

Amendment to 1999 Oregon Highway Plan
Alternate Highway Mobility Standards
South Medford Interchange
And Technical Correction

After public testimony at their meeting on December 13, 2000, the Oregon Transportation Commission amended the 1999 Oregon Highway Plan Highway Mobility Standards with the following motion:

The Commission moves to amend the 1999 Oregon Highway Plan by adding a bullet to the Notes for Table 6, page 80:

- The maximum volume to capacity ratio at the Northbound and Southbound off-ramps of the South Medford Interchange is >1.0 for four hours daily until the new South Medford Interchange is constructed. The maximum v/c ratio at Highway 99 at Stewart Avenue is >1.0 for two hours daily. When the new interchange is completed, the mobility standards for the ramps will be those in Table 6.

The Commission further moves that the Commission expects that

- In the event that the 2002-2005 STIP does not include funding for the new South Medford Interchange, the MPO will begin implementing short-term measures identified through ODOT's technical analysis and enumerated in the Rogue Valley Metropolitan Planning Organization's "Proposal to the Oregon Transportation Commission for Alternative Highway Mobility Standards" (December 13, 2000); and
- The RVMPO will make every effort possible to carry out the Recommended Action Plan identified in this proposal.

This amendment is effective immediately.

Technical Correction to Oregon Highway Plan

When the Highway Plan was adopted in March 1999, a reference to Table 6 was implied in the text, but accidentally left out. Addition of the words "Table 6 and" to the second bullet on Page 75 of the Highway Plan would correct this error. With the proposed addition underlined, the paragraph would read:

- "At unsignalized intersections and road approaches, the volume to capacity ratios in Table 6 and 7 shall not be exceeded for either of the state highway

approaches that are not stopped. Approaches at which traffic must stop, or otherwise yield the right of way, shall be operated to maintain safe operation of the intersection and all of its approaches and shall not exceed the volume to capacity ratios for District/Local Interest Roads in Table 6 and Table 7 within urban growth boundaries or 0.80 outside of urban growth boundaries.”

Staff recommendation is to add the words, “Table 6 and” to the last sentence of the second bulleted paragraph on Page 75 of the 1999 Oregon Highway Plan as described above.

Amendment to 1999 Oregon Highway Plan
Alternate Highway Mobility Standards
Metro Area

After public testimony at their meeting on December 13, 2000, the Oregon Transportation Commission amended the 1999 Oregon Highway Plan Highway Mobility Standards with the following motion:

Effective immediately, the Commission moves to amend the 1999 Oregon Highway Plan by substituting the following table for Table 7 on page 81 and adding the following notes:

Table 7
Maximum Volume to Capacity Ratios
Within Portland Metropolitan Region*

Location	Standard	
	1 st hour	2 nd 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
Banfield Freeway*** (from I-5 to I-205)	1.1	.99
I-5 North*** (from Marquam Bridge to Interstate Bridge)	1.1	.99
Highway 99E*** (from Lincoln Street to Highway 224 interchange)	1.1	.99
Sunset Highway*** (from I-405 to Sylvan interchange)	1.1	.99
Stadium Freeway*** (I-5 South to I-5 North)	1.1	.99

Table 7: Maximum volume to capacity ratios for two hour peak hour operating conditions through a 20-year horizon for state highway sections within the Portland metropolitan area urban growth boundary.

Notes for Table 7:

* The volume to capacity ratios in the table are for the highest two consecutive hours of weekday traffic volumes. This is calculated by dividing the traffic volume for the average weekly two-hour PM peak by twice the hourly capacity.

** Corridors that are also state highways are 99W, Sandy Boulevard, Powell Boulevard, 82nd Avenue, North Portland Road, North Denver Street, Lombard Street, Hall Boulevard, Farmington Road, Canyon Road, Beaverton-Hillsdale Highway, Tualatin Valley Highway (from Hall Boulevard to Cedar Hills Boulevard and from Brookwood Street to E Street in Forest Grove), Scholls Ferry Road, 99E (from Milwaukie to Oregon City) and Highway 43.

*** Thresholds shown are for interim purposes only; refinement plans for these corridors are required in Metro Regional Transportation Plan and will include a recommended motor vehicle performance policy for each corridor.

**Table 7 (continued)
Maximum Volume to Capacity Ratios
Within Portland Metropolitan Region***

Location		Standard	
	1 st hour	2 nd hour	
Other Principal Arterial Routes	.99	.99	
I-205*** I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville)*** Highway 217*** US 26 (west of Sylvan) Highway 30 Tualatin Valley Hwy*** (Cedar Hills Blvd. To Brookwood Avenue) Highway 224*** Highway 47 Highway 213 242 nd /US 26 in Gresham			
Areas of Special Concern			Areas with this designation are planned for mixed used development, but are also characterized by physical, environmental or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided. In these areas, substitute performance measures are allowed by OAR.660.012.0060(1)(d). Provisions for determining the alternative performance measures are included in Section 6.7.7 of the 2000 RTP. The OHP mobility standard for state highways in these areas applies until the alternative performance measures are adopted in local plans and approved by the Oregon Transportation Commission.
Beaverton regional center	1.0		
Highway 99W (I-5 to Tualatin Road.	.95		

Table 7: Maximum volume to capacity ratios for two hour peak hour operating conditions through a 20-year horizon for state highway sections within the Portland metropolitan area urban growth boundary.

Notes for Table 7:

* The volume to capacity ratios in the table are for the highest two consecutive house of weekday traffic volumes. This is calculated by dividing the traffic volume for the average weekly two-hour PM peak by twice the hourly capacity.

** Corridors that are also state highways are 99W, Sandy Boulevard, Powell Boulevard, 82nd Avenue, North Portland Road, North Denver Street, Lombard Street, Hall Boulevard, Farmington Road, Canyon Road, Beaverton-Hillsdale Highway, Tualatin Valley Highway (from Hall Boulevard to Cedar Hills Boulevard and from Brookwood Street to E Street in Forest Grove), Scholls Ferry Road, 99E (from Milwaukie to Oregon City) and Highway 43.

*** Thresholds shown are for interim purposes only; refinement plans for these corridors are required in Metro Regional Transportation Plan and will include a recommended motor vehicle performance policy for each corridor.