



Urban Mobility
STRATEGY

I-205 Toll Project

Traffic Effects Webinar

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Chris Wellander (he/him)

Scott Keillor (he/him)

February 15, 2022



How does tolling affect traffic?



Agenda

I-205 Project Background

Environmental Assessment Timeline

Preliminary Traffic Data

Q&A Session

Next Steps

Webinar tips

We want to hear from you!

- Type your question into the Q&A box.
- You may also text 505-870-4449 for technical support.
- The moderator will read questions to the panelists who will answer.
- If the video freezes or you get dropped off the Zoom platform unexpectedly, please sign in again the same way.
- To leave meeting, click bottom right button at any time.



Meeting Agreements

- We will treat others, and other viewpoints, with respect
- We will listen with an open mind
- We will respect the role of the facilitator to guide the group process
- We acknowledge there may be frustration and differences of opinion

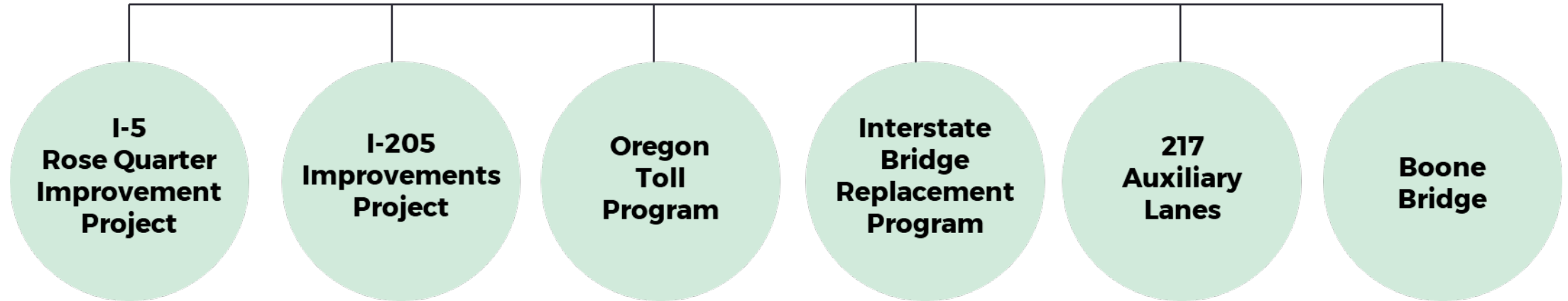
Overview of I-205 Projects

Mandy Putney
UMO Strategic Initiatives Director



Urban Mobility


STRATEGY




I-205 Improvements Project: Stafford Road to OR 213

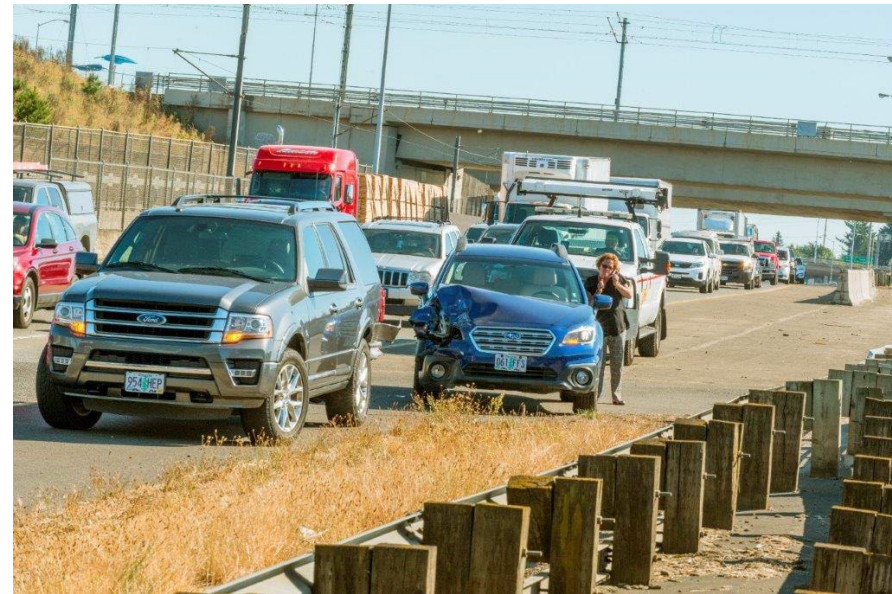


Project Need

6³/₄ 
HOURS
CONGESTION
PER DAY

896 
CRASHES IN
THIS CORRIDOR
2014-2018

\$10.9 
MILLION **COST OF INJURIES,**
PROPERTY DAMAGE,
DELAY AND FUEL CONSUMED
FROM CRASHES PER YEAR



Project Benefits

Improving our economy – reliable, safer, earthquake-ready travel on I-205.



Earthquake-Ready Bridges

- Strengthened Abernethy Bridge and 8 other bridges will improve our region's ability to recover quickly after a major earthquake.



Fewer Crashes

- Improved interchanges and on- and off-ramps will make travel safer, resulting in fewer crashes.



Reduced Congestion and Travel Times

- Additional travel lane in each direction will make travel faster and more predictable.

Comprehensive approach

- I-205 Toll Project is the first step toward a regional, comprehensive approach to use tolls to fund investments and manage congestion
- Toll revenue will fund the I-205 Improvements Project





When would it start?



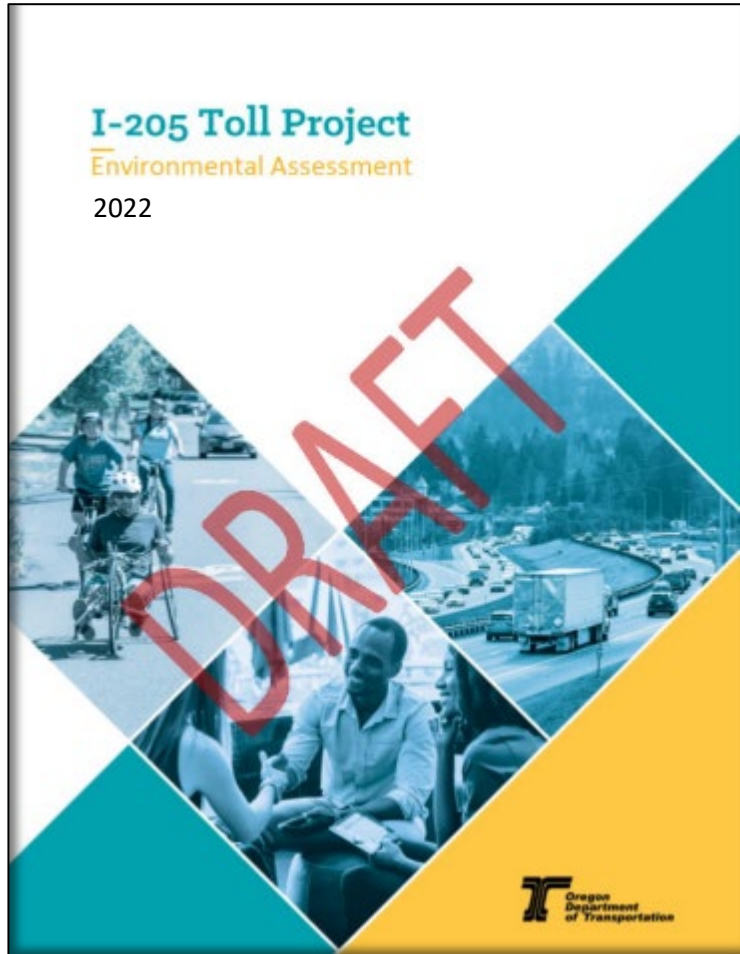
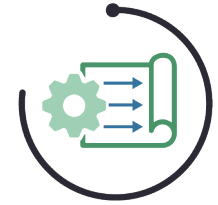
Late 2024

Late 2025



● Comment period for draft document ◆ Final environmental document *May require federal approval

Environmental Review



Currently conducting analysis

Draft Environmental Assessment will be released for public review and comment in **June 2022**

Will include:

- Detailed project description
- Technical analysis and findings
- Potential options to address negative impacts

Information we are studying with the I-205 Toll Project

Travel time
(local and
highway)

Diversion

Safety,
freight, and
sound

Climate and
air quality

Business
impacts

Toll rate and
revenue
estimates

Impacts to
low-income
populations

Equity
impacts

Preliminary Traffic Data in Clackamas County

Mandy Putney and Chris Wellander

Preliminary Data: 2045 Congestion on I-205



If we Do Nothing:

- I-205 is expected to be congested for up to 14 hours a day in both directions
- Extensive diversion and congestion on the local system

If we Toll & Invest:

- Hours of congestion through the project area are expected to be eliminated in the northbound direction and reduced to 2 hours in the southbound direction

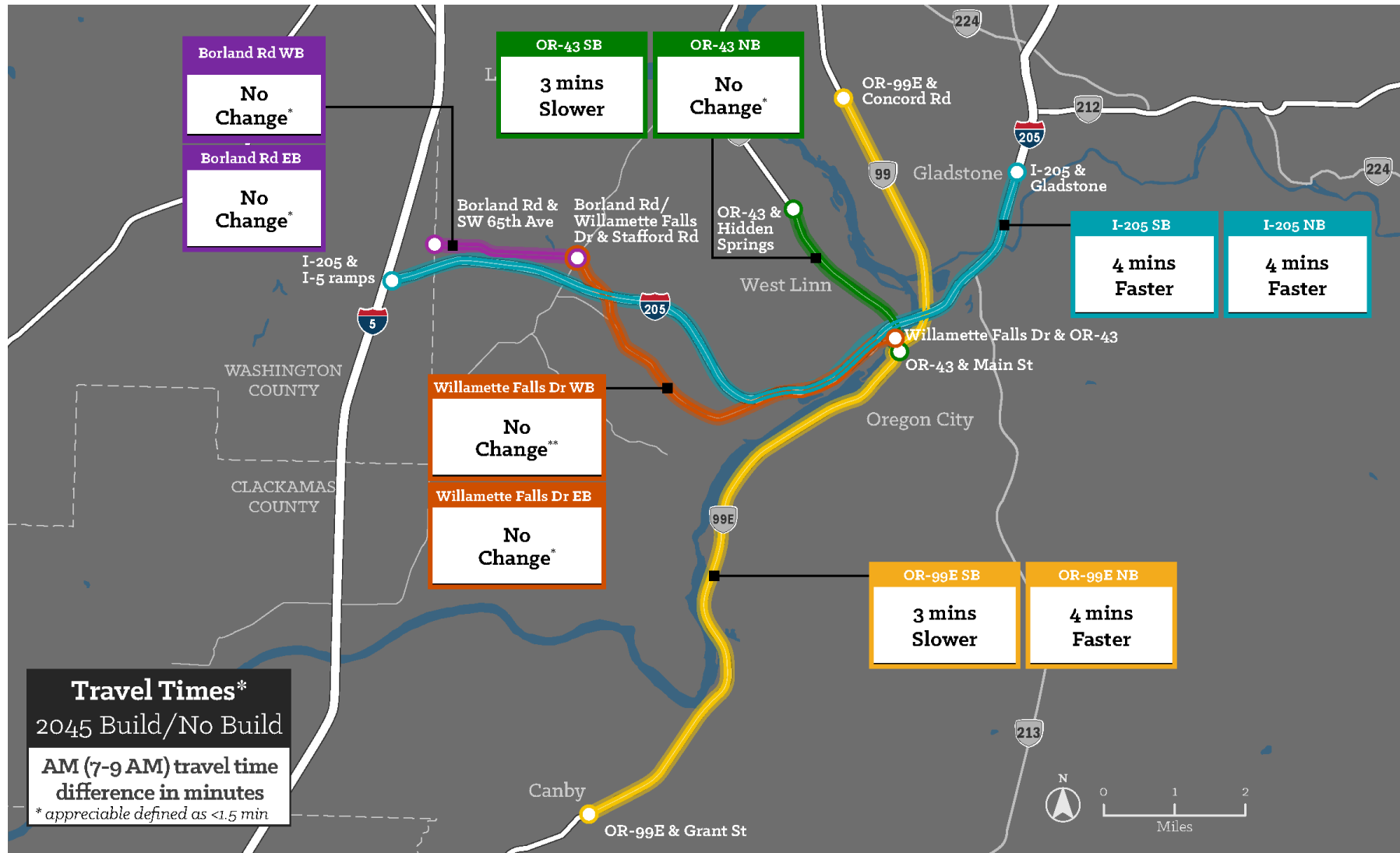
Preliminary Data: I-205 Benefits with Toll & Invest



In 2045 under the Toll & Invest alternative, we can expect:

- Over 50% decrease in PM northbound travel time and about 25% decrease in AM southbound travel time on I-205
- About 70% improvement in travel time reliability on I-205 which greatly benefits freight
- 20% reduction in crashes on I-205

Morning travel times with Toll & Invest (2045)

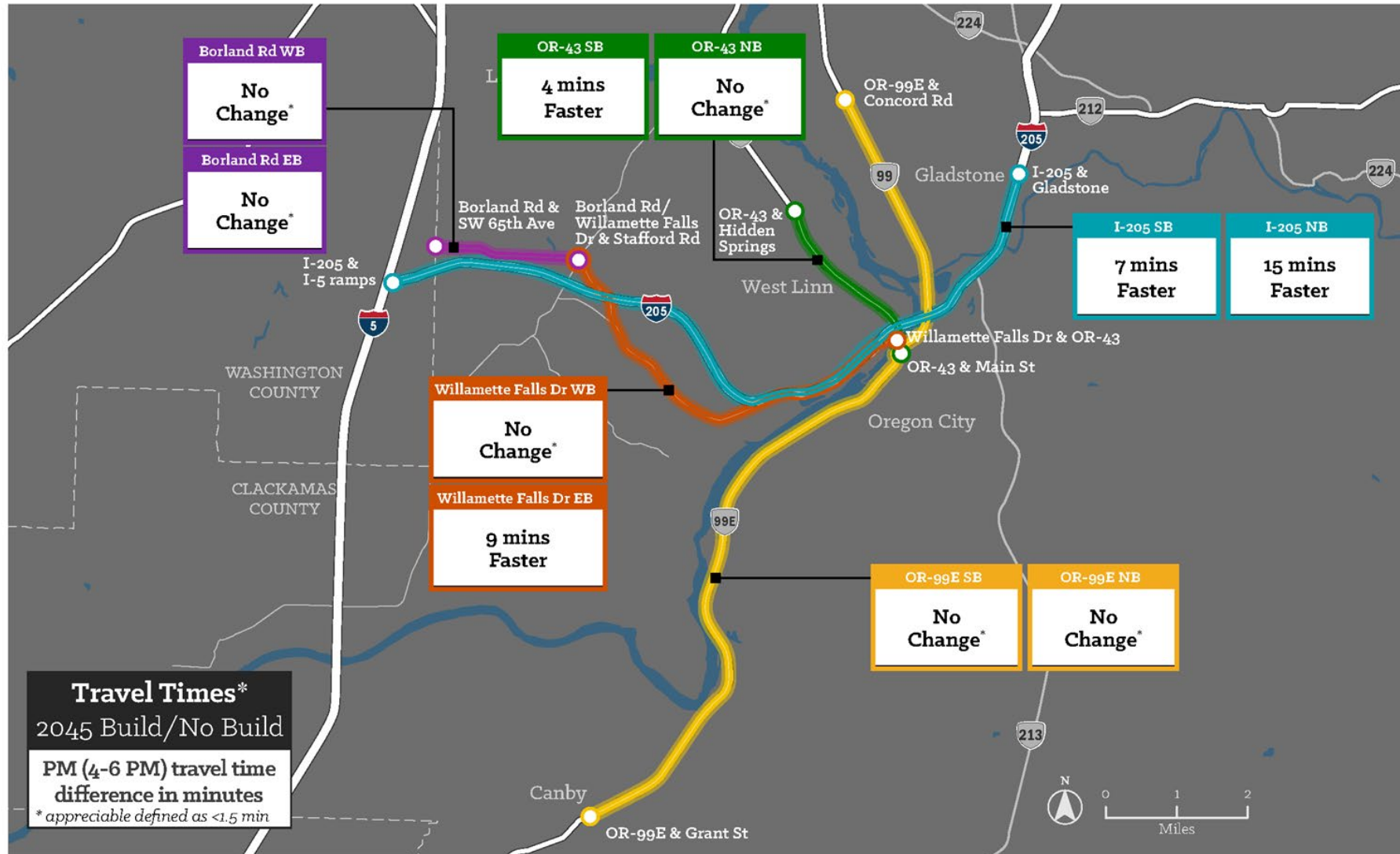


** Based on DTA model output

2/15/2022

Preliminary data; subject to change

Afternoon travel times with Toll & Invest (2045)



** Based on DTA model output

2/15/2022

Preliminary data; subject to change

Key Term: Diversion

- When there are fewer vehicles on the road due to changes to trip timing, destination, mode or trips not being made (e.g. telework)
- Rerouting is when drivers take a different route to not pay the toll
- Rerouting does not necessarily mean an impact



Preliminary Data: Understanding Diversion in 2045



Lower rate of rerouting occurs during rush hour

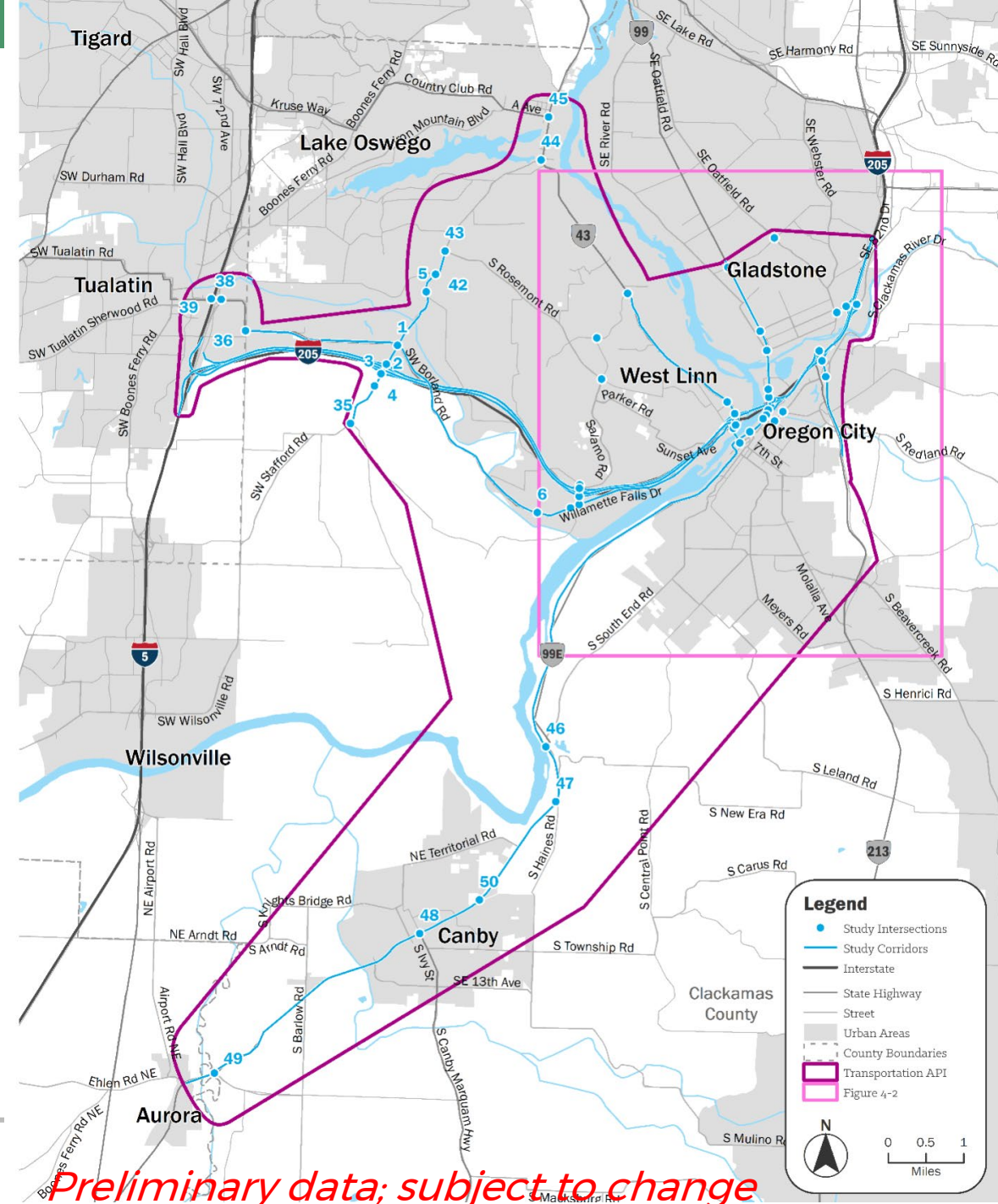
Some trips shift to non-rush hour, with a small shift to carpools or transit

- 2000 daily trips shift to High Occupancy Vehicles
- 2% increase in transit ridership on I-205

ODOT will monitor diversion after implementation

Preliminary Data: Transportation Analysis

- 50 intersections that were projected to have the most traffic at rush hour were selected for study
- Examined morning (7-9 am) and afternoon (4-6 pm) rush hours
- The irregular purple boundary in the image on the right is the Area of Potential Impact (API) that was studied.



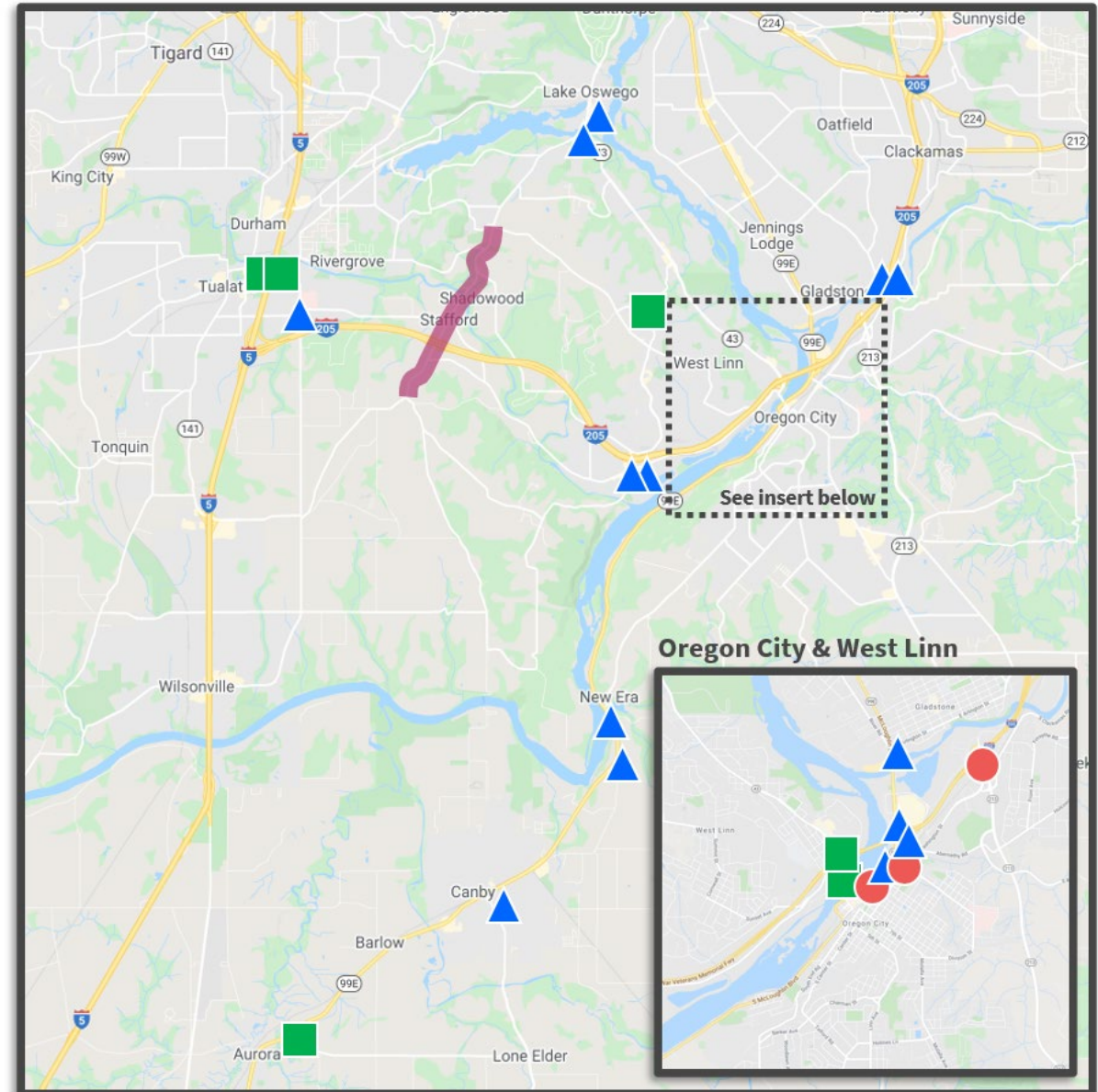
Local Traffic Effects

■ 6 local intersections **improve with the project**

▲ 14 intersections **do not meet standards in the future if we do nothing.** With tolling project they get some degree worse.

● 3 local intersections **require mitigation strategies**

▬ 8 intersections on **Stafford Road still being studied**



Potential Solutions to Address Impacts

Increased traffic controls (lights, signage) or other intersection improvements

Improvements to transit facilities

Improvements to pedestrian/bicycle facilities

Q&A

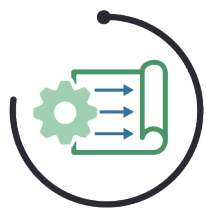


Q&A

Have a question? Type it into the Q&A box.

We'll read questions for our presenters in the order they come in. We may combine similar questions.

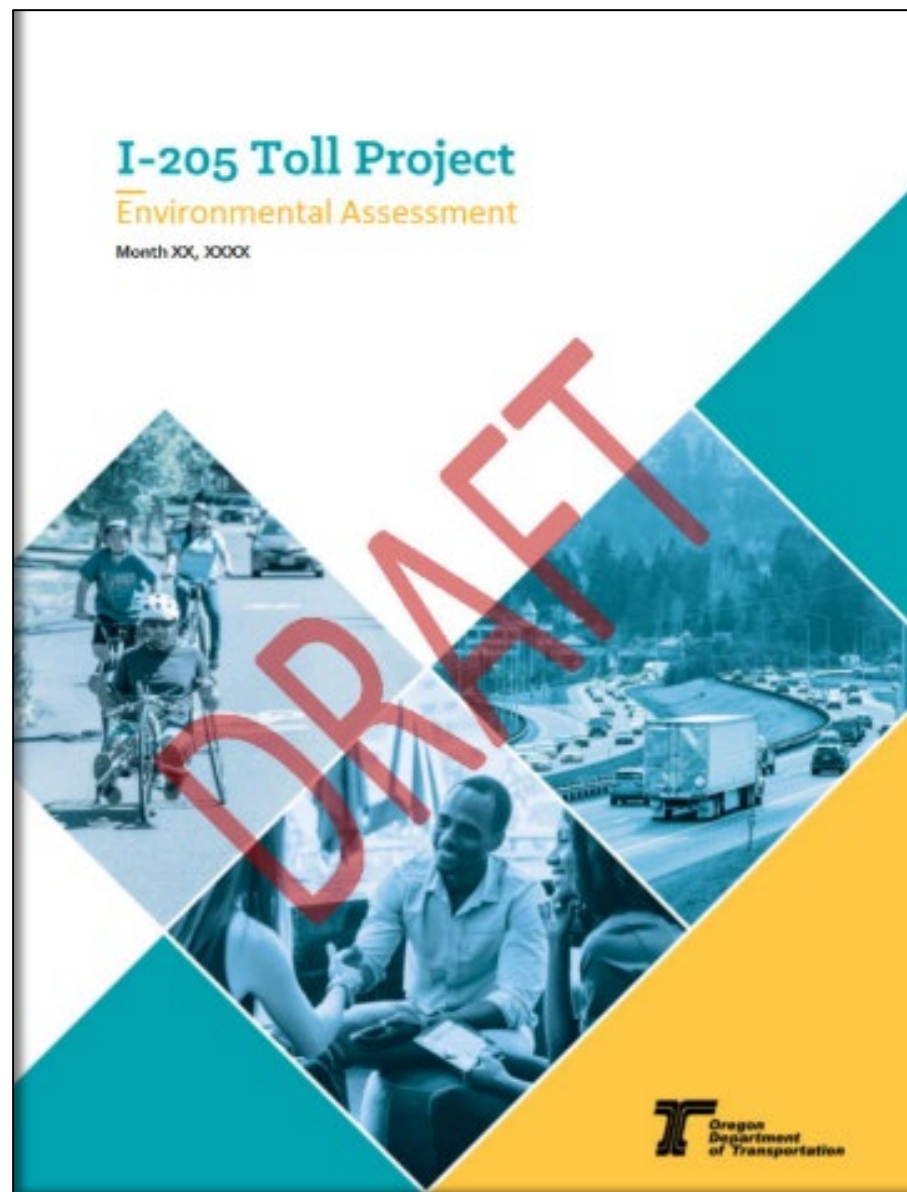
What's next?



- **Gather ideas** on how to address key issues



- **Make your voice heard!**
 - June/July I-205 Toll Project public comment period



How to stay informed



Go to the project website: oregontolling.org



Email questions to **oregontolling@odot.state.or.us**



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Thank you!