 65	64 6	50 F.C	57 60	62 51	-2 -52	E4 47	40 55	40	47 40	51 52	50 60		7 55	E9 61	65	64 6F	62 6	2 50	65 67		64 67	60 G		<b>EA</b> 51		67 61	e e4	62 64	64 64	64 6	1 64	62 64	62 6		EA 60	66 66	60	co c7	CC CC	c co	60 69	67 64	60 1	0 67	60 65	60 6	67	66 69
Station		0.0	0.0	0.0	0.0	02 03	05 05	04 0		57 60	05 5:	5 52	54 47	49 55	49 4	•/ •0	51 52	39 60	55 5	, 55	30 01	05	04 05	05 0.	2 35	05 05	, 50	04 02	00 0	02	04 0:	01	02 0	0 04	03 04	04 04	04 0	1 04	05 04	03 04		00	00 00	00 0	10 07	00 00	05	05 08	07 00	09 0	0 07	05 05	09 0	, ,,	00 68
1 5 /5 0	uth)	0.0	0.0	0.0	0.0	65 67	66 68	65 6	53 68	66 63	61 64	54 63	62 67	61 62	61 (	53 64	64 62	63 66	65 6	i5 63	63 66	65	66 65	68 6	9 65	67 65	5 65	64 68	66 6	53 62	63 6	4 67	64 6	5 62	65 66	64 65	65 6	6 67	69 67	66 65	/ 65 /	67 68	67 65	69 f	59 68	68 65	\$ 67	69 68	67 65	69 6	/9 70	69 69	67 6	9 67	67 67
1-5 (30	acii)	0.0	0.0	0.0	0.0	66 68	67 68	67 6	67 68	66 67	65 64	54 66	66 65	62 65	64 (	65 65	63 64	67 68	67 6	5 63	65 67	69	68 69	70 6	9 67	69 68	3 67	68 69	67 6	57 66	64 61	8 69	67 6	8 67	68 68	67 67	68 6	7 68	70 67	67 68	3 67 /	69 70	69 69	70 7	71 70	69 68	3 70	71 70	70 67	71 7	0 70	69 69	69 6	9 69	71 70
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	20	0-29 MPH																																																					







### I-5 Northbound - Hours per day not meeting the speed threshold

			July 11	l, 2021			July 12	2, 2021			July 13	3, 2021			July 14	l, 2021			July 1	5, 2021	
	Exit/Segment		(Mor	nday)			(Tue	sday)			(Wedn	esday)			(Thur	sday)			(Fri	day)	
	Speed Threshold	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
	Interstate	0.0	4.2	6.8	7.7	0.6	4.8	8.9	9.4	0.3	4.1	8.5	9.7	0.2	4.8	9.3	10.1	0.0	6.5	9.5	9.8
	Bridge	1.1	6.9	7.2	7.4	1.0	8.9	9.1	9.6	1.4	8.6	8.8	9.6	1.2	9.9	10.3	10.6	1.6	9.6	9.6	9.7
Î	Tomahawk Island Dr	5.0	7.0	7.0	7.2	5.5	8.0 8.2	9.1	9.2	5.2	83	83	9.1	4.0	9.6	9.6	9.7	4.4	9.5	9.5	9.0
	Exit 307	6.5	6.9	6.9	6.9	6.9	7.3	7.3	7.5	7.3	7.8	7.9	7.9	8.1	8.9	9.1	9.1	8.7	9.0	9.0	9.1
	Marine Dr	6.7	6.9	6.9	6.9	6.9	7.2	7.2	7.2	7.3	7.8	7.8	7.8	7.9	8.5	8.6	8.7	8.5	8.8	8.8	8.9
	Exit 306	6.3	6.8	6.8	6.8	6.6	6.9	6.9	7.0	7.2	7.3	7.3	7.3	7.2	7.6	7.9	8.2	8.3	8.4	8.6	8.7
		5.5	6.1	6.3	6.3	6.0	6.4	6.4	6.4	6.8	6.9	6.9	7.0	6.7	7.9	8.1	8.3	7.8	8.2	8.3	8.3
	Columbia Blvd	4.9	5.5	5.3	5.9	5.7	5.8	5.8	5.8	6.5	6.6	6.6	6.7	6.9	7.8	7.9	7.8	7.8	7.8	7.8	7.9
	Exit 305	5.0	5.0	5.3	5.4	4.9	5.6	5.8	5.8	6.2	6.5	6.6	6.6	6.7	7.4	7.6	7.7	6.6	7.6	7.7	7.7
	US-30 Byp/Lombard St	4.8	5.4	5.5	5.7	4.6	5.7	5.7	5.8	5.8	6.5	6.5	6.6	6.8	7.3	7.6	7.6	6.6	7.6	7.6	7.7
	Exit 304	5.2	5.7	5.8	5.9	4.4	5.6	5.9	6.3	5.8	6.4	6.4	6.6	6.7	7.0	7.0	7.3	5.9	7.6	7.6	7.6
	Portland Blvd	5.6	6.8	7.0	7.6	4.5	6.2	6.3	6.7	5.8	6.5	6.8	7.2	6.5	6.9	7.1	7.3	5.8	7.4	7.5	7.8
	Alberta St	6.5	7.3	7.7	8.0	4.5	5.9	6.3	6.4	6.1	6.7	6.8	7.3	6.3	7.0	7.3	7.3	5.8	7.3	7.6	7.7
	Exit 303	6.8	7.5	7.7	8.0	4.7	5.9	6.1	6.4	5.9	6.6	6.7	7.2	6.3	6.9	7.0	7.3	5.7	7.2	7.3	7.3
	Killingsworth St	6.8	7.8	8.0	8.1	4.3	5.6	6.0	6.2	5.8	6.5	7.0	7.2	6.2	7.1	7.1	7.5	5.2	7.0	7.2	7.7
	Exit 302	6.3	7.8	8.0	8.3	2.7	3.6	4.1	4.7	5.3	5.8	6.0	6.3	4.5	6.1	6.3	6.8	4.3	4.8	4.9	5.7
	1-405/US-30	2.8	5.3	5.8	7.6	1.0	2.0	2.9	6.6	4.6	6.0	6.3	9.3	2.5	3.9	4.8	7.8	2.7	3.8	4.8	8.0
	Broadway St	3.7	5.8	7.4	9.0	1.1	6.4	7.7	8.4	5.4	9.1	10.5	11.9	3.0	6.8	8.2	9.5	3.3	7.3	8.7	9.5
	Exit 302	3.7	6.5	7.5	8.6	1.2	6.2	7.3	7.8	6.0	9.6	10.6	11.8	3.1	6.9	7.9	9.4	3.2	7.2	8.3	8.9
	Weidler St	2.3	6.8	7.9	9.3	1.2	5.5	6.6	8.6	5.6	9.0	10.6	11.9	2.4	6.9	8.6	10.0	2.3	7.0	7.7	9.1
	Exit 301	3.7	7.3	8.3	9.3	1.3	5.7	6.8	8.3	6.0	9.8	10.8	11.8	2.8	7.8	9.3	10.2	3.1	7.1	7.5	8.9
	I-84/US-30	4.3	7.2	8.0	8.7	1.9	5.2	5.7	7.2	6.3	9.7	10.2	11.0	3.4	7.8	8.8	9.5	3.7	6.7	7.3	7.7
	OR 99E	4.8 5.0	6.3	6.8	7.5	1.6	4.4	4.0	5.9	6.9	8.4	8.8	9.7	4.0	7.2	7.8	8.6	4.2	5.6	6.1	6.3
	Exit 300	3.2	4.8	5.4	6.1	0.6	1.4	1.8	2.3	5.3	6.5	7.2	7.8	2.5	3.7	4.5	6.0	1.3	2.6	3.8	4.7
	I-84/US-30	3.3	8.3	9.1	10.3	2.2	4.9	5.2	6.6	5.0	7.5	7.7	9.8	3.3	6.4	6.7	8.9	2.1	7.7	8.0	9.1
	Marquam	4.7	8.1	9.3	11.1	3.5	5.1	5.8	9.8	5.8	7.3	8.0	11.1	4.7	6.2	7.4	11.1	4.5	7.9	8.3	10.1
	Bridge	5.3	8.3 0.1	9.8	11.9	3.7	5.3	/.3	10.8	5.3	7.4	8.8	11.3	4.7	6.4 9.1	9.2	11.7	5.1	8.1	8.8	10.5
	I-405	7.0	9.3	10.4	11.9	4.5	7.1	8.8	11.3	6.1	8.7	10.0	11.8	5.5	9.3	10.3	12.4	6.8	9.0	9.9	11.5
	Exit 200	6.3	7.8	8.6	9.1	4.4	5.8	6.3	8.3	6.0	8.0	8.7	9.4	5.6	8.2	9.4	9.8	7.3	8.6	8.8	9.3
	I-405	3.4	5.7	6.3	6.7	3.3	4.5	4.7	5.3	4.3	7.0	7.8	8.0	4.3	7.3	8.0	8.3	5.1	8.0	8.3	8.3
	Exit 299 OP 43 (Macadam Ave	3.3	5.7	5.9	6.1	3.7	4.3	4.4	4.8	4.8	6.8	7.6	7.8	4.9	7.5	8.2	8.3	6.1	7.8	7.9	8.3
	Exit 298	2.0	4.2	4.8	5.9	3.0	4.Z	4.5	4.5	5.0 4 3	5.0	6.9	6.6	5.2 4.9	6.7	7.5	7.6	5.8	7.6	7.8	7.8
	Corbett Ave	1.8	3.2	3.7	4.5	2.1	3.4	4.0	4.9	3.7	5.3	5.5	6.4	4.6	6.3	7.1	8.1	5.0	6.3	6.8	6.9
	Exit 297	0.6	1.8	2.4	2.8	0.1	1.3	1.8	2.4	3.2	4.5	5.3	5.6	3.3	4.9	5.6	6.3	4.3	5.4	5.7	5.9
	Terwilliger Blvd	0.1	0.6	0.8	0.8	0.0	0.6	0.8	0.8	2.2	3.3	3.6	3.6	1.9	3.0	3.1	3.5	1.6	3.6	4.0	4.4
	EXIT 296 Multhomab Blvd	0.1	0.5	0.8	0.8	0.0	0.5	0.6	0.9	1.8	3.1	3.4	3.6	2.0	2.9	3.1	3.3	1.3	3.0	3.3	4.0
	Exit 296	0.0	0.2	0.2	0.3	0.0	0.5	0.5	0.6	1.0	2.3	2.4	2.8	1.4	2.3	2.5	2.9	0.3	1.0	1.7	2.0
	Barbur Blvd	0.0	0.1	0.1	0.1	0.0	0.2	0.2	0.4	1.1	1.5	1.8	2.1	0.7	1.5	1.8	2.1	0.0	0.0	0.0	0.3
I	Exit 295	0.0	0.0	0.0	0.1	0.0	0.2	0.3	0.4	0.8	1.3	1.6	1.8	0.3	1.4	1.7	1.9	0.0	0.0	0.0	0.0
-	Taylors Ferry Rd	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.5	0.8	1.3	1.3	1.4	0.3	0.9	1.4	1.6	0.0	0.0	0.0	0.0
rave	Capitol Hwy	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	0.0	0.0	0.5	0.7	0.2	0.0	0.0	0.7	0.0	0.0	0.0	0.0
of t	Exit 294	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
tion	OR 99W/Barbur Blvd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
irect	Exit 293	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ω	Haines St	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	OR 217	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3



#### I-5 Northbound Travel Speeds - Thursday, July 14, 2022

Exit/Segment	20	as at	2ed Thresho	S 7-00 AM	ound Travels	peeas	7.	20 AM			9-0	0.0M			8-20 AM			9-00 AM				9-20 AM				10-00 AM			10-	20 AM			11-00 AM			11-2	0.0.00			12-00 PM				12-20 PM			1-00	PM			
Interstate	0.2	48 9	3 10	1 54	53 49	52	53 53	52 56	5 52	53 5	48	50 55	51	47	48 54	49 52	57 52	52 48	50	50 47	48 4	4 44	47 54	0 53	44 50	47	53 46	36 3	1 39	37 35	37 41	1 43	39 43	34 34	38 37	38	36 30	34 3	5 33	37 37	32 32	37	37 31	37 3	7 36	35 32	38	33 32	33	37 35	32
Bridge	1.2	9.9 10.	3 10	.6 61	57 55	51	55 57	56 57	7 54	55 5	3 52	56 59	55 /	5 51	50 61	51 55	62 57	53 51	49	53 49	51 4	4 49	50 5	4 57	48 51	50	56 40	25 20	0 31	31 28	33 45	5 42	39 38	25 26	31 21	27	26 19	24 2	7 25	24 21	24 22	27	28 23	32 2	8 26	24 19	27	24 23	22	25 27	18
Exit 308	4.6	10.0 10.	2 10.	.3 64	62 61	55	56 57	57 58	3 56	53 5	8 57	59 60	57 1	8 53	52 62	55 60	62 57	59 51	52	55 53	54 5	5 53	52 6	1 60	52 57	55	57 42	22 1	9 28	35 34	37 55	5 48	49 43	33 32	31 20	22	21 16	20 23	3 22	22 19	20 20	21	22 22	31 2	6 20	22 17	22	19 23	21	20 20	17
Tomahawk Island Dr	7.3	9.6 9.0	5 9.1	7 60	62 61	56	54 61	56 58	8 53	51 5	7 59	60 61	58 /	9 51	51 59	60 62	62 54	61 51	50	55 55	55 5	6 53	53 63	1 57	55 55	51	56 51	27 20	0 27	47 48	49 60	0 51	53 50	45 44	46 29	22	18 17	15 11	3 20	22 17	18 20	20	19 17	22 2	1 16	22 18	16	18 18	19	18 17	29
Exit 307	8.1	8.9 9.3	1 9.:	1 65	64 63	61	58 64	63 61	1 60	56 63	3 63	64 63	/ 59 f	4 57	55 61	61 65	66 62	62 56	56	59 57	57 6	1 57	58 6	1 58	57 59	56	57 52	38 34	4 46	59 60	61 62	2 55	58 57	57 54	59 50	35	16 16	12 1	7 17	27 28	28 23	23	18 16	18 2	1 14	17 17	12	15 14	17	20 27	47
Marine Dr	7.9	8.5 8.0	5 8.	7 67	66 63	63	62 65	65 63	3 63	60 65	5 65	65 63	62 f	5 60	57 62	61 66	68 65	63 59	59	62 60	58 6	4 59	62 63	1 60	60 62	60	58 54	50 52	2 60	60 62	64 63	3 59	61 63	60 58	63 58	45	21 17	16 10	5 17	36 45	43 33	33	19 17	16 20	0 12	14 17	10	15 12	17	27 47	56
Exit 306	7.2	7.6 7.9	9 8.:	2 68	66 64	64	62 68	66 63	3 64	67 6	6 66	64 64	/ 65 f	7 63	60 64	61 65	68 66	64 60	61	63 63	62 6	5 62	64 64	4 63	59 56	45	37 45	55 62	2 64	62 63	66 64	4 60	63 64	63 60	65 62	62	49 41	39 2!	3 35	52 58	59 54	53	41 37	26 2	2 18	15 16	12	13 18	32	45 51	56
Victory Blvd	6.7	7.9 8.:	1 8.3	3 67	66 64	65	64 68	66 63	3 64	67 6	4 66	62 64	/ 65 f	7 62	62 64	61 66	69 67	63 64	62	62 63	63 6	4 63	65 64	4 65	43 30	21	16 27	49 64	4 66	62 62	67 66	6 62	65 63	64 55	64 63	66	62 63	59 51	3 61	60 61	61 61	63	63 63	64 6	0 53	38 23	27	23 23	27	26 29	21
Exit 306	7.4	7.8 7.9	9 8.:	1 67	65 64	65	64 68	66 63	3 63	68 64	4 66	62 64	65 F	7 61	64 66	62 65	68 65	64 65	61	61 63	61 6	2 64	64 65	5 60	27 21	17	18 19	41 63	2 65	62 62	66 64	4 60	64 64	64 60	62 63	64	62 63	59 59	9 62	59 61	61 61	63	60 62	63 6	0 59	52 43	47	39 16	10	10 11	/ 9
Columbia Blvd	6.9	7.8 7.1	B 7.1	8 67	64 61	62	63 62	59 58	8 62	63 63	4 63	60 62	64 F	/3 58	61 61	58 65	63 63	61 62	55	58 58	57 6	2 62	60 63	2 55	30 23	24	18 21	40 63	2 61	60 61	61 58	8 59	63 60	61 60	56 62	61	62 61	59 59	9 56	56 60	61 60	61	59 61	61 5	9 61	60 58	58	58 31	11	11 11	12
Exit 305	6.7	7.4 7.	5 7.	7 66	64 63	63	63 62	57 57	7 62	62 63	4 60	58 63	62 5	8 57	61 61	59 65	62 61	56 60	53	55 56	56 6	2 60	57 6	1 53	39 29	28	22 22	38 63	1 60	57 58	61 52	2 57	60 56	59 57	55 59	59	61 57	57 51	5 54	57 61	60 56	58	57 61	59 50	6 59	57 58	59	59 46	13	12 10	12
US-30 Byp/Lombard St	6.8	7.3 7.	5 7.	6 63	62 61	62	63 61	58 58	3 61	59 59	9 58	56 62	61 5	8 53	61 61	59 64	60 60	55 59	51	51 54	55 6	0 57	54 6	D 46	38 35	34	31 28	36 63	2 58	56 57	61 50	0 55	58 54	57 54	53 58	57	58 55	57 55	5 54	55 59	58 54	56	54 59	56 5	1 52	57 55	57	59 49	18	13 11	13
Exit 304	6.7	7.0 7.0	0 7.	3 66	63 61	62	64 60	59 60	0 61	59 63	1 60	58 63	61 5	9 52	60 58	58 63	59 60	58 57	51	50 52	55 6	2 55	51 53	1 41	44 46	i 41 ·	44 46	46 63	1 58	57 59	60 51	1 54	57 54	55 54	53 57	57	58 55	57 55	5 53	53 57	58 55	56	54 56	57 5	1 53	56 56	57	57 51	31	18 13	14
Portland Blvd	6.5	6.9 7.	1 7.	3 65	62 61	62	62 59	58 57	7 58	55 6	1 55	56 60	60 5	7 50	55 57	52 59	54 54	50 52	48	51 49	54 6	0 33	16 1	3 18	42 44	43	51 56	52 59	9 53	55 57	58 51	1 58	51 52	55 50	49 52	53	56 55	55 54	4 52	51 51	52 53	56	54 51	54 4	9 52	55 55	55	52 53	53	26 23	15
Exit 303	6.3	7.0 7.:	3 7.	3 67	63 62	63	63 60	58 60	0 61	57 6	4 60	56 63	62 5	/ 52	57 58	57 61	58 58	56 54	51	52 53	57 6	1 37	25 2	5 29	48 49	49	52 54	51 60	D 56	56 60	61 52	2 57	55 53	55 54	54 54	56	55 57	55 54	52	52 57	55 54	58	55 54	58 4	9 54	56 57	55	57 53	39	22 15	14
Alberta St	6.3	7.0 7.:	3 7.	3 65	63 59	63	62 59	59 54	57	56 6	4 57	57 59	60 5	/ 51	55 55	51 58	53 51	47 46	46	50 51	55 5	8 50	21 1	3 14	32 33	39	51 56	53 59	9 51	55 58	58 51	1 56	45 50	52 46	48 50	53	56 53	54 5	49	51 49	52 54	57	54 51	53 4	5 53	57 53	56	46 51	54	34 29	15
Exit 303	6.3	6.9 7.0	J 7	3 63	62 59	63	61 59	58 54	4 58	59 6	1 59	59 59	60 5	54	57 56	52 58	52 48	44 41	45	52 52	56 5	8 52	20 14	4 15	31 32	43	53 56	53 55	9 54	56 59	59 5:	3 55	4/ 51	52 49	51 52	54	56 54	55 54	1 50	52 51	53 56	56	55 54	54 4	/ 54	58 55	57	48 52	56	3/ 28	16
Killingsworth St	6.2	7.1 7.:	1 7.	5 62	60 57	61	57 58	56 56	5 57	57 5	5 57	58 58	57 5	4 55	57 53	49 51	40 33	31 28	41	48 53	53 5	3 51	23 1	5 16	24 29	48	55 55	54 56	5 53	55 57	57 54	4 51	49 52	52 51	56 52	54	52 55	52 5:	48	48 52	52 55	52	50 53	50 5	1 55	57 55	56	52 54	56	40 25	19
Exit 302	4.5	6.1 b.:	5 6.1	8 55	56 56	57	53 57	58 56	5 58	58 5.	/ 5/	58 56	55 5	4 54	56 52	51 53	56 47	4/ 43	45	50 53	53 5	1 50	50 4	3 20	15 23	41	53 53	55 50	5 53	53 54	56 50	6 52	51 53	53 55	55 55	52	53 52	50 54	1 50	51 52	53 50	53	48 55	53 5	1 54	58 55	56	5/ 5/	58	56 56	36
1-405/05-30	2.5	3.9 4.1	5 7.1	8 48	46 48	46	45 47	50 51	45	44 4	3 48	49 50	45 4	3 42	40 43	43 44	53 46	44 42	40	38 40	41 4	3 39	40 4.	2 33	26 36	39	42 43	46 44	4 4/	4/ 51	51 50	0 43 0 20	43 46	45 47	46 48	44	39 40	38 4.	2 39	44 45	44 46	43	42 42	41 4	4 48	51 48	48	48 51	53	51 50	48
Exit 302	2.0	4./ /./	¥ 9.:	30	41 40	3/	40 45	49 4/	38	41 4.	40	49 48	20 2	3/	30 37	30 43	40 45	39 40	30	31 34	34 3	9 31	31 31	0 31	21 33	34	38 39	45 4	2 40 a a/	48 51	51 45	9 30	39 40	40 40	43 42	38	35 3/	33 31	31	35 37	39 40	30	35 33	33 3	40	50 47	41	42 50	23	53 52	47
Evit 202	3.0	6.0 7.1	2 9.	9 30	30 33	30	37 43	50 44	4 30	42 3	0 51	50 47	23 3	1 32	20 32	34 44 29 AC	49 45	33 41 41 42	30	2/ 29	26 4	0 29	24 2	5 24	22 25	32	29 34	- AA - AA	5 50	51 52	52 4	6 30	33 35	3 3/	41 3/	28	27 31	28 3	2 20	25 29	31 30	28	10 22	24 3	0 42	53 45	30	42 50	50	53 54	48
Weidler St	2.4	60 81	5 10	0 24	34 30	20	27 40	47 45	- 40	40 5	5 46	AG 47	34 4	21 20	24 31	38 40	50 47	41 42	20	23 23	27 3	1 31	32 2	5 29	21 27	28	30 34	40 3	8 49	49 50	51 4	6 35	31 43	41 26	44 32	23	20 51	27 2	24	23 24	25 30	20	19 23	22 2	9 44 9 57	53 43	30	47 43	55	49 46	45
Exit 201	2.4	7.8 9	3 10	2 24	74 38	29	40 54	47 43	5 44 7 //5	47 4	8 46	40 40	36 3	1 25	29 30	28 36	47	40 37	38	33 37	19 2	2 30	30 2	5 24	18 20	25	26 33	34 3	5 48	48 51	51 4	8 33	33 45	44 41	40 35	23	27 32	29 2	1 26	27 25	73 77	20	18 24	23 3	1 53	50 32	43	37 38	49	48 40	45
1.84/115-20	2.0	7.0 9.	2 01	E 20	24 30	23	40 54	40 4/ 51 5/	43	50 51	40	40 43	30 3	24	19 21	28 30	40 44 E0 4E	29 20	41	20 20	19 1	9 27	27 2	0 22	16 17	25	25 27	25 3	4 49	49 52	52 5	0 37	36 45	40 47	45 JC	20	10 21	25 2	20	22 20	23 24	20	10 24	25 4	7 52	50 40	40	22 26	50	40 41	45
Exit 200	4.8	7.6 81	n 9.	1 47	31 43	43	40 00 51 57	51 56	• 40 5 51	53 5	5 51	53 54	54 7	7 26	10 23	25 41	51 44	35 37	41	A1 71	23 1	7 19	20 1	8 16	14 14	16	17 18	17 21	8 50	49 53	52 4	9 37	40 47	47 50	54 42	38	22 18	24 1	24	20 23	21 20	10	10 10	23 4	/ JJ / 5/	10 40	52	34 47	53	51 44	50
OR 99F	4.5	72 71	8 8	6 49	41 50	48	55 57	52 56	5 52	52 5	6 53	54 55	54	32 33	23 28	27 42	51 43	35 36	47	46 20	22 1	4 16	18 1	7 12	10 11	12	15 18	17 2	1 51	49 53	54 4	9 37	40 49	45 52	53 46	45	29 18	23 2	3 23	24 20	28 25	19	22 19	34 5	6 57	49 51	53	38 48	54	53 44	52
Exit 300	2.5	3.7 4	5 61	0 58	57 60	58	59 60	57 58	8 58	59 59	9 58	59 61	60	50 56	46 46	43 58	56 51	51 51	53	52 41	42 3	5 34	36 3	2 26	20 19	19	31 40	40 4	1 57	57 59	56 5	3 49	57 54	52 55	56 57	52	48 36	47 4	5 45	41 42	53 49	40	44 41	51 5	9 60	58 56	60	54 55	60	59 53	55
I-84/US-30	3.3	6.4 6.1	7 8.	9 51	52 50	49	51 49	46 47	7 47	48 43	5 44	49 54	50 /	46 42	30 30	29 34	32 37	45 43	41	47 44	48 4	5 46	47 4	7 46	44 46	46	45 45	46 4	5 46	42 43	43 43	3 41	43 42	35 40	42 43	39	46 42	45 43	3 43	47 50	44 44	43	42 47	43 4	4 46	46 49	52	48 51	49	45 43	47
Marguam	4.7	6.2 7.4	4 11	.1 49	52 48	47	52 46	40 44	4 43	45 43	1 43	48 50	49 /	40 41	30 29	35 35	34 38	42 39	39	44 43	44 4	3 43	46 44	6 43	43 46	43	42 43	44 4	2 42	36 40	40 3	7 36	40 38	36 39	41 39	41	42 39	44 3	41	44 50	40 40	41	40 46	43 4	5 44	43 43	43	46 48	46	45 41	43
Bridge	4.7	6.4 9.3	2 11.	.7 48	50 46	47	52 44	37 40	39	46 31	8 42	45 44	49 7	s7 38	34 29	38 36	38 37	38 35	36	40 39	42 4	0 40	43 44	4 41	43 46	40	40 42	43 4	0 38	34 38	38 33	2 31	38 32	35 38	37 36	39	38 39	43 31	3 39	43 48	36 38	38	41 44	43 4	6 45	44 40	42	46 48	44	45 38	39
1.405	4.8	8.1 10.	3 12.	.4 45	48 43	45	50 43	35 36	5 36	44 3	7 42	44 40	46 7	x5 35	33 22	34 33	37 34	33 30	33	36 36	39 3	6 38	40 40	0 37	44 45	34	37 40	39 3	9 34	29 33	33 24	8 29	34 28	31 33	33 32	34	35 38	39 31	5 38	41 47	33 38	36	40 42	44 4	4 45	43 38	41	45 48	42	43 34	33
1405	5.5	9.3 10.	3 12.	.3 44	49 42	45	50 46	33 26	5 30	39 3	4 42	44 41	43 7	.9 30	30 23	28 30	31 31	26 24	26	30 28	35 3	0 35	36 3	5 31	45 47	29	32 36	39 3	8 27	23 27	26 23	2 23	24 24	29 27	27 25	29	32 36	43 3	9 36	43 45	32 41	40	44 45	47 4	6 44	44 42	45	45 46	43	43 29	27
Exit 200	5.6	8.2 9.4	4 9.1	8 49	52 48	53	53 53	40 31	1 33	42 3	. <mark>5</mark> 46	46 50	48 7	x <mark>8 38</mark>	37 36	27 30	31 37	34 26	25	36 32	33 3	6 35	39 3	8 38	49 48	34	39 42	51 4	8 27	20 24	23 1	7 22	24 23	27 22	32 24	34	47 46	50 41	3 48	51 51	39 51	50	50 49	52 5	0 50	50 49	49	49 50	47	48 39	31
I-405	4.3	7.3 8.	D 8.3	3 53	61 57	59	55 59	49 47	7 40	40 3	1 35	42 53	52 🧳	7 48	50 47	42 37	35 37	37 30	30	34 32	31 3	4 36	35 4	9 51	53 51	. 50	49 51	56 5	3 45	25 27	28 24	4 27	34 25	36 31	34 33	55	56 55	54 5	7 55	56 56	57 56	54	52 54	55 5	2 59	53 52	51	52 55	49	52 48	47
Exit 299	4.9	7.5 8.3	2 8.	3 56	62 59	61	58 61	53 50	38	35 24	4 31	41 55	56 5	1 52	53 52	41 31	32 35	36 30	27	28 29	27 3	0 35	32 5	4 54	55 52	53	52 54	59 5	4 50	30 27	27 2	6 22	31 24	34 38	35 33	58	56 58	56 59	9 56	57 56	60 57	57	55 57	57 5	4 61	54 53	53	53 57	53	52 52	50
OR 43/Macadam Ave	5.2	7.0 7.	5 8.	0 57	62 59	62	59 61	55 54	4 45	42 2	1 35	45 54	55 5	4 52	52 53	41 27	35 39	43 37	28	29 33	28 2	9 39	33 5	1 55	57 52	53	53 55	59 5	2 53	40 29	25 3	2 24	31 27	35 46	44 43	56	56 58	55 51	8 57	59 58	60 57	58	55 58	57 5	6 60	54 51	53	53 55	53	49 53	51
Exit 298	4.9	6.7 7.0	0 7.	6 57	60 58	60	58 59	55 55	5 54	49 3	2 36	49 52	52 5	1 50	52 51	43 25	38 42	47 41	29	31 42	34 3	2 43	39 5	1 54	55 52	51	52 55	57 5	1 52	46 26	29 4	0 29	32 35	43 54	50 53	55	55 58	55 5	7 56	58 58	59 56	56	53 58	56 5	5 58	55 49	52	53 55	51	49 52	49
Corbett Ave	4.6	6.3 7.:	1 8.:	1 58	59 60	60	58 57	57 54	4 58	55 4	3 35	36 43	42 4	3 48	44 51	48 30	28 35	41 43	39	29 35	40 4	1 49	53 5	5 54	56 50	52	52 56	54 5	4/	46 39	30 3	0 30	26 35	56 58	54 56	57	57 57	54 53	7 54	60 61	60 56	55	57 57	56 5	8 57	48 40	42	49 49	40	38 39	47
Exit 297	3.3	4.9 5.0	5 6.	3 57	57 59	58	58 56	54 55	5 55	54 5	5 53	33 43	57 4	3 48	53 52	48 37	24 20	23 32	35	40 42	33 5	6 55	58 5	9 62	55 56	55	54 60		56	56 58	55 4	7 44	46 53	59 59	55 56	58	57 56	55 5	7 54	64 61	57 56	55	61 56	57 6	1 56	53 51	37	24 38	42	33 35	56
Terwiniger Bivd	1.9	3.0 3.1	1 3.	5 59	58 61	63	61 59	55 58	5 59	5/ 5	2 55	5/ 61	60 5	o 54	58 56	56 57	41 27	23 33	54	61 5/	59 0	0 50	C1 C	1 67	57 59		5/ 01	2	2 27 1 27	55 65	61 5	0 50 7 EC	50 61	01 61 Ga an	60 55	60	59 58	61 5	9 58	64 64	59 60	60	62 61	60 6	4 58	55 56	58	29 31	44	4/ 56	58
Exit 296	2.0	2.9 3.	1 3.	3 59	59 61	63	62 59	55 59	9 59	58 5	55	5/ 61	61 3	o 55	58 57	56 58	44 28	19 34	53	61 58	50 5	0 50	C2 C	1 (2)	57 55	55			1 5/	50 53	C1 D	/ 50 0 FC	57 61	°2 63	60 55	59	59 58	62 55	9 59	63 64	59 55	60	63 61	60 6.	3 59	55 56	58	31 28	41	46 58	59
Full Doc	1.8	2.9 3.1	J 3.	3 59	00 01	03	62 60	50 00	00	- 8C	22	57 61	02 3	° 5/	29 28	57 59	48 27	17 33	54	03 50	5/ 5	5 50	02 0.	1 05	57 55					60 65	61 5	0 50	5 61	63 63	29 00	59	59 58	03 0	5 60	04 04	00 55	01	04 01	01 0.	3 59	57 59	59	30 24	30	40 60	29
Barbur Blud	1.4	2.3 Z.	2.1	9 62	61 60	62	61 61	50 64	5 59	60 51	3 5/	67 62	62 7	9 D8	64 62	58 61	53 30	26 26	50	63 50		2 61	62 6	5 64	59 62		62 65		4 63	62 63	62 5	9 59	64 66	64 67	62 62	64	60 60	64 0.	1 64	65 66	64 67	62	64 62	64 6	5 61	59 62	60	41 19	37	53 61	64
Evit 20E	0.7	1.3 1.1	D 2.	1 02	02 02	62	62 62	59 64	• 57	50 00	, <u>, , , , , , , , , , , , , , , , , , </u>	63 63	02 V	0 50	04 03	59 62	50 41	20 30	57	G 57		1 62	62 6		E7 61	e1	6A 6A		2 62	62 64	62 5	0 50	6A 67	6 C2		64	00 02	04 0.		65 66			00 02		3 61	55 05	62	55 20	37	57 62	1
Taylors Ferry Rd	0.3	0.9 1.	1 1	6 63	58 67	61	67 67	58 67	+ 55 2 56	61 5	9 58	61 61	50 7	50 58	67 67	58 67	58 42	35 31	59	67 56	58 6	2 61	62 6	3 62	56 58	61	63 63	57 6	1 61	62 63	61 5	7 58	64 63	65 61	63 61	63	57 60	64 51	5 61	64 64	67 67	63	64 61	63 6	1 50	44 56	67	64 48	35	53 62	61
Exit 295	0.3	0.3 0.1	5 0	7 67	56 60	61	61 61	58 61	1 58	58 51	8 57	61 59	50	51 56	59 62	59 60	58 57	54 50	60	61 58	60 6	0 61	63 6	4 61	56 57	59	61 60	58 6	1 62	60 59	59 50	5 57	62 62	64 59	67 60	. 53	58 58	67 6	1 61	63 67	61 50	63	64 61	67 6	1 61	57 59	67	63 61	57	59 67	60
E Capitol Hwy	0.0	0.0 0.	1 0	5 57	53 59	58	57 58	56 61	59	56 5	6 57	58 57	57	8 53	57 54	58 57	54 53	56 59	57	56 54	58 5	3 57	63 6	0 58	53 54		57 58	58 5	6 59	58 56	53 5	1 54	58 59	60 53	56 58	53	53 54	57 5	2 60	64 59	53 53	61	60 58	60 5	9 58	58 60	59	58 61	61	60 59	59
Exit 294	0.0	0.0 0.1	2 01	0 59	58 60	60	58 61	61 64	1 67	61 6	1 60	60 60	64	48 58	60 58	61 59	60 62	58 62	60	60 60	62 6	0 60	65 6	4 59	58 59		60 63	62 6	0 62	61 60	58 6	1 60	64 63	61 57	59 61	63	59 59	59 6	0 64	66 64	59 63	64	62 61	64 6	0 60	61 62	63	62 62	67	63 62	61
6 OR 99W/Barbur Blvd	0.0	0.0 0.0	0.0	0 60	59 59	59	59 60	61 64	1 60	62 6	1 61	61 57	62	9 59	58 59	60 59	59 63	59 63	60	59 62	63 6	0 58	65 6	3 59	60 59	57	61 63	61 6	1 63	59 61	59 6	0 61	63 64	62 58	58 64	64	58 59	58 6	1 66	65 62	61 63	66	61 58	63 6	0 60	62 63	62	63 61	59	63 62	60
Exit 293	0.0	0.0 0.0	0.0	0 57	58 55	59	57 58	61 63	3 60	64 6	1 61	61 59	60	6 59	59 57	60 57	58 62	58 62	62	58 61	64 <del>6</del>	0 59	64 63	2 57	59 58	56	60 63	61 6	1 60	58 61	58 5	9 61	62 62	59 58	58 63	60	57 58	59 60	0 65	65 61	62 62	66	60 57	62 5	9 59	61 61	61	60 61	58	62 62	59
Haines St	0.0	0.0 0.0	0.0	0 59	58 53	60	58 59	60 63	3 61	65 63	2 62	61 60	61 /	57 59	60 60	60 57	57 62	58 63	62	60 60	64 6	0 61	63 6	1 58	58 57	55	61 62	60 64	0 60	60 59	56 6	0 61	63 60	59 58	59 64	58	58 60	60 55	9 65	66 59	62 61	64	61 58	63 5	9 59	63 61	61	59 64	61	63 63	57
Exit 292	0.0	0.0 0.0	0.0	0 62	61 63	64	62 63	62 61	1 62	63 63	3 62	64 63	61 /	9 62	63 63	63 60	61 62	61 64	62	64 65	66 6	3 64	65 6	4 61	59 61	60	66 64	62 6	2 63	62 61	60 6	0 63	63 66	63 58	60 65	63	61 62	64 63	1 67	66 64	65 64	66	64 62	64 6	5 63	63 62	64	64 65	65	64 64	61
OR 217	0.0	0.0 0.0	0.0	0 62	58 60	63	62 62	60 57	7 56	56 5	9 57	59 57	57 5	5 57	61 62	61 62	60 59	59 60	57	61 57	60 5	8 60	63 6	1 62	53 60	57	64 60	60 5	9 58	61 58	59 5	8 61	60 61	60 57	58 59	59	59 59	59 6	0 60	63 60	58 59	63	63 55	61 6	0 60	60 61	59	60 59	60	60 61	57
																																																	_		_







#### I-5 Northbound Travel Speeds - Thursday, July 14, 2022

Exity Segment	20	ar an	45 1,20 004		3-00 014	2.2	0.014	2:00 004	3.30		4-00 014		4-20 014		E-00 DM	5-30	044	6-00 014		6.20 014	7-00	**	7.201	014	
Speed Inresnoid	20	35 40	45 1:30 PM		2:00 PM	2:3	IU PM	3:00 PM	3:30 F	101	4:00 PM		4:30 PM		5:00 PM	5:30	PIM	6:00 PM		5:30 PM	7:00	IVI	7:301	PM	
interstate	0.2	4.8 9.:	3 10.1 34	<u>33 32 5 5</u>	30 33 33 3	3 31 33 34	37 33 3b 37	34 30 33 37	35 35 36 35 3	/ 36 3/ 35	34 34 38 34	33 38 32	34 34 3/	31 37 36	38 33 32 3	37 32 36 35	3/ 36 35 37	34 35 35 35	39 46 45 47	4/ 51 52	46 46 48	8 49 33 36	36 40 .	38 34 33	33 35 34
Bridge	1.2	9.9 10.	3 10.6 26	21 18 2 1	18 22 22 2	3 19 22 21	26 21 22 24	20 16 16 23	23 28 24 23 2	4 21 22 24	18 26 28 23	24 28 19	23 20 23	18 26 27	27 20 25 2	27 20 24 25	27 23 21 26	21 24 25 25	29 29 34 35	32 35 34	26 32 32	5 31 21 25	27 29	30 24 22	22 24 24
Exit 308	4.6	10.0 10.	2 10.3 25	19 16 3 2	15 16 17 2	20 20 19 18	21 19 18 18	23 17 16 19	18 20 18 20 1	.9 18 19 17	14 24 23 18	21 25 16	19 17 22	19 18 22	28 22 20 2	21 17 20 19	23 21 21 21	19 18 21 21	16 16 17 15	12 15 13	15 18 16	4 12 14 22	25 23	34 23 22	21 19 21
Tomahawk Island Dr	7.3	9.6 9.6	5 9.7 <u>31</u>	23 32 7 2	5 13 14 1	17 16 16 14	16 19 14 15	19 16 15 16	17 15 16 14 1	9 16 15 15	14 17 19 16	i 14 19 15	16 16 18	19 15 19	21 22 18 1	16 16 17 15	18 18 18 17	18 18 17 19	21 11 9 8	9 10 9	12 11 8	9 9 10 17	23 21 2	22 18 19	21 17 22
Exit 307	8.1	8.9 9.1	l 9.1 54	49 <u>53</u> 19 2	4 10 12 1	15 14 12 11	13 13 12 11	11 12 11 9	15 11 11 12 1	2 15 15 14	11 12 14 13	11 10 13	11 12 12	12 10 13	15 16 14 1	13 13 12 14	11 13 12 12	12 12 12 13	14 8 7 7	7 8 9	9 7 7	9 7 7 11	15 14 :	16 16 14	15 15 17
Marine Dr	79	85 86	5 87 61	54 60 26 <b>3</b>	3 10 10 1	3 14 11 10	12 11 10 10	9 12 9 9	13 9 11 10 1	0 14 13 12	10 11 12 17	10 9 12	9 11 8	10 9 11	11 14 12 1	12 11 9 11	8 11 11 11	10 12 10 10	11 7 6 7	7 8 9	8 7 7	8 9 7 10	14 11 1	13 12 12	14 13 13
Exit 206	72	76 70	87 58	1 55 40 9	2 4 8	9 11 8 9	9 11 10 9		0 0 0 0	0 0 0 0	9 9 10 9	8 8 10	0 0 7		9 10 10	0 8 0 0	0 0 0 0	8 0 0 8	9 8 6 6	7 7 6	6 7 6	7 7 6 7	10 12	11 11 11	12 12 11
Vistory Rhul	6.7	7.0 7.0	0.2 30						10 10 0 0																
Fictory Bird	0./	7.9 8.3	8.3 24	SO 27 35 27	5 2 9	9 11 10 9	11 11 11 10	9 9 10 9		9 8 9 10	9 10 9 9	9 8 8	9 8 8	7 8 9	8 10 10	9 8 9 7	8 9 10 8	7 9 9 9	8 9 7 6			/ / / o	<u> </u>	12 11 12	12 11 10
Exit 306	7.4	7.8 7.5	8 8.1 13	10 15 23 24	• <i>2</i> /	• 11 11 11	11 12 11 10	8 9 10 V	10 9 9 8	9 9 9 9	9 8 9 10	9 8 8	9 8 8	/ 9 8	8 9 9	9 9 9 9	9 8 9 5	9 8 11 10	9 10 9 9	0 0 0	0 0 0	o o / /	<u> </u>	12 11 15	14 12 12
Columbia Blvd	6.9	7.8 7.8	3 7.8 12	11 14 17 22	14 3 5 1	0 9 11 9	11 12 11 10	8 11 12 10	10 10 11 9	9 11 9 9	10 9 10 10	10 8 8	10 9 8	8 8 9	8 9 10	9 9 8 11	9 9 11 18	17 17 27 28	23 15 11 7	776	6 7 7	7 9 8 7	8 10 :	12 12 13	13 12 14
Exit 305	6.7	7.4 7.6	5 7.7 10	11 13 20 28	19 13 13 1	12 10 11 10	10 12 11 10	8 10 11 11	9 11 10 8	9 10 9 8	10 10 9 10	978	9 9 8	9 8 8	8 10 9	9 10 9 10	8 10 10 13	17 15 16 20	20 16 13 8	8 7 6	7 7 7	7 8 7 6	6 10 3	13 12 14	15 13 15
US-30 Byp/Lombard St	6.8	7.3 7.6	5 7.6 12	11 13 19 30	24 19 10 1	17 13 11 10	10 14 12 11	8 9 12 12	11 13 12 11	9 9 9 10	9 11 9 9	978	9 10 8	11 8 9	8 10 8 1	11 8 8 11	8 10 8 9	11 10 9 11	11 10 9 8	10 7 7	7 8 7	8 8 8 7	7 10 3	15 12 14	16 14 16
Exit 304	6.7	7.0 7.0	7.3 11	15 15 18 25	31 11 4 1	12 19 12 11	11 13 17 12	14 11 12 11	11 10 14 13	9 9 9 9	9 9 7 8	9 9 8	7 11 8	10 8 8	8 8 8	9 7 7 10	9 9 9 9	12 10 9 9	11 11 9 10	9 8 7	7 8 7	8 8 8 7	6 9	13 12 12	13 15 16
Portland Blvd	6.5	69 71	73 12	13 17 18 19	36 38 13	8 11 21 13	11 11 15 13	12 11 11 12	10 10 11 15 1	5 12 11 9	9 7 7 7	9 12 7	7 7 11	8 8 6	7 7 7	7 9 8 9	10 8 7 7	10 11 9 9	10 10 10 9	9 10 8	7 7 7	7 8 11 9	7 7	12 18 13	13 16 24
Exit 202	63	70 73	73 11	7 15 21 28	37 25 8	9 24 15 12	15 14 18 13	15 11 12 10	13 11 11 17	1 9 9 9	9 10 9 9	9 10 7	6 10 10			10 9 8 8	10 9 12 13	11 13 10 9	11 12 10 9	8 9 9	7 7 7	0 8 10 7	7 11	16 13 13	13 17 19
Alberte St	6.5	7.0 7.0	7.5		20 20 24 4													10 10 10 0						10 15 15	10 17 20
Alberta St	0.3	7.0 7.3	7.3 9	12 10 17 10	29 39 24 1	11 11 23 15	13 10 12 12	11 13 11 12	12 12 12 14 1	4 12 12 9		9 10 8	· · · · · ·		0 0 0	a 10 / 9	9 11 10 5	10 12 10 9	9 11 11 12	0 0 5	8 / 9	/ / 0 12	9 /	12 17 13	12 17 39
Exit 303	6.3	6.9 7.0	7.3 12	9 16 17 12	27 40 29 1	3 11 23 16	13 10 12 13	11 12 10 10	11 11 11 12 1	3 11 11 11	8 8 8 /	11 11 9	8 / 11	8 8 /	6 6 /	9 11 9 11	9 11 9 9	9 9 11 9	9 11 10 15	9 9 8	8 8 9	8 9 8 11	8 / 3	12 18 13	14 1/ 46
Killingsworth St	6.2	7.1 7.1	1 7.5 12	8 13 14 12	21 41 40 1	7 9 21 20	17 14 13 19	12 12 11 11	9 9 13 9 1	0 8 8 8	8 8 9 9	9 9 11	8 8 10	7 8 8	6 9 9 1	10 9 9 9	9 9 7 7	10 8 11 7	7 12 13 16	11 11 11	10 9 11	9 12 10 9	8 7	11 17 16	<b>18</b> 30 56
Exit 302	4.5	6.1 6.3	8 6.8 19	11 10 17 21	32 46 54 4	12 19 17 27	42 35 30 33	24 14 11 9	10 9 9 9	9 10 10 9	7 9 8 8	777	8 6 7	7 8 9	8 7 7	7 7 9 9	9 9 8 9	9 9 11 11	11 11 13 22	23 23 22	22 21 25	6 22 28 15	11 10	8 11 25	37 46 53
I-405/US-30	2.5	3.9 4.8	8 7.8 45	32 20 35 41	46 50 54 5	0 50 36 45	47 50 52 53	51 44 29 16	18 19 14 28 2	6 25 25 13	13 11 19 14	18 13 15	17 16 10	9 18 30	20 9 11	9 10 11 12	12 16 25 19	17 15 26 31	38 43 44 51	48 49 51	57 49 52	0 48 50 38	32 25 3	19 15 34	56 57 55
Exit 302	2.6	4.7 7.4	9.5 44	39 18 26 36	44 52 52 4	17 49 <u>39</u> 49	46 51 52 54	51 49 28 19	21 16 14 22 2	1 22 21 16	15 11 18 18	15 10 13	19 19 10	8 16 24	11 7 10 1	10 10 8 9	10 12 25 16	17 13 25 35	43 41 47 51	49 50 52	53 48 51	7 46 45 42	35 22	17 16 38	57 61 55
Broadway St	3.0	68 83	99 45	17 16 21 30	42 53 52 4	16 50 40 50	46 52 51 57	52 50 30 20	19 13 12 15 1	7 21 21 19	16 10 17 16	11 8 10	19 19 10	8 12 17	9 7 9 1	10 9 8 8	8 10 18 17	16 13 21 35	46 47 45 49	49 49 51	52 47 49	3 47 40 43	35 15	15 14 36	58 62 54
Exit 202	3.1	69 70	9.4 49	18 19 18 78	45 51 51 4	9 51 43 50	47 52 51 57	51 51 38 74	18 14 10 14 1	9 24 26 21	15 13 23 17	13 7 3	10 15 3	0 0 00	3 7 7	8 10 0 0	7 8 14 1/	16 14 16 40	47 41 43 47	47 45 47	48 44 43	1 40 39 46	33 13	12 13 37	58 62 55
Weidles St	3.4	CO 0.0					44 40 54 55	46 40 40 24			21 29 23	15 11 12	21 19 14	8 10 13	13 9 8	9 13 14 12	10 11 20 20		ac az 42 42	42 24 27	25 20 25	0 37 36 40	25 20	17 70 70	40 55 53
weidlei Sc	2.4	6.9 8.0	5 10.0 49	<b>19 30 16 28</b>	43 40 47 4	18 47 44 40	44 49 51 50	40 48 42 31	20 21 13 15 1	2 19 2/ 1/	10 21 24 21	14 0 0	10 10 13		10 0 0	0 11 12 0	7 11 10 20	16 15 19 40	30 37 42 42	43 34 33	35 29 25	9 27 36 42	35 20	17 20 36	49 50 52
Exit 301	2.8	7.8 9.:	3 10.2 47	1/ 36 <u>15</u> 24	38 51 48 4	18 48 48 46	42 50 51 51	44 45 37 32	20 22 14 13 1	1 21 24 18	20 21 24 21	14 0 0	15 10 15			a 11 13 9	11 15 21	13 15 22 34	33 32 36 37	37 33 Zt	21 15 17	4 25 30 37	40 29	19 15 33	39 51 53
1-84/US-30	3.4	7.8 8.8	8 9.5 47	<b>19</b> 34 21 21	37 52 50 5	60 51 49 44	43 51 52 51	44 45 35 26	21 21 16 13 1	.6 17 22 20	21 17 15 20	12 / /	16 18 12	/ / 13	18 10 8	9 11 12 8	/ 8 15 21	12 15 18 31	30 26 28 31	31 29 20	14 14 18	0 22 26 33	45 38 3	21 13 28	36 51 55
Exit 300	4.8	7.6 8.0	9.1 50	50 44 27 19	32 49 49 5	i1 55 47 41	42 50 52 52	45 46 37 28	18 20 17 13 1	4 11 15 19	19 16 9 18	14 8 7	11 14 11	7 7 11	15 8 7	8 9 9 8	7 8 12 18	12 15 16 36	33 28 25 26	27 23 15	13 14 16	5 18 24 33	48 41	26 15 27	34 50 52
OR 99E	4.5	7.2 7.8	8 8.6 53	51 50 33 21	31 49 49 5	i1 55 44 39	41 50 52 51	47 48 41 37	14 18 17 10	9 9 12 18	21 21 9 14	14 9 7	9 11 10	7 7 9	11 8 6	6 8 8 8	6 8 10 15	13 16 19 38	38 29 24 23	23 20 12	11 12 12	1 15 20 31	49 44	30 18 25	33 48 48
Exit 300	2.5	3.7 4.5	6.0 58	57 53 52 50	55 56 47 4	9 55 53 52	48 52 54 56	53 51 47 46	31 39 35 19 1	8 16 19 35	42 42 30 30	33 23 13	10 10 9	8 7 7	7 9 6	6 7 7 7	7 7 9 13	25 38 42 48	49 45 40 37	34 28 14	9 9 9	0 19 26 40	53 54 4	46 35 39	44 54 55
I-84/US-30	33	64 63	7 89 44	15 34 27 17	24 25 18 1	4 18 21 15	13 19 21 24	21 17 16 18	76 21 18 22 1	2 16 17 24	28 30 22 24	18 16 20	14 14 11	11 11 8	9 16 12	7 8 9 9	15 13 21 74	17 23 15 18	19 23 25 19	21 28 25	15 13 23	4 27 32 28	27 23	29 31 46	49 47 45
Marouam	47	62 7/	11 1 39	10 32 19 13	20 18 18 1	1 15 19 10	9 14 16 18	15 20 15 14	21 19 16 16 1	4 15 14 20	22 19 17 18	12 11 17	15 11 11	14 14 8	11 13 13	8 7 11 10	15 13 17 19	16 19 17 16	17 18 18 16	21 22 25	18 17 15	3 20 30 26	31 25	25 45 50	51 45 43
Bridge	4.7	6.4 0.	11.7 26	7 31 13 11	10 10 17 1	1 13 10 10	0 12 10 17	12 27 19 14	20 20 24 17	6 16 15 10	22 15 16 17	12 11 15	14 9 14	15 13 9	10 11 13	8 9 12 13	13 14 16 14	12 15 12 16	17 10 10 10	22 22 22	22 19 14	3 14 36 37	24 29	22 45 40	E1 A5 AA
bridge	4.7	0.4 9.4	11.7 30	57 51 12 11	10 10 1/ 1	11 13 19 10	5 13 18 17	13 27 18 14	20 20 24 17 1	.0 10 15 15	23 10 10 10	10 11 17		15 12 10			10 17 17 10	12 15 12 10	1/ 18 18 15	22 22 2	22 10 14	3 14 20 27	34 20	22 43 45	<b>31</b> 43 44
I-405	4.8	8.1 10.	3 12.4 33	33 30 11 11	1/ 16 15 1	12 13 18 12	9 11 15 16	13 27 20 14	18 18 22 17 1	/ 19 18 20	19 12 15 1	10 11 15	15 0 14	15 15 10	5 12 12	0 0 11 14	14 15 17 19	10 13 13 16	16 16 18 15	21 21 25	24 18 16	3 13 20 25	36 27 .	22 40 47	49 44 43
	5.5	9.3 10.	3 12.3 24	26 25 11 11	12 11 10 1	2 12 11 8	7 9 10 11	12 18 19 11	12 <u>13</u> 16161	.5 15 14 12	10 9 9 10	8 9 11	11 / 10	11 9 9	9 10 9	9 9 9 11	10 14 16 11	8 9 10 11	15 14 16 12	15 18 18	19 12 13	0 11 14 21	25 21 2	24 41 47	49 44 43
Exit 200	5.6	8.2 9.4	9.8 24	23 27 19 12	10 9 10 1	0 12 12 9	7 9 10 9	8 15 21 16	10 9 13 19 1	4 12 12 9	7 7 7 7	7 7 9	8 7 7	7 7 7	9 8 8	9 9 11 11	10 10 9 9	8 8 10 8	10 11 10 9	11 13 16	15 14 12	9 11 14 18	28 29	31 45 53	54 51 51
I-405	4.3	7.3 8.0	8.3 33	25 24 30 20	16 19 16 2	1 18 13 16	15 15 17 17	14 18 27 22	15 19 17 27 1	.8 16 17 13	10 11 12 5	16 13 19	15 21 17	14 12 15	16 13 15 1	17 17 21 18	23 21 16 20	17 12 20 10	10 14 10 17	15 11 14	21 25 19	4 15 16 21	23 48	56 58 53	55 60 60
Exit 299	4.9	7.5 8.2	8.3 37	22 19 25 18	12 15 14 2	2 15 10 12	16 12 16 14	15 15 22 21	15 17 17 26 1	9 14 15 11	9 10 12 10	) 15 13 19	13 15 15	11 10 13	13 11 13	13 13 16 15	21 19 16 17	15 12 18 10	11 14 12 16	15 12 15	20 20 20	3 13 16 20	17 56 0	62 59 55	57 63 62
OR 43/Macadam Ave	5.2	7.0 7.5	5 8.0 45	26 23 26 17	12 14 11 1	5 14 10 11	11 11 13 12	16 14 24 23	17 16 16 23 1	8 13 13 11	9 8 10 10	) 13 13 13	14 13 12	11 11 12	14 12 13 1	13 14 14 13	19 19 17 14	12 11 14 8	12 15 13 12	14 14 16	19 19 19	3 14 18 21	21 55 (	62 60 53	56 63 63
Exit 298	49	67 70	76 53	32 30 28 18	15 13 11 1	4 14 17 14	11 14 14 14	18 14 26 30	18 13 16 24 1	6 10 11 10	9 8 10 11	12 14 13	13 11 12	12 13 13	12 12 12 1	13 15 15 16	20 24 16 15	13 9 13 7	11 15 14 11	13 13 16	18 20 20	4 16 17 19	22 57	62 60 58	59 61 61
Corbett Ave	4.6	63 71	81 56	4 34 32 30	17 14 14 1	7 13 13 16	17 14 16 19	18 20 22 27	30 17 17 20	3 17 15 11	11 10 12 12	12 12 12	11 12 11	12 12 15	14 16 14	4 17 17 16	16 23 20 19	20 13 12 11	11 13 14 15	14 12 14	17 17 17	5 14 13 20	29 60	60 62 63	62 62 62
E-11 207	4.0	4.0 5.0			10 10 10 1		27 24 40 57			0 20 40 44	11 10 13	11 9 10	9 9 11	11 10 10	11 15 24	24 19 16 16	14 15 20 24	27 26 24 42	10 10 10 10			3 30 30 40		50 52 55	
EXIC 257	3.3	4.9 5.0	5 6.3 50	5 56 51 50	54 40 20 3	/ 19 19 1/	2/ 31 46 5/	59 52 40 40	51 43 21 18 1	9 20 19 14	11 11 10 11		10 10 14	11 10 10			40 40 55 51	37 36 24 12	10 10 13 14	12 10 12	12 15 14	20 30 46	55 61	58 02 00	02 01 03
Terwiniger Bivd	1.9	3.0 3.1	L 3.5 56	5/ 59 60 60	58 54 55 5	6 56 55 61	56 58 60 64	63 60 59 61	56 58 43 28 4	8 26 29 20	15 15 12 13	15 10 12	10 15 14	14 12 10		60 60 45 47	49 40 55 60	62 61 51 29	18 16 16 18	1/ 14 11	13 19 21	2 53 63 65	6/ 63 3	58 65 68	66 65 67
Exit 296	2.0	2.9 3.1	3.3 57	57 59 60 61	56 54 56 5	6 58 55 61	57 58 60 65	63 60 59 61	57 59 44 28 2	8 28 30 22	15 17 14 15	, 16 11 13	15 19 19	13 13 14	11 39 65 6	60 60 49 51	27 21 29 60	63 61 53 35	19 14 15 18	17 15 11	16 20 19	<b>3</b> 58 64 67	66 63 5	59 63 67	66 66 67
Multnomah Blvd	1.8	2.9 3.0	3.3 58	57 59 60 62	56 56 57 5	57 59 57 62	59 58 60 66	63 60 59 62	58 59 43 24 2	7 30 32 26	18 22 15 19	5 <u>19 15</u> 12	14 12 14	13 12 12	13 43 64 5	59 60 55 55	54 59 62 62	63 61 55 42	20 14 15 19	16 13 11	19 20 19	9 61 65 69	68 65 0	60 63 67	67 66 66
Exit 296	1.4	2.3 2.5	5 2.9 <b>59</b>	52 62 62 62	60 60 61 6	61 60 65	60 61 61 67	65 63 61 62	59 60 46 21 4	1 38 42 40	33 40 27 21	33 26 18	18 13 15	14 16 12	48 64 6	61 61 61 60	58 62 64 65	63 62 60 53	18 15 15 24	19 15 11	21 19 27	2 63 66 70	69 64 6	63 63 66	65 65 65
Barbur Blvd	0.7	1.5 1.8	3 2.1 60	54 63 63 62	62 63 62 6	3 63 62 65	62 63 63 68	64 65 63 64	60 60 57 27 4	4 43 47 57	53 55 49 52	54 50 44	32 16 13	15 15 26	46 64 68 6	66 65 65 64	62 64 66 66	66 63 65 61	32 19 12 27	23 21 11	13 25 37	4 66 68 70	67 64 6	63 64 67	67 65 67
Exit 295	03	14 13	7 19 59	53 63 64 60	63 62 62 6	4 64 61 63	61 63 63 67	64 64 63 63	59 60 58 38 3	1 33 36 57	54 60 52 58	62 56 59	45 24 16	24 27 44	57 65 66 6	65 65 64 63	62 63 65 65	66 63 64 59	48 37 15 24	25 30 16	15 27 41	7 64 69 69	66 64 0	62 66 69	65 65 68
Taylors Ferry Rd	03	0.9 1.4	1.6 59	52 61 62 61	62 60 58 6	1 64 60 61	61 63 61 66	64 64 62 63	56 60 56 53	7 25 28 54	60 63 56 57	60 59 61	53 38 26	24 35 52	57 64 65 6	64 62 63 63	59 62 63 65	64 63 63 59	51 48 14 17	24 38 36	18 19 41	4 66 67 68	64 63 0	62 65 66	61 62 67
Ti Exit 295	0.2	0.2 0.6	0.7 57	1 61 63 61	61 50 50 6	1 65 59 60	50 61 63 65	67 67 67 67	E9 E0 E0 EE E	2 24 28 62	61 64 63 55	59 59 60	<b>57 58 54</b>	49 57 61	60 63 64 6	65 64 63 62	60 63 63 63	67 61 64 50	E7 EE 22 10	20 60 67	27 10 44	A 64 65 65	67 60 1	67 64 67	50 52 55
Exit 255	0.2	0.0 0.0	0.7 57	01 02 01	01 35 59 6	0 00 55 50	55 01 62 65	50 50 50 57	30 39 00 56 5	2 54 58 62	C2 F0 F0 F0	57 55 51	50 50 50	0 0 0	CC C2 C2 (	63 60 60 60		64 59	57 55 23 10	59 00 03	3/ 19 44	- 04 05 05 4 01 07 07	03 60 1	02 04 03	50 63 60
E Capitol Hwy	0.0	0.0 0.1	L U.S 51	57 00 58 58	00 58 55 5	19 01 55 56	55 57 59 62	58 59 59 57	50 57 56 56 5	7 54 54 61	62 55 59 55	57 56 51	50 59 58	62 80 58	55 62 63 t	62 60 59 59	57 62 59 60	61 60 61 54	52 54 56 50	59 61 6U	50 55 63	4 01 63 62	00 54 5	58 0b 64	58 62 64
o Exit 294	0.0	0.0 0.0	0.0 58	60 61 63	60 61 59 6	ou 61 59 62	63 63 61 65	60 59 59 60	60 59 59 57 5	9 58 57 60	63 62 60 61	61 62 60	5/ 59 59	68	55 64 64 6	62 62 62 62	60 64 63 62	64 63 64 58	56 57 62 63	63 64 64	62 64 66	3 63 65 66	64 63 0	64 66 65	62 63 64
OR 99W/Barbur Blvd	0.0	0.0 0.0	0.0 59	52 59 61 63	59 63 58 6	62 62 61 61	62 60 62 63	60 57 60 57	60 57 59 57 5	8 58 58 62	63 63 58 61	58 59 61	60 57	61 61 59	58 64 63 6	62 62 62 62	61 64 61 61	62 61 62 57	55 58 62 64	61 62 63	63 65 66	5 65 66 67	63 63 0	64 67 64	63 61 63
2 Exit 293	0.0	0.0 0.0	0.0 58	50 60 61 62	59 61 56 6	51 60 59 60	60 57 62 61	58 57 60 58	61 54 58 55 5	7 57 58 62	62 63 58 59	57 58 61	59 58 55	60 60 58	55 62 61 6	62 61 59 61	60 62 56 60	60 59 60 56	52 57 61 63	62 61 61	63 65 65	2 65 65 66	62 62 0	65 67 64	62 59 63
Haines St	0.0	0.0 0.0	0.0 57	50 60 61 60	61 61 60 6	60 61 60 61	63 59 62 58	57 55 61 59	59 54 58 56 5	7 58 60 60	56 62 59 60	61 59 59	60 59 54	59 60 57	57 62 61 6	60 60 59 59	60 62 59 62	62 62 61 57	54 58 62 62	60 61 61	64 67 66	3 64 65 64	63 62	65 68 64	60 56 63
Exit 292	0.0	0.0 0.0	0.0 62	52 62 64 61	61 63 62 6	65 62 65	68 64 63 61	59 60 62 60	62 60 60 58 6	i4 65 64 62	61 64 62 62	61 62 62	63 61 61	63 61 59	62 65 64 6	64 64 64 64	63 66 65 66	64 64 63 62	59 63 63 65	64 64 65	68 69 68	5 63 64 66	65 64	66 67 64	62 62 67
OR 217	0.0	0.0 0.0	0.0 56	58 58 61 59	60 61 59 5	2 61 61 58	58 61 59 60	56 57 57 54	57 58 50 50	7 57 59 59	55 63 60 57	55 53 58	57 58 57	60 61 58	60 65 63 6	60 58 60 59	62 63 61 67	58 56 58 58	57 58 60 59	64 62 64	65 65 64	4 64 64 65	63 64	65 63 64	62 66 65
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Logond													-												





### US-26 Eastbound - Hours per day not meeting the speed threshold

	Evit/Segment		July 11	, 2021			July 12	2, 2021			July 13	3, 2021			July 14	l, 2021			July 15	, 2021	
	Exit/Segment		(Mor	nday)			(Tues	sday)			(Wedn	esday)			(Thur	sday)			(Frid	day)	
	Speed Threshold	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
	I-405/	0.3	10.1	12.2	12.8	0.9	10.8	12.7	13.1	0.5	12.0	13.8	13.9	0.5	12.3	13.6	13.9	1.3	13.6	14.6	15.2
	Market St	1.4	11.8	12.3	12.8	1.9	12.6	12.8	12.8	2.0	13.8	13.9	14.2	2.2	13.3	13.7	13.8	4.2	14.2	14.8	15.1
	Exit 73	2.6	11.4	11.8	12.2	3.4	12.3	12.5	12.7	3.1	13.4	13.8	14.0	3.6	13.2	13.5	13.6	6.8	14.1	14.3	14.4
	Canyon Rd	0.8	10.4	10.9	11.3	2.3	10.8	11.3	11.6	3.9	11.7	12.5	13.4	3.8	12.8	13.1	13.1	5.0	13.1	13.4	13.9
	Exit 72	3.1	8.9	9.1	9.7	3.6	9.7	9.8	10.4	6.7	11.3	11.4	11.6	6.7	12.4	12.8	12.9	6.8	11.3	11.9	12.2
	Canyon Rd	2.8	7.5	7.8	8.2	5.5	8.6	8.8	9.3	8.0	10.4	10.7	10.8	7.8	10.9	11.3	11.8	7.9	10.1	10.3	10.8
	Exit 71	2.7	5.2	5.3	5.8	6.3	8.3	8.3	8.4	8.8	10.1	10.2	10.3	7.8	9.7	10.1	10.6	7.8	9.7	10.0	10.3
	Skyline Blvd	1.8	4.1	4.4	5.0	5.7	8.0	8.2	8.3	8.4	10.0	10.0	10.3	7.3	9.4	9.6	10.0	7.8	9.5	9.7	10.1
	OR 8	1.2	2.8	3.3	3.7	3.8	7.4	7.7	8.1	8.2	9.3	9.8	10.1	6.8	8.6	8.8	9.3	7.2	8.3	8.6	9.3
		0.5	1.8	1.9	2.3	2.0	5.5	6.1	6.9	7.1	8.8	9.3	9.4	4.5	7.4	7.8	8.3	5.8	7.6	8.0	8.3
	Camelot Ct	0.3	1.4	1.8	2.2	2.1	4.8	5.5	6.3	6.3	8.5	9.0	9.2	4.0	6.8	7.3	7.4	4.9	7.3	7.8	8.4
-		0.8	1.6	1.8	1.9	1.1	3.0	3.9	4.5	6.3	8.0	8.2	8.3	4.4	5.8	6.3	6.6	4.0	6.5	7.1	7.8
	Exit 69	0.3	0.6	0.6	0.6	0.1	0.7	0.8	0.8	2.3	4.2	4.4	4.8	1.3	2.3	2.3	2.7	0.4	1.3	1.5	1.8
-	OR 217	0.0	0.0	0.1	0.3	0.0	0.1	0.2	0.2	0.0	1.0	1.5	2.4	0.0	0.0	0.3	0.6	0.0	0.0	0.0	0.3
	Exit 68	0.0	0.0	0.3	0.8	0.0	0.2	0.7	1.8	0.1	0.8	1.8	2.8	0.0	0.1	1.0	2.5	0.0	0.3	0.8	1.5
-	Cedar Hills Blvd	0.0	0.0	0.1	0.3	0.0	0.6	2.2	3.5	0.2	0.9	1./	2.5	0.0	0.7	1./	2.7	0.0	0.2	0.7	2.0
	Exit 67	0.0	0.2	0.3	0.3	0.3	2.2	2.6	2.8	0.5	1.3	1.4	1.8	0.4	1./	2.0	2.5	0.0	0.5	0.8	1.3
ŀ		0.0	0.3	0.8	0.9	0.1	0.9	1.6	1.9	0.1	0.4	0.8	1.3	0.0	0.9	1.5	2.1	0.0	0.0	0.4	1.2
	Exit 65	0.7	0.9	0.9	0.9	0.8	1.5	1.5	1./	0.3	0.9	0.9	0.9	0.6	1.5	1.8	2.0	0.0	0.3	0.5	1.1
ŀ	Cornell Rd	0.6	0.8	0.8	0.8	0.6	1.3	1.3	1.3	0.5	0.8	0.8	0.8	0.8	1.1	1.3	1.5	0.0	0.0	0.0	0.1
	EXIT 65	0.2	0.7	0.8	0.8	0.3	0.8	0.9	1.0	0.3	0.8	0.8	0.8	0.0	0.8	0.8	1.0	0.0	0.0	0.0	0.0
.	Bethany Bivu	0.0	0.0	0.8	0.7	0.0	0.5	0.5	0.7	0.0	0.5	0.0	0.0	0.0	0.0	0.7	0.8	0.0	0.0	0.0	0.0
	EXIL 64 185th Ave	0.1	0.5	0.5	0.4	0.0	0.1	0.2	0.2	0.0	0.1	0.2	0.3	0.0	0.1	0.1	0.5	0.0	0.0	0.0	0.0
	Tootin Ave	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	EXIL 62 Cornelius Pass Rd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
, I	Evit C1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	EXIL DI Helvetia Rd/Shute Rd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
' F	Evit 57	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Glencoe Rd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0





#### US-26 Eastbound Travel Speeds - Thursday, July 14, 2022

	Exit/Segment	Hours No	ot Meeting	the Speed 1	hreshold	Eastbo	und Trave	I Speed	IS																																											
	Speed Threshold	20	35	40	45	7:00 AM				7:30 AM				8:00 AN	1			8:30/	AM			9	:00 AM				9:30 /	AM				10:00 AN	vi I			10:30	AM			11:0	IO AM			11	1:30 AM				12:00 P	N		
•	I-405/	0.5	12.3	13.6	13.9	25	25 32	38	36 26	35	36 38	3 32	32 30	25	26 3	0 24	26	35 38	29	29 2	28 33	33	32	20 26	5 24	23	27 21	27	33 3	30 28	8 27	24	34 3	33 32	31	26 21	28	29 30	28	25 2	5 24	20 1	24 25	21	20 2	0 22	24	26 21	. 20	29 2	6 26	22 26
	Market St	2.2	13.3	13.7	13.8	24	25 31	35	34 26	29	30 30	28	25 24	1 25	27 3	1 25	28	33 38	30	28 2	27 30	33	30	21 28	B 23	21	25 20	23	27	28 26	6 23	23	28 2	28 27	26	22 20	27	23 2	3 25	22 2	0 21	18 /	22 22	19	18 1	9 19	22	24 18	19	25 2	6 24	26 22
	Exit 73	3.6	13.2	13.5	13.6	27	32 34	31	34 29	31	28 26	5 22	22 22	2 27	33 2	9 26	23	29 40	30	25 2	27 30	30	26	22 26	5 29	23	23 20	17	24	27 20	0 21	26	25	22 22	23	17 19	26	24 20	) 23	18 2	1 19	16 /	20 19	22	17 1	8 18	17	23 17	22	20 2	3 22	26 21
	Canyon Rd	3.8	12.8	13.1	13.1	25	30 31	29	30 31	31	32 33	29	25 21	L 28	28 2	7 28	27	29 36	28	28 2	27 31	25	24	25 24	1 20	20	22 27	20	23	24 23	3 25	29	30 :	22 19	24	23 25	25	24 1	3 21	22 1	.9 19	10 /	20 10	22	20 1	9 19	20	22 19	25	23 2	2 21	22 21
	Exit 72	6.7	12.4	12.8	12.9	24	25 22	18	19 23	20	25 26	5 27	24 18	3 21	20 2	1 21	22	20 21	24	22 2	20 22	23	20	25 23	3 24	20	22 29	44	38	25 21	1 22	35	35 3	29 29	27	29 30	25	24 2	L 21	24 2	6 27	34	23 19	19	20 1	7 18	17	17 17	17	26 2	0 16	16 18
	Canyon Rd	7.8	10.9	11.3	11.8	21	20 25	19	14 19	23	20 20	25	26 21	19	19 2	2 22	21	21 15	25	27 1	l8 16	23	22	23 25	5 26	34	<mark>34</mark> 45	54	52 4	41 34	4 35	51	51 4	48 49	47	48 45	43	36 3	7 25	33 4	3 52	53	41 26	24	24 1	9 20	18	14 17	18	17 2	0 14	16 21
	Exit 71	7.8	9.7	10.1	10.6	19	20 28	20	15 16	22	18 17	7 18	19 20	17	16 1	9 19	19	23 14	22	21 1	15 12	19	20	28 25	5 44	51	56 55	56	51	39 47	7 52	53	54 5	52 52	55	53 55	55	53 5	L 43	53 5	5 56	55	52 50	43	30 2	0 24	15	15 21	19	15 2	6 33	25 36
	Skyline Blvd	7.3	9.4	9.6	10.0	29	22 33	27	16 14	21	19 18	3 18	18 20	16	15 2	0 18	17	21 16	18	20 1	L4 12	17	19	24 28	48	54	57 55	58	54	34 44	4 52	53	53 5	53 53	55	54 56	57	54 54	49	56 5	8 57	55	53 53	49	40 2	2 21	16	17 21	. 22	20 3	3 47	37 47
		6.8	8.6	8.8	9.3	48	31 38	47	26 13	20	19 19	9 17	18 21	17	15 1	8 16	15	16 16	14	19 2	20 16	14	24	24 40	56	58	51 61	63	56 4	48 52	2 57	57	55 5	59 57	59	57 60	61	57 5	9 56	61 6	1 59	58	58 59	58	50 4	0 22	18	19 21	. 30	35 3	9 56	54 56
1	UKS	4.5	7.4	7.8	8.3	59	46 41	55	43 17	24	27 20	) 20	23 23	3 25	21 1	9 21	19	19 21	13	22 2	28 23	15	28	37 56	5 58	59	52 62	64	58	57 55	5 59	58	54 5	59 59	59	58 61	62	58 6	L 59	62 6	1 60	59	59 60	60	51 5	4 41	36	33 28	50	52 5	3 58	58 57
1	0	4.0	6.8	7.3	7.4	59	52 49	54	45 18	21	32 27	7 24	22 24	1 29	23 2	1 22	17	19 24	13	22 2	28 22	15	24	45 55	5 56	58	52 60	61	57	57 54	4 59	58	51 5	59 57	57	57 59	61	58 5	3 56	61 5	9 60	55	57 57	\$7	45 5	5 45	51	46 38	50	56 5	4 57	58 53
1	Camelot Ct	4.4	5.8	6.3	6.6	60	58 60	60	39 24	15	15 15	5 14	15 18	3 17	19 2	1 33	43	34 33	21	20 2	27 31	30	36	58 60	59	60	51 59	61	59	57 57	7 61	59	56 6	62 60	59	59 62	61	59 5	7 60	62 5	9 62	57	59 57	\$6	49 5	5 58	59	59 55	56	59 5	7 62	59 57
	Exit 69	1.3	2.3	2.3	2.7	60	62 64	60	53 52	46	27 19	9 13	16 24	40	54 5	7 61	61	62 64	61	55 4	19 56	59	61	63 59	9 58	62	55 62	60	61 (	60 57	7 60	62	59 6	62 62	61	62 63	59	58 6	L 62	63 6	2 61	58	58 60	59	59 6	2 62	62	61 58	58	63 6	1 61	60 58
	OR 217	0.0	0.0	0.3	0.6	49	60 58	54	47 47	49	48 44	36	35 49	57	55 5	2 48	54	57 60	56	53 5	50 53	57	57	59 52	2 52	59	58 55	56	50	50 52	2 57	56	51 5	57 59	56	55 50	52	50 4	3 49	54 5	5 55	50	55 54	\$2	54 5	0 51	56	52 52	53	52 5	0 51	56 53
	Exit 68	0.0	0.1	1.0	2.5	47	58 55	50	42 40	42	37 40	36	42 50	57	52 4	8 51	52	56 57	54	55 5	54 54	55	56	58 56	5 52	61	53 53	57	51 !	51 51	1 59	56	52 5	58 59	54	57 53	52	44 3	3 46	54 5	4 53	53	56 55	50	53 5	1 56	54	52 52	56	49 4	9 56	54 53
	Cedar Hills Blvd	0.0	0.7	1.7	2.7	57	60 57	46	42 45	41	33 31	1 37	42 58	3 59	58 5	6 61	56	54 60	57	53 5	54 54	56	59	62 58	8 55	60	58 54	54	53	53 54	4 60	54	56 6	51 61	57	59 59	57	51 53	2 57	56 5	7 58	58	59 56	\$5	57 5	4 58	52	49 58	58	58 5	9 57	60 55
	Exit 67	0.4	1.7	2.0	2.5	63	63 61	52	38 42	32	29 29	36	57 61	1 62	62 6	0 64	59	59 62	60	56 5	59 58	60	62	64 60	58	60	50 60	57	56	59 60	0 62	58	60 6	61 62	61	61 61	62	59 59	9 59	62 6	0 61	60	63 59	\$6	59 5	9 61	58	55 59	60	60 6	2 59	62 61
	Murray Blvd	0.0	0.9	1.5	2.1	63	62 58	55	55 55	49	43 51	59	59 62	2 61	61 5	7 62	59	58 61	59	50 E	50 60	60	61	64 58	3 60	60	58 57	57	55 5	58 61	1 61	56	60 6	63 63	61	60 59	60	58 5	9 54	59 5	0 59	60	59 53	56	58 5	6 60	58	56 59	58	60 6	2 56	58 60
	Exit 65	0.6	1.5	1.8	2.0	63	61 62	57	57 58	55	58 59	58	61 63	3 63	63 5	9 60	60	59 63	61	58 6	51 62	60	63	63 58	3 61	62	59 60	61	59 (	60 63	3 62	57	62 6	63 63	62	61 59	61	62 6	57	63 5	5 60	63	60 55	57	61 5	8 61	61	59 61	58	63 6	6 61	63 63
	Cornell Rd	0.8	1.1	1.3	1.5	64	62 63	60	61 60	61	60 61	62	63 64	1 65	65 6	2 63	62	62 66	65	63 6	52 64	60	65	64 58	3 65	64	52 62	63	61 (	61 63	3 64	61	63 (	65 64	62	63 60	63	63 6	0 62	65 E	0 61	64	64 61	59	63 6	0 63	62	61 63	60	65 6	6 63	65 65
	Exit 65	0.0	0.8	0.8	1.0	65	62 63	61	63 61	63	60 62	2 61	63 61	L 65	65 6	1 63	62	62 65	66	63 6	51 65	60	66	63 60	0 65	63	53 62	63	62 (	60 63	3 64	61	62 6	64 65	62	62 60	62	63 6	L 63	65 E	0 61	65	65 61	61	62 6	0 63	62	61 64	62	64 6	5 62	63 64
	Bethany Blvd	0.0	0.6	0.7	0.8	64	62 60	62	61 61	62	59 61	60	64 60	66	64 6	3 64	62	62 64	65	62 9	59 65	61	65	61 61	1 64	64	54 62	62	61 (	61 63	3 62	60	62 6	62 63	62	63 61	63	61 6	2 63	62 E	1 64	63	63 59	62	62 6	2 63	61	63 63	61	65 6	4 63	62 65
-	Exit 64	0.0	0.1	0.1	0.3	65	62 59	60	63 61	63	58 63	3 60	63 63	3 68	64 6	2 64	63	62 65	65	63 6	50 65	61	62	63 62	2 65	63	53 63	63	61 (	60 64	4 62	62	63 (	64 63	63	63 60	62	64 6	÷ 62	64 E	3 64	64	63 62	63	63 6	2 65	62	62 64	63	64 6	3 62	64 64
ş	185th Ave	0.0	0.0	0.0	0.0	65	63 63	63	64 63	64	62 67	62	66 65	5 68	63 6	5 65	64	63 67	65	63 6	51 63	61	63	61 62	2 65	64	54 65	63	62 (	61 64	4 63	65	64 (	64 63	63	62 62	64	64 6	4 63	65 E	4 68	65	64 63	64	62 6	4 66	61	65 64	64	66 6	4 62	64 67
f	Exit 62	0.0	0.0	0.0	0.0	66	63 62	62	62 63	63	61 65	62	64 65	5 66	63 6	5 64	62	64 64	65	65 6	53 65	60	62	59 62	2 63	65	54 63	66	63 (	63 64	4 62	64	66 6	65 63	62	62 63		64 6	1 64	64 E	5 65	63	62 63	63	61 6	4 66	62	66 66	64	64 6	3 62	62 65
5	Cornelius Pass Rd	0.0	0.0	0.0	0.3	66	61 59	63	63 62	60	60 61	61	63 63	3 64	62 6	2 63	62	63 64	64	64 6	53 66	61	60	59 62	2 62	62	51 63	63	62 (	60 60	0 61	61	64	64 60	62	63 61	60	62 6	3 60	59 E	1 59	59	61 63	64	61 6	2 62	63	63 64	62	63 5	B 57	60 62
Ť	Exit 61	0.0	0.0	0.0	0.0	67	65 63	65	65 63	61	63 63	62	63 65	5 67	62 6	6 65	65	66 66	67	66 6	53 65	65	63	63 63	3 63	63	53 64	63	63 (	62 59	9 61	63	64 6	53 62	65	63 62	63	64 6	5 63	62 6	4 61	61	61 64	65	63 6	5 65	65	66 66	62	63 6	0 61	63 65
ž	Helvetia Rd/Shute Rd	0.0	0.0	0.0	0.0	65	63 65	66	66 66	65	65 62	63	65 67	7 65	62 6	3 64	63	63 64	65	65 6	53 64	63	64	65 64	4 64	63	53 66	63	64	62 67	Z 63	64	65 6	53 66	65	64 63	63	63 6	3 62	64 E	4 62	63	64 64	63	63 6	3 63	64	65 63	63	63 6	3 63	64 65
-	Exit 57	0.0	0.0	0.0	0.0	66	66 65	65	65 66	66	65 63	65	65 68	3 65	63 6	3 63	63	64 65	66	66 6	56 65	63	64	60 63	3 63	65	55 66	64	63	63 61	1 62	65	65 6	56 66	65	65 65	63	65 64	1 66	67 6	6 62	63	65 65	62	64 6	6 65	64	65 62	64	66 6	4 65	65 63
	Glencoe Rd	0.0	0.0	0.0	0.0	68	67 66	66	68 64	62	62 64	64	65 67	7 65	67 6	4 63	63	64 64	65	65 6	55 64	65	65	62 63	3 63	65	55 66	64	63 (	64 61	1 67	68	68 1	57 64	63	63 64	64	65 6	5 66	67 6	6 65	65	64 64	62	64 6	6 66	66	65 62	65	67 6	4 64	64 62
	Legend	50 MPH and 40-49 MPH 30-39 MPH 20-29 MPH	over																																																	

Legend	
	50 MPH and over
	40-49 MPH
	30-39 MPH
	20-29 MPH
	Below 20 MPH



#### US-26 Eastbound Travel Speeds - Thursday, July 14, 2022

	Exit/Segment	Hours N	lot Meetin	g the Spee	d Threshold																																																	
	Speed Threshold	20	35	40	45	12:30 PM			1:00 PM			1:30 PM	м		2:	:00 PM			2:30 PM			3:00	PM			3:30 PM			4:0	0 PM			4:30 PM			5:00 P	м		5:30	РМ		6:00	/ PM		6:3	O PM		7	:00 PM		7	:30 PM		
+	1-405/	0.5	12.3	13.6	13.9	26 1	25 2	0 18 2	2 23 2	22 22	26 22	22 23	24 28	.8 20	21 21	24 29	30 25	22 24	4 27 2	5 24	18 19	22 22	2 21	22 19	26 2	1 27	28 29	26 2	9 28	32 32	25 26	25 29	9 23 3	21 29	38 29	25 32	43 38	28 33	31 33	28 3	2 27 2	9 36 3	3 33 7	27 28 /	35 26	26 21	17 22	23 27	26 21	23 27	22 35	29 23	23 26	22 31
	Market St	2.2	13.3	13.7	13.8	22 2	22 1	B 17 2	1 21 2	20 18	25 20	20 20	22 23	.3 18 /	19 18	20 26	26 24	22 22	2 28 2	3 21	15 19	22 20	21	20 20	21 1	6 20	23 22	20 2	4 24	25 24	20 22	20 18	3 14 :	14 23	31 16	14 26	39 33	20 26	29 29	22 1	8 18 2	6 28 2	8 24 2	22 23 7	30 18	20 22	18 21	23 25	23 21	21 22	21 29	24 20	21 24	18 26
	Exit 73	3.6	13.2	13.5	13.6	18 2	. 17 1	4 14 1	17 19 1	16 16	18 15	17 16	18 21	1 16	15 16	22 25	24 28	23 20	0 25 2	0 24	19 17	22 24	1 22	23 25	20 1	7 21	24 22	24 2	6 26	26 28	27 21	17 18	3 14 :	14 29	26 17	15 33	35 24	25 31	34 33	27 2	2 28 3	3 <u>33</u> 3	<mark>4</mark> 29 2	<u>14 23 7</u>	28 17	18 17	15 17	21 20	23 20	20 19	24 26	22 20	23 28	23 38
	Canyon Rd	3.8	12.8	13.1	13.1	18 2	19 1	6 16 1	18 16 1	16 22	19 18	18 18	22 19	9 17	17 24	26 25	27 23	24 24	4 24 2	5 25	28 27	25 30	1 31	23 24	21 1	9 17	15 18	20 2	2 24	21 25	20 26	24 14	1 13	15 19	19 24	19 20	18 17	23 26	20 15	15 2	2 15 1	8 16 2	0 21 2	1 22 1	22 20	17 16	22 25	24 18	26 22	18 19	26 27	25 38	50 55	55 56
	Exit 72	6.7	12.4	12.8	12.9	18 2	19 1	B 17 1	16 16 1	16 19	18 16	16 21	17 16	6 15	18 22	18 18	21 18	18 1	7 19 1	.6 16	23 20	30 23	8 17	10 20	19 1	3 12	13 12	11 1	0 12	LZ 13	16 17	21 15	5 9 :	10 9	7 8	8 8	99	98	10 8	7	8 7	8 8	8 8 1	1 11	15 17	16 18	23 22	21 17	21 22	19 25	30 21	27 55	57 60	60 58
	Canyon Rd	7.8	10.9	11.3	11.8	20 1	18 1	B 18 1	4 19 1	16 13	18 15	14 16	14 14	4 14	16 16	16 13	17 18	18 16	6 17 1	.8 14	15 15	16 16	5 14	12 11	17 1	5 11	11 10	10	9 10	10 12	11 11	15 15	5 9	8 9	8 7	98	8 8	8 8	8 8	8	8 8	8 8	8 7	7 9 7	12 15	14 16	13 18	17 17	17 21	22 27	26 36	45 56	59 57	57 60
	Exit 71	7.8	9.7	10.1	10.6	36 1	23 1	9 19 1	4 19 1	18 12	17 14	15 17	13 17	7 15 7	14 15	17 14	15 21	18 1	5 15 1	.9 12	11 13	13 13	3 14	10 8	15 1	5 11	12 11	10 1	1 9	9 10	10 11	14 14	4 9	7 7	76	8 7	77	78	8 7	8	8 8	8 8	8 8	7 7 7	10 12	15 18	18 17	20 22	43 35	38 51	50 52	59 59	59 57	56 61
	Skyline Blvd	7.3	9.4	9.6	10.0	43 2	. 22 1	7 21 1	15 14 1	18 14	15 16	15 20	16 16	6 15	15 17	18 15	14 21	19 16	6 12 1	.7 13	10 14	11 12	2 14	97	14 1	7 11	9 9	10 1	0 9	8 9	10 11	11 15	5 9	76	6 6	7 8	7 8	9 8	7 7	8	78	77	8 7 /	6 7	10 11	15 19	21 18	17 37	56 56	54 56	56 58	59 60	60 58	58 62
	OR 8	6.8	8.6	8.8	9.3	56 4	27 3	0 34 2	20 16 2	20 17	15 19	17 30	26 15	5 13 /	15 14	19 26	16 18	18 18	B 13 1	.4 15	10 15	14 13	3 13	11 6	12 2	5 17	11 10	9 1	0 9	8 7	10 10	9 11	1 10	7 7	76	77	77	7 7	6 7	8	77	77	6 7 (	7 7 7	8 8	14 17	21 22	27 53	61 61	61 61	60 60	63 63	62 60	59 61
		4.5	7.4	7.8	8.3	60 5	51 5	1 49 3	34 24 3	33 26	16 25	19 25	38 26	6 18	16 26	32 51	27 20	27 23	3 20 2	0 22	16 12	16 15	5 15	13 10	10 4	1 33	24 18	12 1	3 11	11 10	10 10	9 10	0 15	10 8	97	7 8	7 9	8 8	7 7	7	8 7	7 7	<u> </u>	8 7	8 10	19 19	28 38	51 60	62 61	61 61	62 61	65 65	63 62	60 62
	Camelot Ct	4.0	6.8	7.3	7.4	58 5	55 5	3 52 4	16 <mark>39</mark> 4	41 41	22 22	18 12	35 28	8 22 1	28 45	48 56	36 32	29 25	5 22 1	.7 26	18 12	21 17	7 16	16 13	8 2	9 38	32 23	14 1	4 12	12 13	12 13	12 11	1 18	15 10	9 9	10 8	9 12	10 9	9 8	10	97	991	1 11 1	1 9 7	11 13	23 29	47 52	56 60	59 61	60 57	60 60	63 64	61 62	60 60
		4.4	5.8	6.3	6.6	59 5	58 5	9 58 5	58 <u>59</u> 5	58 60	48 28	35 14	18 39	<mark>5 48</mark> /	52 60	58 59	54 54	43 38	8 25 1	.9 22	19 14	19 17	7 19	24 17	9	9 18	23 21	16 1	3 12	10 11	99	11 10	0 11	12 7	79	8 7	77	8 7	7 7	7	99	87	/ 9 1	1 11	10 11	23 57	61 62	61 61	63 63	63 59	62 65	66 65	63 65	60 59
	Exit 69	1.3	2.3	2.3	2.7	60 6	58 6	0 61 6	50 59 <del>6</del>	60 61	60 61	59 56	51 53	3 58 /	60 60	58 59	57 56	53 58	8 58 5	6 51	56 54	53 52	2 58	56 53	47 3	D 21	24 30	45 4	8 40	13 33	37 20	16 19	9 16 3	20 23	16 10	11 12	13 13	13 14	13 19	29 4	1 55 4	9 47 4	2 51 5	57 61	56 56	61 64	63 63	62 63	63 62	62 62	62 66	65 65	65 66	64 60
	OR 217	0.0	0.0	0.3	0.6	54 5	48 5	2 55 5	i8 54 5	56 57	55 51	54 51	52 47	7 50 /	46 47	51 51	49 42	43 5	2 47 4	9 45	49 50	50 46	5 56	49 48	53 6	1 56	56 52	48 5	0 54	54 57	53 47	46 46	5 45 4	45 49	49 43	37 45	51 54	51 50	50 48	53 5	3 55 5	4 51 6	2 57 5	9 56 7	57 51	56 58	56 60	58 58	61 59	59 60	58 60	61 60	60 63	61 58
	Exit 68	0.0	0.1	1.0	2.5	49 5	46 4	9 55 5	58 52 S	56 56	57 42	52 51	52 42	2 39 7	39 36	45 52	51 39	42 43	2 <mark>39</mark> 4	2 49	46 49	47 40	56	48 49	50 6	D 57	57 55	50 5	0 55	19 50	52 42	46 43	3 42 4	42 45	37 40	39 46	46 52	49 48	48 46	52 5	0 53 5	4 55 6	2 59 5	57 57 7	56 47	53 55	59 59	59 61	61 58	60 61	59 60	61 62	63 63	59 58
	Cedar Hills Blvd	0.0	0.7	1.7	2.7	56 5	56 5	7 57 5	57 54 5	54 58	59 55	54 55	54 53	3 45 /	47 43	52 52	55 46	39 40	0 43 4	3 46	42 39	44 46	5 55	57 53	59 5	B 59	56 49	45 5	2 56	50 53	49 46	47 39	9 38 3	37 37	33 36	30 33	35 38	34 41	39 32	38 3	4 42 4	2 53 5	9 60 6	<i>i</i> 0 58 f	53 56	57 54	62 59	62 63	59 58	62 61	60 62	61 62	61 61	62 63
	Exit 67	0.4	1.7	2.0	2.5	60 6	61 6	0 58 5	60 5	58 60	62 58	58 58	58 58	8 48	56 58	60 54	59 51	39 34	4 42 5	0 51	40 42	49 53	3 58	59 57	64 63	2 60	62 59	50 5	2 50	50 53	52 51	43 40	31	22 18	18 22	18 19	17 22	23 27	22 21	. 27 2	0 25 3	<mark>9</mark> 61 6	3 63 6	s2 62 f	60 62	63 62	64 62	63 65	63 62	63 64	63 66	63 60	60 64	64 65
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Attachment 4

# REGIONAL MOBILITY POLICY UPDATE PROJECT TIMELINE AND 2022 ENGAGEMENT SCHEDULE







Oregon Transportation Commission action on Metro Council and JPACT recommendations The Commission will be engaged throughout the project.

What	Who	Date
January to July 2022 – Develop Draft	Mobility Policy and Measures/Targets	
Report case studies analysis and findings	TPAC/MTAC Workshop	2/16/22
Introduce draft mobility policy elements	TPAC Workshop	3/9/22
and performance measure	Practitioner Forum (with breakouts)	4/7/22
recommendations	TPAC/MTAC Workshop	4/20/22
Disqueet	EMCTC TAC	5/4/22
Discuss:	EMCTC	5/16/22
- Draft policy framework and	CTAC	6/2/22
applicability	TPAC/MTAC Workshop	6/15/22
<ul> <li>Draft measures, targets and methods</li> </ul>	Metro Council	7/26/22
- Draft implementation action plan		

What	Who	Date
August to November 2022 – Recommen	d Draft Mobility Policy, Measures/Targets and A	ction Plan
Recommended Draft for 2023 RTP	TPAC/MTAC workshop (with other practitioners)	8/17/22
<ul> <li>Mobility policy (with measures and targets) and applicability</li> </ul>	TPAC discussion	9/2/22
- Implementation Action Plan	MTAC discussion	9/21/22
	MPAC discussion	9/28/22
	Region 1 Area Commission on Transportation	10/3/22 (requested)
	TPAC recommendation to JPACT	10/7/22
	Metro Council discussion	10/18/22
	JPACT discussion	10/20/22
Report study findings and policy recommendations and seek support to incorporate in 2023 RTP	Oregon Transportation Commission	11/17/22 (requested; meeting in Portland area)
Seek support to incorporate in 2023 RTP	JPACT recommendation/interim action	11/17/22
Seek support to incorporate in 2023 RTP	Metro Council recommendation/interim action	12/15/22

# **County Coordinating Committees**

Who	Tentative Date
East Multnomah County Transportation Committee TAC	8/31/22
Clackamas County TAC	9/1/22
Washington County Coordinating Committee TAC	9/1/22
East Multnomah County Transportation Committee (policy)	Sept./Oct.
Washington County Coordinating Committee (policy)	Sept./Oct.
Clackamas County C-4 subcommittee (policy)	Sept./Oct.

# Memo



Date:	August 10, 2022
To:	MTAC members and alternates
From:	Clint Chiavarini, Tim O'Brien, and Ted Reid: Metro Planning, Development and Research
Subject:	River Terrace 2.0 UGB exchange: preliminary UGB exchange options

### Introduction

The City of Tigard has proposed a well-planned UGB expansion under Metro's new mid-cycle UGB amendment process. City of Tigard staff has briefed MTAC on the River Terrace 2.0 concept plan on two occasions, in January and May of 2022.

The Metro Chief Operating Officer has recommended that the Council approve this expansion, but through a UGB exchange instead of the mid-cycle process. At an April 28 work session, the Metro Council directed staff to proceed with the work necessary to allow the Council to consider a UGB exchange this fall.

The UGB exchange process, while already enabled under state law, has not been used in the Metro region. It would entail adding the River Terrace 2.0 area to the UGB and removing a comparable amount of buildable land elsewhere in the region. This approach is consistent with Metro's focus on city readiness in its growth management decisions. It recognizes that Tigard is ready for growth while some other areas that were added to the UGB in the past have not resulted in housing and may not for decades to come. Ultimately, adding land to the UGB can only help us address our housing shortage if it develops in a thoughtful, predictable way. Tigard has demonstrated that it is ready to develop River Terrace with a mix of middle housing types that makes efficient use of land.

Metro staff reviewed its proposed approach to identifying possible exchange candidates with MTAC on May 18, 2022 and then at a Metro Council work session on June 14, 2022 and MPAC on June 22, 2022. This memo is intended as a status update and solicitation for additional feedback on possible UGB exchange areas.

### **Background on UGB Exchange Process**

The UGB exchange process is codified in Oregon Administrative Rule Chapter 660, Division 24. Specifically OAR 660-024-0070 provides the requirements for exchanging land inside the UGB for land outside the UGB. A local government may remove land from a UGB provided it determines:

- a) The removal of land would not violate applicable statewide planning goals and rules;
- b) The UGB would provide roughly the same supply of buildable land after the exchange;
- Existing public facilities agreements do not provide for urban services in the area to be removed from the UGB, unless the public facilities provider agrees to removal and concurrent modification of the agreement;
- d) Removal of the land does not preclude the efficient provision of urban services to any other buildable land that remains inside the UGB; and
- e) The land removed from the UGB is planned and zoned for rural use consistent with all applicable laws.

The rule does not provide any additional factors to consider when removing land from the UGB. As previously discussed with MTAC, MPAC and the Metro Council, Metro staff is following two-step process for determining areas to consider for the UGB exchange. The first step is GIS analysis to identify preliminary exchange candidates and the second step is consultation with local jurisdictions, service districts, and other stakeholders about the planning and development status of exchange candidates to focus on those areas that have not demonstrated a path towards readiness. This memo describes the methodology used for the GIS analysis and preliminary assessments made as a result of that analysis and consultations with local jurisdictions and service districts.

### GIS analysis approach:

- 1. Land must be inside and adjacent to the existing UGB. No islands within the UGB should be created.
- 2. Acreage can be from a single contiguous area or multiple contiguous areas can be removed to total of approximately 350 buildable acres, however, these should be fairly large (100 acres or more).
- 3. Acreage should be from unincorporated areas of the UGB, not land currently in an existing city limits.

### Method:

1. Using GIS, select all parcels within 1 mile of the UGB:





2. Remove taxlots within incorporated city areas (map depicts remaining unincorporated areas):



3. Divide remaining areas into subareas and calculate acreage statistics from 2018 Buildable Lands Inventory:

### **Consultation process**

The map below shows the areas identified for further consultation and discussion. Areas identified as "no longer under consideration" reflect Metro staff's current understanding of planning and development status, sometimes as a result of preliminary consultations with local jurisdictions. A summary of staff's reasoning follows.



### **Areas No Longer Under Consideration**

1 - Forest Grove: David Hill and South of Purdin Road

This area is composed of two subareas. The David Hill subarea was included in the original 1979 UGB and is north of David Hill Road west of Thatcher Road. The South of Purdin Road subarea was included in the UGB in 2014 and is east of Thatcher Road and south of Council Creek. Forest Grove completed the Westside Refinement Plan in 2017 for the two subareas. Currently a 130-unit housing development is under construction in the South of Purdin subarea. A 25-acre parcel recently annexed to the city and two other parcels totaling just over 40 acres are in the process of annexing to the city. In addition, the Forest Grove School District owns approximately 16 acres in this area with plans to build an elementary school in the future. For these reasons, this subarea is no longer under consideration. The cost of providing infrastructure to the David Hill area has hindered development. The city has recently updated its water master plan for the David Hill subarea and is initiating updates to the storm water and sanitary sewer master plans. Discussions with city staff will continue regarding the David Hill subarea.

### 2 – North Hillsboro

The North Hillsboro Industrial Area is composed of land being added to the UGB in 2002 (Shute Road), 2005 (Evergreen & Helvetia), 2011 (North Hillsboro), & 2014 (Jackson East). The City of Hillsboro completed and adopted the required comprehensive planning for Shute Road in 2003, Evergreen and Helvetia in 2007 and North Hillsboro in 2013. The Hillsboro City Council unanimously approved the Comprehensive Plan and Community Development Code Amendments to implement industrial zoning in the Jackson East (western) portion of this area on August 2, 2022.

Since 2013, development in the Shute Road, Evergreen & Helvetia, and North Hillsboro areas has steadily increased. Hillsboro has made significant infrastructure investments over the last decade and the Hillsboro Economic Development Council has acquired numerous parcels of land to help facilitate development of the area. While development of the Jackson East portion may be more challenging due to parcelization and property owner resistance to urbanization, it is expected that the Jackson East area will develop over time and complement this significant industrial employment location. For these reasons this area is no longer under consideration.

### 4 – South Hillsboro

A small portion of the South Hillsboro area was added to the UGB in 2002 with the remaining, much larger portion, added in 2011. Hillsboro completed and adopted the required comprehensive planning for the area in 2013. Subsequent planning resulted in the South Hillsboro Community Plan in 2014. Development has occurred in the northern portion of the area but the southern portion remains rural and therefore that portion was identified for consideration in the exchange process.

Hillsboro formed the South Hillsboro (SoHi) Local Improvement District (LID) in 2016 to help key highway intersection infrastructure necessary to allow development in South Hillsboro. All property owners in South Hillsboro were provided the opportunity to join the LID in 2016. The property owners that chose to join the SoHi LID were designated as "Area 1" and became eligible for development through contributions to key infrastructure improvement projects. Property owners that did not join the LID were designated as "Area 2" and were required to wait for the transportation construction projects to be completed. The last of these key transportation construction projects have been made so Area 2 is now able to begin development. Thus, the reason that development has not occurred in the southern portion to date is due to a restriction placed by the city until the necessary transportation improvements were completed. The city has received annexation applications for Area 2 and development will continue south in a logical fashion. In addition, Cornelius Pass Road is currently being extended south to the UGB at SW Rosedale Road and includes a portion of the Willamette Water Supply Program pipeline that will bring water from Wilsonville to Hillsboro. For these reasons this area is no longer under consideration.

### 5 – Sherwood and Tualatin: Tonquin/Southwest Tualatin

The Sherwood/Tualatin Area was added to the UGB in 2002 (Tualatin portion) and 2004 (Sherwood portion). Planning for both portions was completed in 2010. The area is divided between the two cities along SW 124<sup>th</sup> Avenue which Washington County recently constructed. This \$45 million road project extends SW 124<sup>th</sup> Avenue from SW Tualatin-Sherwood Road to SW Grahams Ferry Road to provide access to the this area as well as the Basalt Creek area (see Basalt Creek). Basalt Creek Parkway opened in the fall 2017 and SW 124<sup>th</sup> Ave opened in winter 2018. The project also included improvements to SW Tonquin Road and SW Grahams Ferry Road. Recent development along the SW 124<sup>th</sup> corridor includes a PGE Integrated Operations Center in Tualatin and an industrial corporate park in Sherwood. In addition,

a new water treatment plant for the Willamette Water Supply System is under construction in the Sherwood portion.

Since 2019, 99 acres of land has been annexed to Sherwood and two large manufacturing/warehouse developments have been approved with additional phase two projects expected in the near future. The city is currently designing Ice Age Drive which will provide an east-west collector road connection through the middle of the Tonquin Employment Area. Once this road connection is completed, the city expects the remaining parcels in this area will redevelop.

A significant piece of the Tualatin portion is encompassed by the Tigard Sand and Gravel facility that provides an array of construction materials while also recycling asphalt and concrete. It is expected that Tigard Sand and Gravel will continue to provide product to the construction industry in the region for the foreseeable future but at some point redevelopment of the quarry will occur. Additional uses in the area include construction, landscaping and storage facilities that are expected to redevelop over time given the improved transportation facilities in the area. For these reasons, this area is no longer under consideration.

### 6 – Tualatin and Wilsonville: Basalt Creek/Coffee Creek

The Basalt Creek area was added to the UGB in 2004. The area is divided between Tualatin and Wilsonville roughly along an east-west line that extends from SW Greenville Lane to SW Basalt Creek Parkway. In addition the West Railroad area, west of the Coffee Creek Correctional Facility, was included in the Wilsonville portion of Basalt Creek. Planning for the area was completed in 2018 with comprehensive plans adopted in 2019.

Washington County completed a \$45 million road project to extend SW 124<sup>th</sup> Avenue from SW Tualatin-Sherwood Road to SW Grahams Ferry Road to provide access to the Basalt Creek area as well as other underdeveloped employment land near SW Tualatin-Sherwood Road (see Tonquin/Southwest Tualatin). Basalt Creek Parkway opened in the fall 2017 and SW 124<sup>th</sup> Ave opened in winter 2018. The project also included improvements to SW Tonquin Road and SW Grahams Ferry Road.

In 2021, the City of Tualatin established an urban renewal area for their portion of Basalt Creek to help encourage development of employment opportunities. This will be accomplished through the design and construction of water, sewer and storm water infrastructure, assistance with the construction and improvement of transportation infrastructure and developer assistance and incentives to facilitate development. The city has been in discussions with some property owners and they are also looking at their code to determine if there is some minor adjustments that can be made to provide more flexibility while continuing to meet their goals for the area. A residential subdivision has been approved in the eastern portion of Basalt Creek. For these reasons, this area is no longer under consideration.

The Coffee Creek area was added to the UGB in 2002. Wilsonville completed planning for the area in 2007, which envisioned the creation of an urban renewal area. In 2011, the city completed a detailed infrastructure analysis to define infrastructure needs and cost estimates. The infrastructure needs and costs were refined by the city in 2015 and the Coffee Creek Urban Renewal Plan was adopted in 2016. The goals of the plan include creating conditions that are attractive to the growth of existing businesses and attract new businesses through the construction of utility and transportation infrastructure. In 2018, the city adopted the Coffee Creek Industrial Form-based Code and the Coffee Creek Industrial Design Overlay District Pattern Book to simplify and provide more certainty to the approval process for

new projects in the area. Development is slowly occurring and the city has had discussions with numerous property owners regarding redevelopment possibilities. Staff is working to set up a meeting with Wilsonville staff to further discuss the Basalt Creek and Coffee Creek areas.

### Areas for Further Discussion

### 7 – Oregon City: South End

The South End area was added to the UGB in 2002. The city completed the planning for the area in 2013 and adopted the necessary comprehensive plan amendments in 2014. The South End plan included a significant amount of land beyond the 2002 expansion area that was already within the UGB, some of which was within the city limits. No property within the 2002 expansion area has annexed to the city and developed to urban standards and only three properties in the pre-2002 UGB area of the South End plan have annexed to the city. All three of the properties had existing homes on them and no additional development has occurred. Staff is meeting with Oregon City staff the day before MTAC.

### 8 – Oregon City: Beavercreek Road

The majority of the Beavercreek Road area was added to the UGB in 2002 with a smaller land area added in 2004. Planning for the area was completed in 2008 and a fairly large amount of nearby land already inside the UGB was also included in the plan. In 2020, the plan was re-adopted along with development code amendments and renamed to Thimble Creek. Well over half of the area has been annexed to the city although only a small amount of development has occurred to date. Staff is meeting with Oregon City staff the day before MTAC.

### 9 – Oregon City: Park Place

The Park Place area was added to the UGB in 2002. The city completed the planning for Park Place in 2007 and the city adopted the necessary comprehensive plan amendments in 2008. Similar to the South End and Beavercreek Road plans, the Park Place plan included a significant amount of land beyond the 2002 expansion area that was already within the UGB. In 2019, the city annexed 92 acres of land in the Park Place area however development has not stated yet. Staff is meeting with Oregon City staff the day before MTAC.

### 10 - Damascus

The Damascus area was added to the UGB in 2002. The City of Damascus dissolved and currently there is not an adopted urban plan for the area. Staff is meeting with Clackamas County staff the day before MTAC.

### 11 – Gresham: Springwater

The Springwater area was added to the UGB in 2002. The city completed planning for the area in 2005. Less than 20 percent (246 acres) of the Springwater area has annexed to the city and very little development has occurred. The vast majority of the annexed area is the Persimmon Country Club which predates the 2002 expansion. Staff is working to set up a meeting with Gresham staff.

### 3 – Multnomah County: West Hayden Island

West Hayden Island was brought into the UGB in 1983 for the purposes of a marine port. The area is still in Multnomah County. Staff is working to set up a meeting with City of Portland and Multnomah County staff.
Materials following this page were distributed at the meeting.

# Regional mobility policy update

### TPAC and MTAC Workshop

August 17, 2022







### **Project purpose**

- Update the mobility policy and how we define and measure mobility for the Portland area transportation system
- Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



Visit oregonmetro.gov/mobility

### Looking back: 2020 to today

#### • Share research on current policy and measure

- Identify mobility policy elements
- Define universe of potential measures
- Seek feedback on criteria for evaluating and selecting measures



2020

- Develop definition of urban mobility
- Seek feedback on mobility policy elements and potential measures for testing in case studies

2022

- Report case study findings
- Seek feedback on draft mobility policies, measures, targets and how/where they could be applied

### Today's purpose

Seek input on the revised draft mobility policy

- Measures and targets
- Applications in system
  planning and plan
  amendments

Additional feedback requested by August 23 via email to: <u>kim.ellis@oregonmetro.gov</u> and glen.a.bolen@odot.oregon.gov



### **Project timeline**



<sup>7</sup> Oregon Transportation Commission action on Metro Council and JPACT recommendations The Commission will be engaged throughout the project.

# Major Changes and Discussions Since Mid-June to Address Feedback

- Further clarification about future 2045 baseline VMT/capita metrics being set through the 2023 RTP based on Division 44 targets
- Research and discussions on how "Districts" would be created for VMT/capita metrics
- Travel speed removed for arterials
- Research and discussions around setting throughway travel speed thresholds
- Added definition for TSMO and TDM system completeness based on other ongoing Metro work

#### **DRAFT** Vision for urban mobility for the Portland area:

People and businesses can safely, affordably, and efficiently reach the goods, services, places and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.



#### Mobility elements

#### Equity

Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved communities experience equitable mobility.

#### Access

People and businesses can conveniently and affordably reach the goods, services, places, and opportunities they need to thrive.

#### Efficiency

Land use and transportation decisions and investments contribute to more efficient use of the transportation system meaning that trips are shorter and can be completed by more travel modes, reducing space and resources dedicated to transportation.

#### Reliability

People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time.

#### Safety

People are able to travel safely and comfortably and feel welcome.

#### Options

People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.



# DRAFT mobility policies for the Portland region

Packet PDF Page 34

Mobility Policy 1Ensure that the public's land use decisions and investments in the<br/>transportation system enhance efficiency in how people and goods travel to<br/>where they need to go.

- Mobility Policy 2 Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.
- **Mobility Policy 3** Create a reliable transportation system, one that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.
- **Mobility Policy 4 Prioritize the safety and comfort of travelers in all modes** when planning and implementing mobility solutions.
- Mobility Policy 5Prioritize investments that ensure that Black, Indigenous and people of color<br/>(BIPOC) community members and people with low incomes, youth, older adults,<br/>people living with disabilities and other marginalized and underserved<br/>populations have equitable access to safe, reliable, affordable, and convenient<br/>travel choices that connect to key destinations.8

# Regional Mobility Policy and Oregon Highway Plan Policy 1F

### **Regional Mobility Policy**

### (Regional Transportation Plan)

- RTP networks, including ODOT highways and city and county arterials
- System planning only

### Highway Mobility Standards (OHP Policy 1F)

- ODOT highways only
- System planning, plan amendments
- Development review requirements where adopted in local development codes; guiding operations decisions such as managing access and traffic control systems (not part of this project)

#### Volume to Capacity Ratio Targets for Portland Region

VOLUME TO CAPACITY RATIO TARGETS INSI	DE METRO <sup>A, B</sup>	
Locations	Ta	rget
	1 <sup>st</sup> hour	2 <sup>nd</sup> hour
Central City Regional Centers Town Centers Main Streets Station Communities	1.1	.99
Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	.99	.99
I-84 (from I-5 to I-205)	1.1	.99
I-5 North (from Marquam Bridge to Interstate Bridge)	1.1	.99
OR 99E (from Lincoln Street to OR 224 Interchange)	1.1	.99
US 26 (from I-405 to Sylvan Interchange)	1.1	.99
I-405 <sup>C</sup> (from I-5 South to I-5 North)	1.1	.99
Other Principal Arterial Routes I-205 <sup>°C</sup> I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) <sup>°C</sup> OR 217 US 26 (west of Sylvan) US 30 OR 8 (Murray Blvd to Brookwood Avenue) <sup>°C</sup> OR 224 OR 213 242 <sup>ed</sup> /US 26 in Gresham OR 99W	.99	.99

Table 7: Volume to Capacity Ratio Targets within Portland Metropolitan Region



# DRAFT mobility policies for the Portland region

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"The policies apply to:

- the **state highway system** within the Portland metropolitan area for
  - identifying state highway mobility performance expectations for planning and plan implementation; and
  - evaluating the **impacts on state highways of amendments** to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060).
- throughways and regional arterials designated in the Regional Transportation Plan, which include state and local jurisdiction facilities, for identifying mobility performance expectations for planning and plan implementation. "



### DRAFT mobility policies for the Portland region Packet PDF Page 34

"Under this policy, Oregon Highway Plan **volume-to-capacity ratio targets still guide operations decisions such as managing access and traffic control systems** and can be used to identify intersection improvements that would help reduce delay, improve the corridor average travel speed, and improve safety.

Local jurisdiction standards for their facilities still apply for evaluating impacts of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060) and guiding operations decisions."



# **DRAFT** Mobility Policy Performance Measures

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Measure	Expected Mobility Outcomes
VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work	Land Use Efficiency Land use patterns that are more efficient to serve because they reduce the need to drive and are supportive of travel options.
<b>System Completeness</b> (all modes, TDM and TSMO)	<b>Complete Multi-Modal Networks</b> Travel options and connectivity allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go.
Average Travel Speed On Throughways	<b>Reliability</b> Safe, efficient and reliable travel speeds for people, goods, and services.



### DRAFT Mobility Policy Performance Measure Targets Packet PDF Page 36

Measure	Application	Target
VMT/Capita for home-based trips and	System Planning	OAR 660 Division 44 (GHG Reduction Rule) sets VMT/Capita reduction targets with which the next major RTP update and local TSPs will need to comply. The resulting RTP and TSPs that meet this regional target will establish a future baseline VMT/capita and VMT/employee. All subsequent applications of this policy shall not increase VMT/capita or VMT/employee above the future baseline.
VMT/Employee for	Plan	The plan amendment will have equal to or lower forecast VMT/capita
commute trips to/from work	Amendments <sup>1</sup>	for home-based trips and equal to or lower forecast VMT/employee for commute trips to/from work than the District <sup>2</sup> .

#### **Table Notes:**

1 Plan amendments that meet this target shall be found to not have a significant impact pursuant to the Transportation Planning Rule (OAR 660-12-0060).

2 Metro will establish VMT/Capita "Districts" that identify TAZ groupings (subareas) with similar land use characteristics and forecast VMT/Capita. A spreadsheet or similar tool will be developed to help assess potential changes to VMT/capita and VMT/employee and potential mitigations to minimize the need for application of the regional travel demand model for all plan amendments.



# DRAFT Mobility Policy System Planning Actions

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- **Division 44 (GHG Reduction) sets VMT/capita reduction target** for the Portland metro area.
  - **RTP process will identify strategies** needed to achieve this target **and result in baseline future 2045 VMT/capita** for the region and each local jurisdiction.
  - This future baseline shall be used to estimate future VMT/capita for home-based trips and VMT/employee for commute trips to/from work at the TAZ level. The TAZ data shall be aggregated to develop "Districts" with similar land use and VMT characteristics by Metro through the RTP update process.



### DRAFT Mobility Policy System Planning Actions Packet PDF Page 40

- For system planning at the sub-regional, local jurisdiction (TSPs), or subarea levels, VMT/capita for home-based trips and VMT/employee for commute trips to/from work shall be measured for the plan area to ensure that land use and transportation plan changes are working in tandem to achieve the region's VMT/capita reduction target...
  - At the first major TSP update after this policy is implemented, system plans shall demonstrate that the planned transportation system achieves the regional Division 44 target and that future system plan updates maintain or reduce aggregate VTM/capita metrics for the TAZs and Districts in the plan area compared to the baseline set in the RTP.
  - Projections of VMT/capita must incorporate the best available science on latent and induced travel of additional roadway capacity consistent with OAR 660-012-0160.

Year	Regional VMT/Capita Reduction Target (from 2005 levels)						
2035	20%						
2040	25%						
2045	30%						
2050	35%						
Source: <u>Metropolitan Greenhouse Gas</u> <u>Reduction Targets Rule</u> OAR 660-044-0020(1)							

### Household-based VMT per Capita and per Employee Data to Support Setting Baselines

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Data Source: Metro 2040 Financially Constrained Travel Demand Model

### **DISCUSSION QUESTIONS**

### Do you have questions or feedback on:

- proposed use of Division 44 VMT reduction targets for the Portland region to set future 2045 household-based VMT baselines?
- how future changes to 2045 baseline vehicle miles traveled per capita and vehicle miles traveled per employee will be used?

# We welcome feedback on these and other questions listed in the cover memo by August 23



# **DRAFT Mobility Policy Performance Measure Targets**

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Measure	Application	Target		
		<b>RTP Motor Vehicle Designation</b>	Average Travel Speed Target <sup>5</sup>	Hours per Day Target
Average Travel Speed	System Planning <sup>3</sup>	Throughways <sup>4</sup> I-205, I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) OR 217 US 26 (west of sylvan) US 30, OR 47, OR 212 OR 224, OR 213 Throughways <sup>4</sup> I-405 (from I-5 South to I-5 North) I-5 North (Marquam Bride to Interstate Bridge) US 26 (from Sylvan interchange to I-405) I-84 from I-5 to I-205 99E from Lincoln Street to OR 224 interchange	TBD mph – posted speed limit <sup>6</sup> TBD mph – posted speed limit <sup>6</sup>	TBD hours per day TBD hours per day
	Plan Amendments	Same as system planning	Same as system planning	Same as system planning



### DRAFT Mobility Policy Performance Measure Targets Packet PDF Page 36

#### **Average Travel Speed**

#### **Table Notes:**

3 Addressing motor vehicle congestion through additional throughway capacity should follow the RTP system sizing policy, the region's congestion management process and OHP Policy 1G and should not come at the expense of achieving system completeness for non-motorized modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.

4 Throughways are designated in the Regional Transportation Plan and generally correspond to Expressways designated in the Oregon Highway Plan.

5 Used to identify areas of poor reliability where due to recurring congestion, average travel speeds drop below TBD mph for TBD hours per day.

6 Targets will need to be revisited after NEPA process is complete for the I-205 Toll Project and Regional Mobility Pricing Project.

# Findings from Travel Speed Data Research to Support Threshold Setting

Reviewed one week of INRIX data from July for I-205 northbound and southbound, I-5 northbound, and US-26 eastbound.

- Comparison of days of the week:
  - Monday and Tuesday experience the least amount of congestion
  - Wednesday and Thursday experience more congestion, at a similar level
  - Friday experiences the most congestion
- Comparison of travel speed thresholds:
  - The number of hours not meeting the travel speed threshold is similar if set at 40 mph versus 45 mph
  - There is a slight reduction if the threshold is set at 35 mph
  - There was a larger difference if using 20 mph. The time periods and distance of "congestion" is reduced, especially in the morning peak.

## I-205 Example Travel Speed Data to Support Threshold Setting

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#### I-205 Northbound - Hours per day not meeting the speed threshold

July 11, 2021			July 12, 2021				July 13, 2021					July 14	1, 2021		July 15, 2021					
Exit/Segment	(Monday)			(Tuesday)					(Wedn	esday)			(Thur	sday)		(Friday)				
Speed Threshold	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
Glenn Jackson	0.0	2.4	2.7	2.9	0.0	2.2	2.9	3.0	0.0	1.3	3.0	3.8	0.0	3.0	4.6	5.1	0.0	3.7	4.4	4.9
Bridge	0.0	1.4	1.9	1.9	0.0	1.8	2.3	2.7	0.0	1.7	2.5	3.1	0.0	3.0	4.1	4.6	0.0	3.1	3.9	4.5
Exit 24	0.0	1.1	1.4	1.8	0.0	0.8	1.8	2.3	0.0	0.7	1.8	2.8	0.0	2.1	3.3	4.3	0.0	1.5	3.2	3.8
Airport Wy	0.2	2.0	3.3	4.3	0.0	2.2	3.6	4.2	0.1	2.8	4.5	5.5	0.0	3.8	5.7	6.3	0.1	3.3	5.1	6.3
Exit 23	3.2	4.3	4.3	4.6	2.5	4.2	4.3	4.3	4.0	5.5	5.5	5.6	4.7	6.5	6.6	6.7	4.1	6.4	6.5	6.9
Columbia Blvd	4.1	4.3	4.3	4.3	3.0	4.1	4.2	4.6	4.8	5.5	5.6	5.7	5.6	6.6	6.7	6.8	5.2	6.8	6.9	7.0
Exit 23	4.1	4.3	4.3	4.3	3.5	4.0	4.3	4.4	4.7	5.4	5.6	5.7	5.8	6.6	6.7	6.8	5.6	6.8	6.9	6.9
Sandy Blvd	3.9	4.2	4.2	4.2	3.7	3.8	4.0	4.1	4.8	5.3	5.4	5.4	5.7	6.3	6.4	6.5	5.8	6.5	6.6	6.6
Exit 22	3.4	3.8	3.8	3.8	3.5	3.8	3.8	3.8	4.7	4.8	4.8	4.9	5.3	5.8	5.8	6.1	5.5	6.2	6.3	6.3
I-84/US-30	3.1	3.3	3.3	3.3	2.5	3.2	3.4	3.6	4.3	4.5	4.5	4.5	4.2	5.0	5.1	5.2	4.0	4.3	4.5	5.3
Exit 21	2.8	3.1	3.2	3.2	2.6	3.0	3.0	3.2	4.3	4.4	4.4	4.4	3.7	4.2	4.3	4.3	3.8	3.9	4.3	4.4
I-84/US-30	2.4	2.6	2.7	2.8	1.8	2.6	2.6	2.8	3.9	4.1	4.3	4.3	3.3	3.4	3.4	3.4	3.4	3.6	3.7	3.7
Exit 20	1.9	2.2	2.3	2.4	1.0	1.9	2.3	2.5	3.8	3.9	3.9	4.0	3.2	3.3	3.3	3.3	3.1	3.3	3.3	3.3
Wash. St/Stark St	0.9	1.7	1.8	2.1	0.0	0.4	0.8	1.1	3.1	3.7	3.7	3.8	2.6	3.3	3.3	3.3	2.6	3.0	3.1	3.1
Exit 19	0.4	1.2	1.2	1.3	0.0	0.0	0.0	0.0	3.0	3.4	3.6	3.6	2.3	2.9	2.9	3.0	2.2	2.7	2.8	2.8
Division St	0.0	0.8	0.8	0.9	0.0	0.0	0.0	0.0	2.9	3.3	3.4	3.4	2.1	2.6	2.8	2.9	2.0	2.7	2.7	2.7
Exit 24	0.0	0.2	0.2	0.4	0.0	0.0	0.0	0.1	2.7	3.3	3.3	3.3	1.2	2.4	2.5	2.7	2.1	2.5	2.5	2.6
US-26/Powell Blvd	0.0	0.3	0.6	2.8	0.0	0.1	0.5	3.2	2.1	3.3	3.8	5.6	0.1	1.8	2.4	4.2	1.1	2.9	3.3	6.1
Exit 17	0.0	4.3	4.6	4.9	0.1	4.1	4.8	5.1	2.8	5.9	6.2	6.3	1.4	5.6	5.8	6.0	2.7	7.3	7.6	7.6
Foster Rd	0.0	3.3	3.8	4.5	0.0	2.4	3.5	3.9	2.5	4.9	4.9	5.5	0.8	4.0	4.8	5.1	1.9	7.1	7.3	7.3
Exit 16	1.1	2.8	2.9	2.9	0.8	2.3	2.7	2.8	3.5	4.1	4.2	4.5	1.8	3.5	3.8	3.8	4.6	5.4	5.7	5.8
Johnson Cr Bivu	0.5	1.2	1.2	1./	0.1	1.1	1.5	1.0	2.9	3.8	3.0	3.9	1.1	2.0	2.0	3.1	2.8	4.3	4.6	4.8
Exit 14 Suppybrook Blud	0.0	0.3	0.4	0.5	0.0	0.0	0.0	0.0	0.2	2.1	2.5	2.7	0.5	0.8	0.8	0.9	1.0	1.9	2.2	2.2
Evit 12	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.5	0.0	0.3	0.3	0.4	0.0	0.4	0.6	0.2
OR 213/OR 224	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.0	0.0	0.1	0.2
Evit 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OR 212/OR 224	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit 11	0.4	1.1	1.1	1.2	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.7	0.0	0.0	0.0	0.1	0.0	0.3	0.4	0.8
82nd Dr	0.3	0.8	0.8	1.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4
Exit 10	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OR 213	0.2	0.4	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit 9	0.1	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OR 99E	0.1	0.5	0.7	3.0	0.0	0.0	0.1	2.3	0.0	0.0	0.1	2.8	0.0	0.0	0.1	3.3	0.0	0.0	0.1	3.3
Exit 8	0.3	5.3	5.8	6.2	0.5	5.3	5.5	5.7	0.3	6.3	6.5	6.6	0.4	6.8	6.9	6.9	0.3	6.4	6.6	6.8
OR 43	0.3	4.2	4.4	4.8	0.3	3.8	4.5	5.1	0.3	5.3	5.8	5.8	0.7	6.4	6.6	6.7	0.6	5.9	6.1	6.2
Exit 6	3.3	4.5	4.5	4.6	3.4	4.4	4.8	4.8	4.0	5.4	5.7	5.8	4.8	6.5	6.5	6.5	4.3	6.0	6.2	6.2
10th St/6th St	1.6	3.8	4.3	4.3	2.0	3.9	4.0	4.2	3.2	5.0	5.2	5.3	3.8	5.3	5.7	5.8	2.5	5.0	5.6	5.8
5.11.0	2.7	3.7	4.1	4.1	2.6	3.6	4.0	4.2	3.7	4.9	5.2	5.2	4.0	5.2	5.2	5.3	2.7	4.8	5.2	5.3
Exit 3	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.5	1.4	1.7	1.8	0.5	0.8	0.8	1.1	0.0	0.0	0.0	0.0
Statiord Kd	0.2	2.7	3.2	3.6	0.3	1.5	2.2	2.5	2.7	4.3	4.4	4.7	3.2	4.4	4.5	4.7	0.3	2.3	2.3	2.8

Data Source: INRIX

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# I-5 Example Travel Speed Data to Support Threshold Setting

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	Exit/Segment July 11, 2021						July 12	2, 2021			July 13	3, 2021			July 14	1, 2021		July 15, 2021			
			(Moi	nday)			(Tue	sday)			(Wedn	iesday)			(Thur	sday)			(Frie	day)	
	Speed Threshold	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
	Interstate	0.0	4.2	6.8	7.7	0.6	4.8	8.9	9.4	0.3	4.1	8.5	9.7	0.2	4.8	9.3	10.1	0.0	6.5	9.5	9.8
	Bridge	1.1	6.9	7.2	7.4	1.0	8.9	9.1	9.6	1.4	8.6	8.8	9.6	1.2	9.9	10.3	10.6	1.6	9.6	9.6	9.7
1 I	Exit 308 Tomahawk Island Dr	2.8	0.8	7.0	7.2	2.4	8.8	9.1	9.2	5.2	8.4	8.8	9.1	4.0	10.0	10.2	10.3	4.4	9.3	9.5	9.6
	Exit 307	6.5	6.9	6.9	6.9	6.9	7.3	7.3	7.5	7.3	7.8	7.9	7.9	8.1	8.9	9.1	9.1	8.7	9.0	9.0	9.1
	Marine Dr	6.7	6.9	6.9	6.9	6.9	7.2	7.2	7.2	7.3	7.8	7.8	7.8	7.9	8.5	8.6	8.7	8.5	8.8	8.8	8.9
	Exit 306	6.3	6.8	6.8	6.8	6.6	6.9	6.9	7.0	7.2	7.3	7.3	7.3	7.2	7.6	7.9	8.2	8.3	8.4	8.6	8.7
	Victory Blvd	5.5	6.1	6.3	6.3	6.0	6.4	6.4	6.4	6.8	6.9	6.9	7.0	6.7	7.9	8.1	8.3	7.8	8.2	8.3	8.3
	Exit 306	4.9	5.5	5.8	5.9	5.7	6.2	6.2	6.3	6.5	6.8	6.8	6.8	7.4	7.8	7.9	8.1	7.8	8.0	8.0	8.2
	Columbia Blvd	4.7	5.1	5.3	5.4	5.4	5.8	5.8	5.8	6.4	6.6	6.6	6.7	6.9	7.8	7.8	7.8	7.3	7.8	7.8	7.9
	Exit 305	5.0	5.0	5.3	5.4	4.9	5.6	5.8	5.8	6.2	6.5	6.6	6.6	6.7	7.4	7.6	7.7	6.6	7.6	7.7	7.7
	US-SO Byp/Lombard St	4.8	5.4	5.5	5.7	4.6	5.7	5.7	5.8	5.8	6.5	6.5	6.6	6.8	7.3	7.6	7.6	5.5	7.6	7.6	7.7
	Portland Blvd	5.6	5.7	7.0	7.6	4.4	6.2	63	6.7	5.8	6.5	6.8	7.2	6.5	6.9	7.0	7.3	5.8	7.0	7.0	7.0
	Exit 303	5.3	6.1	6.3	6.4	4.6	6.1	6.2	6.3	5.9	6.4	6.6	6.7	6.3	7.0	7.3	7.3	5.8	7.5	7.6	7.6
	Alberta St	6.5	7.3	7.7	8.0	4.5	5.9	6.3	6.4	6.1	6.7	6.8	7.3	6.3	7.0	7.3	7.3	5.8	7.3	7.4	7.7
	Exit 303	6.8	7.5	7.7	8.0	4.7	5.9	6.1	6.4	5.9	6.6	6.7	7.2	6.3	6.9	7.0	7.3	5.7	7.2	7.3	7.3
	Killingsworth St	6.8	7.8	8.0	8.1	4.3	5.6	6.0	6.2	5.8	6.5	7.0	7.2	6.2	7.1	7.1	7.5	5.2	7.0	7.2	7.7
	Exit 302	6.3	7.8	8.0	8.3	2.7	3.6	4.1	4.7	5.3	5.8	6.0	6.3	4.5	6.1	6.3	6.8	4.3	4.8	4.9	5.7
	I-405/US-30	2.8	5.3	5.8	7.6	1.0	2.0	2.9	6.6	4.6	6.0	6.3	9.3	2.5	3.9	4.8	7.8	2.7	3.8	4.8	8.0
	Exit 302	2.9	5.8	7.4	8.5	1.1	3.3	6.8	8.3	5.1	6.8	9.2	10.9	2.6	4./	7.4	9.5	2.8	5.0	7.7	9.3
	Broadway St	3./	6.8	8.0	9.0	1.5	6.2	7.7	8.4	5.4	9.1	10.5	11.9	3.0	6.8	8.2	9.9	3.5	7.3	8./	9.4
	Weidler St	23	6.8	7.5	9.3	1.2	5.5	6.6	8.6	5.6	9.0	10.6	11.0	2.4	6.9	8.6	10.0	2.3	7.0	7.7	91
	Exit 301	3.7	7.3	8.3	9.3	1.3	5.7	6.8	8.3	6.0	9.8	10.8	11.8	2.8	7.8	9.3	10.2	3.1	7.1	7.5	8.9
	I-84/US-30	4.3	7.2	8.0	8.7	1.9	5.2	5.7	7.2	6.3	9.7	10,2	12.0	3.4	7.8	8.8	9.5	3.7	6.7	7.3	7.7
	Exit 300	4.8	6.6	7.1	7.7	2.1	4.4	4.8	5.9	6.6	9.1	9.8	10.1	4.8	7.6	8.0	9.1	4.2	5.8	6.6	7.3
	OR 99E	5.0	6.3	6.8	7.5	1.6	4.3	4.4	5.0	6.9	8.4	8,8	9.7	4.5	7.2	7.8	8.6	4.3	5.6	6.1	6.3
	Exit 300	3.2	4.8	5.4	6.1	0.6	1.4	1.8	2.3	5.3	6.5	7.2	7.8	2.5	3.7	4.5	6.0	1.3	2.6	3.8	4.7
	1-84/US-30	3.3	8.3	9.1	10.3	2.2	4.9	5.2	5.6	5.0	7.5	7.7	9.8	3.3	6.4	6.7	8.9	2.1	7.7	8.0	9.1
	Bridge	4./	8.1	9.3	11.1	3.5	5.1	5.8	9.8	5.8	7.3	8.0	11.1	4.7	6.2	7.4	11.1	4.5	7.9	8.3	10.1
	ынаде	5.5	9.1	10.4	12.7	4.0	6.1	8.8	10.8	5.5	7.4	10.0	12.4	4.7	8.1	10.3	12.4	5.6	8.8	9.7	11.5
	1-405	7.0	9.3	10.1	11.9	4.5	7.1	8.8	11.2	6.1	8.7	10.0	11.8	5.5	9.3	10.3	12.3	6.8	9.0	9.9	11.6
	Exit 200	6.3	7.8	8.6	9.1	4.4	5.8	6.3	8.3	6.0	8.0	8.7	9.4	5.6	8.2	9.4	9.8	7.3	8.6	8.8	9.3
	1-405	3.4	5.7	6.3	6.7	3.3	4.5	4.7	5.3	4.3	7.0	7.8	8.0	4.3	7.3	8.0	8.3	5.1	8.0	8.3	8.3
	Exit 299	3.3	5.7	5.9	6.1	3.7	4.3	4.4	4.8	4.8	6.8	7.6	7.8	4.9	7.5	8.2	8.3	6.1	7.8	7.9	8.3
	OR 43/Macadam Ave	3.0	5.2	5.5	5.9	3.6	4.2	4.3	4.3	5.0	6.0	6.9	7.1	5.2	7.0	7.5	8.0	6.1	7.8	7.8	7.8
	Exit 298	2.9	4.2	4.8	5.2	3.3	3.8	3.8	3.9	4.3	5.6	6.0	6.6	4.9	6.7	7.0	7.6	5.8	7.6	7.7	7.8
	Evit 297	1.8	3.2	3./	4.5	2.1	5.4	4.0	4.9	3./	5.3	5.5	5.6	4.6	0.3	7.1	6.3	5.0	5.4	5.7	5.9
	Terwilliger Blvd	0.0	0.6	0.8	0.8	0.0	0.6	0.8	0.8	2.2	3.3	3.6	3.6	1.9	3.0	3.1	3.5	1.6	3.6	4.0	4.4
	Exit 296	0.1	0.5	0.8	0.8	0.0	0.5	0.6	0.9	1.8	3.1	3.4	3.6	2.0	2.9	3.1	3.3	1.3	3.0	3.3	4.0
	Multnomah Blvd	0.0	0.4	0.4	0.8	0.0	0.3	0.6	0.9	1.8	2.9	3.1	3.6	1.8	2.9	3.0	3.3	1.0	2.7	2.8	3.4
	Exit 296	0.0	0.2	0.2	0.3	0.0	0.5	0.5	0.6	1.4	2.3	2.4	2.8	1.4	2.3	2.5	2.9	0.3	1.0	1.7	2.0
	Barbur Blvd	0.0	0.1	0.1	0.1	0.0	0.2	0.2	0.4	1.1	1.5	1.8	2.1	0.7	1.5	1.8	2.1	0.0	0.0	0.0	0.3
1	Exit 295	0.0	0.0	0.0	0.1	0.0	0.2	0.3	0.4	0.8	1.3	1.6	1.8	0.3	1.4	1.7	1.9	0.0	0.0	0.0	0.0
-	Evit 295	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.5	0.8	1.5	1.5	1.4	0.3	0.9	1.4	1.6	0.0	0.0	0.0	0.0
ave	Capitol Hwy	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	0.0	0.0	0.5	0.1	0.2	0.0	0.0	0.7	0.0	0.0	0.0	0.0
of tr	Exit 294	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
LO LO	OR 99W/Barbur Blvd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ecti	Exit 293	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dir	Haines St	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Exit 292	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	OR 217	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.3

Data Source: INRIX

### **Example Travel Speed Data to Support Reliability Threshold Setting**



#### Data Source: INRIX



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- Average travel speed targets shall be used to assess performance of throughways within the system planning study area for safe, efficient, and reliable speeds.
  - Targets will include a **target minimum average travel speed that shall be maintained for a specific number of hours per day**, recognizing that the target is not likely to be met during a number of peak hours.
  - These targets shall inform identification of transportation needs and consideration of system and demand management strategies and other strategies but shall not be used as standards at the expense of non-motorized modes and achieving system completeness for other modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.
  - Analysis segmentation of facilities within the study area will be determined based on the analysis software or modeling tool utilized.
  - Projections of VMT/capita must incorporate the best available science on latent and induced travel of additional roadway capacity.

### **DISCUSSION QUESTION**

### Do you have questions or feedback on:

setting travel-speed based reliability targets for throughways?

We welcome feedback on this and other questions listed in the cover memo by August 23



# **DRAFT Mobility Policy Performance Measure Targets**

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Measure	Application	Target
System Completeness	System Planning	Complete networks and systems for walking, biking, transit, vehicles, freight, and implement strategies for managing the transportation system and travel demand (See Table 3 for guidance and Table 4 for completeness elements by facility type). (Planned system, Strategic and Financially Constrained, may not achieve completeness for all modes to target levels but should identify future intent for all facilities given constraints and tradeoffs.)
	Plan Amendments	100% of planned system
		Ur Reduced gaps and deficiencies (See Table 5 for guidance)
		Reduced gaps and denerences (see Table 5 for guidance)

# DRAFT System Completion Elements

#### Packet PDF Page 39

#### Table 4: System Completeness Elements by Facility Type

Facility	System Completeness (Elements)
Throughways	Planned TSMO/ITS <sup>8</sup> infrastructure and programs Planned TDM <sup>9</sup> infrastructure and programs Planned street connectivity Planned bus coverage and service frequency Planned transit priority treatments and other transit supportive infrastructure Planned pricing strategies Planned travel lanes Planned regional trails/multi-use paths
Arterials	Planned TSMO/ITS <sup>10</sup> infrastructure and programs Planned TDM infrastructure and programs Planned street connectivity Planned bus coverage and service frequency (RTP only) Planned transit priority treatments and other transit supportive infrastructure Planned sidewalks and pedestrian crossings Planned bikeways Planned travel lanes



# **DRAFT** Guidance for Defining the Planned System

#### Packet PDF Page 38

Mode	System Completeness Element	Supporting guidance				
	Plan for complete network	RTFP, DLSTG, BUD				
	Plan for adequate crossing spacing	RTFP, DLSTG, BUD				
Pedestrian	Plan for adequate crossing treatments, including curb ramps	NCHRP 562				
	Plan for a low-stress walking network to transit and other key destinations	RTFP, APM, TriMet Pedestrian Plan				
	Plan for complete network	RTFP, DLSTG, BUD				
Bicycle	Plan for a low-stress bicycling network to transit and other key destinations	АРМ				
	Plan for adequate bike parking at key destinations	RTFP, TriMet Bicycle Parking Guidelines				
	Plan for complete network	Regional Transportation Plan, RTFP				
Transit	Plan for transit priority infrastructure (e.g., transit signal priority, queue jumps, semi-exclusive or exclusive bus lanes or transitways)	Regional Transit Strategy				
	Plan for adequate bus stop amenities and other transit supportive facilities	TriMet Bus Stop Guidelines				
	Plan for adequate local, collector and arterial street connectivity	RTP, RTFP				
Motor Vahiela	Plan for number of through lanes within maximum guidance	RTP, RTFP, DLSTG				
wotor venicle	Plan/policy for where turn lanes will be permitted/prohibited and maximum number of turn lanes considering safety for all modes and land use context	APM, DLSTG, BUD				
TSMO	Plan for infrastructure and programs, and maintain system compatibility	RTFP, Regional ITS Architecture Plan, Regional TSMO Strategy				
<b>DM</b> Plan for infrastructure and programs		RTFP, ODOT-DLCD TGM guidance for TSPs, (forthcoming) Oregon Metro-specific guidance for TSPs				
APM – Analysi	s Procedures Manual (ODOT) NCHRP – National	Cooperative Highway Research Project				

BUD – Blueprint for Urban Design (ODOT) DLSTG – Designing Livable Streets and Trails Guide (Metro) NCHRP – National Cooperative Highway Research Project RTFP – Regional Transportation Functional Plan (Metro)

# TSMO and TDM System Completeness

### Packet PDF Pages 38-39

- Limited system planning guidance available for TSMO and TDM than for other aspects of system completeness
  - Implementation actions include creating more guidance to support local agencies completing system planning: updating the RTFP, updating regional TSMO guidance, creating Metro-specific guidance for TDM based on current federal documents and ODOT-DLCD TGM TDM Planning guidance
- For plan amendments, TSMO and TDM infrastructure-based projects can go through the same process as other modal projects. But programming is more difficult because it will depend on the site build out.
  - To meet system completeness for TDM programming, the property owner or agency proposing the plan amendment will have to agree to fulfill the required programming established in the TSP when the site is built

### **DISCUSSION QUESTION**

### Do you have questions or feedback on:

• how system completeness for TSMO and TDM is defined?

We welcome feedback on this and other questions listed in the cover memo by August 23



### Packet PDF Page 42

DRAFT **System** planning process utilizing the mobility policy measures



### **Metro-area Planning Cycle**





Packet PDF Page 43

- Plan Amendment Evaluation Actions (7)
  - Describing how to use each measure in evaluating plan amendments
  - VMT/capita to be used to identify significant impact and if analysis of system completeness and travel speed is needed



#### Packet PDF Page 45

### DRAFT Plan amendment process utilizing the mobility policy measures

Reliability Measure Assessment (Thruways only) and System Completeness Assessment

Does the trip generation NO surpass the significant impact threshold in the OHP?

No additional assessment required

#### YES

Does the plan amendment have a significant impact?

Does the amendment increase forecast VMT/capita for homebased trips or VMT/capita for work-based trips for the District above the future baseline set in the RTP?

If there is no future baseline that meets Division 44 then there is a significant impact even if the amendment would reduce VMT/capita and VMT/employee.

YES

Determine impact of plan amendment on reliability measure for throughways if applicable. Does the plan amendment result in performance below the target or reduce performance if already below the target?

YES

Determine mitigation(s) to meet target or avoid further degradation below the target and calculate proportional share of improvements for the plan amendment

Determine completeness impact area for each mode. Identify impacts to each mode, including throughway off-ramp queuing analysis. Does the planned system need to be adjusted?

NO

Determine proportional share of planned system needs within the impact area for each mode

YES

Update planned system. Determine proportional share of planned systems needs within the impact area for each mode. No mitigations required

No reliability measure

assessment required

or system completeness

NO

NO



# DRAFT Guidance for Assessing Plan Amendment

Packet PDF Page 44



Note: Vehicular trip generation with planned mode splits will be used until or unless mode specific trip generation resources become available.
### DRAFT Guidance for Assessing Plan Amendment Impacts to System Completeness Packet PDF Page 46

	Plan Amendment		
	1. Determine study area by selecting the specified distance along existing and planned facilities	2. Determine if the planned system should be updated based on the projected trip generation	3. Determine locations and quantity of gaps in the planned system within the study area
Pedestrian	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing pedestrian crossings
	Along facilities within 1/4-mile routing from site in all directions	Review NCHRP 562	Missing pedestrian crossings by treatment type
	Along facilities within 1/4-mile routing from site in all directions	n/a	Curb-miles of low-stress pedestrian facilities gaps
Bike	Along facilities within 1/4-mile routing from site in all directions	n/a	Curb-miles of low-stress bicycle facilities gaps
	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing bicycle crossings
	Along facilities within 1/4-mile routing from site in all directions	Review TriMet Bicycle Parking Guidelines	Missing bike parking
Transit	Along facilities within 1/4-mile routing from site in all directions	Review TriMet Bus Stop Guidelines	Missing Bus stops amenities by amenity type
	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing transit priority treatments (e.g., transit signal priority, queue jumps, bus-only lanes)
	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing transit supportive infrastructure
Motor Vehicle	Along facilities within 1/2-mile routing from site in all directions	n/a	Centerline-miles of roadway gaps
	Along facilities within 1/2-mile routing from site in all directions	Review travel speeds, off-ramp queuing	Lane-miles of throughway lane gaps
тѕмо	Along facilities within 1/2-mile routing from site in all directions	n/a	Gaps in ITS infrastructure along TSMO 'Key Corridors' (defined by TSMO Strategy and RTP); Missing ITS projects (per TSP)
TDM – Infrastructure	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing TDM projects (per TSP)
TDM - Programming	Site-based/within site boundaries	n/a	Agreement to fulfill required programming (per TSP)

## **DRAFT** Implementation Action Plan

Packet PDF Pages 47-48

- Policy Implementation Actions
- Near-term Data and Guidance Actions
- Long-term Data and Analysis Tool Actions

## **DRAFT** Policy Implementation Actions

- Fully integrate the Regional Mobility Policy in the 2023 Regional Transportation Plan
- Fully integrate the Regional Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan
- Update Regional Transportation Functional Plan Title 3, Transportation Project Development, to reflect the Regional Mobility Policy
- Work with local jurisdictions to update policies that adopt the Regional Mobility Policy as their standards for RTP arterials

# **DRAFT Near-term Data and Guidance** Actions

- Develop Districts within the regional modeling tools that establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work
- **Refine TAZ boundaries or establish additional TAZs** to better align with jurisdictional and urban growth boundary
- Develop of spreadsheet or similar tool to assess potential changes in VMT/capita and VMT/employee for commute trips to minimize need to run regional model
- **Develop guidance on calculating travel speed** based on the model used:
  - If using output from the regional travel demand model, ensure a consistent approach to segment lengths, model hour(s) reviewed, and any calibration needed

## **DRAFT** Near-term Data and Guidance Actions Continued

- Update RTFP to require **TSPs to evaluate and mitigate** disparities between EFAs and non-EFAs
- Further define and map TSMO "Key Corridors" consistent with the 2021 Regional TSMO Strategy Update for inclusion in 2023 RTP
- Develop Metro-specific TDM guidance for system planning
- Update RTFP to encompass additional relevant TSMO and TDM guidance
- Consider how in-lieu process could support citywide initiatives from TSPs (ITS plans, wayfinding programs, etc.)

# **DRAFT Long-term Data and Analysis Tool Actions**

- **Expand the region's Dynamic Traffic Assignment model(s)** to calculate travel speeds and other reliability measure output within a capacity constrained model
  - Develop guidance to consistently calculate travel speed using DTA model
  - Determine if thresholds should be adjusted if analysis is adjusted to use the DTA model
- Establish a consistent process for TDM planning or create a regional TDM plan. A regional TDM plan can be referenced when determining the "planned system" for system completeness purposes.
- Modify or create new regional modeling tools in coordination with the Oregon Modeling Statewide Collaborative (OMSC) to better account for light-duty commercial travel in support of implementation of this policy and OAR 660-012 and OAR-012-044

## RE-CAP AND OVERALL REFLECTIONS

## Focus of Today's Discussion

#### Do you support or have specific concerns about:

- the draft mobility policy measures or targets:
  - VMT/capita?
  - average travel speed on throughways?
  - system completeness?
- when/where the measures apply?

We welcome feedback on these and other questions listed in the cover memo by August 23

## Looking ahead: next 4 months

AugustContinue developing draftpolicy, measures, targets andaction plan

FallRecommend policy, measures<br/>and action plan to apply in 2023<br/>RTP update and forward to the<br/>OTC for consideration

See Attachment 4 for schedule of upcoming discussions

Learn more at: oregonmetro.gov/mobility



## Thank you!

#### Kim Ellis, Metro

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#### **Glen Bolen, ODOT**

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### Tigard UGB Exchange MTAC/TPAC workshop

August 17, 2022

# A continued focus on land readiness for housing and job growth



## Growth is happening where intended

Housing permits in the Portland Metro area, 2009-2017 - units per square mile



Source: Construction Monitor data report Q1 2009 - Q2 2017. Created October 2017



## Proposed UGB exchange: 350 buildable acres in /350 buildable acres out



# Process for identifying exchange candidates

#### 1. Mapping exercise

 Rough cut of possible candidates using aerial photos and buildable land inventory

#### 2. Fact checking

 Consultation with local governments and service districts to confirm planning status



## **One-mile buffer**



# Remove incorporated city areas



# Calculate buildable land and create subareas



# Ongoing consultation with local jurisdictions and service districts



## Milestones

- August 24: MPAC brief update
- September 15: Council work session
- September 21: MTAC recommendation on exchange land options
- September 28: MPAC discussion
- October 26: MPAC recommendation
- Late fall: Council decision on UGB exchange

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