APPENDIX I

2023 Regional Transportation Plan

Performance evaluation documentation

November 30, 2023

oregonmetro.gov/rtp

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Regional Transportation Plan website: **oregonmetro.gov/rtp**

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

Purpose

This appendix contains data outputs derived from the regional travel demand model in support of the system performance evaluation conducted for the 2023 Regional Transportation Plan (RTP). Chapter 7 of the RTP reports on the system performance using this and other data. Appendix M (Regional Analysis) describes key model assumptions and methodologies used in the analysis.

List of System Performance Evaluation Data

- System performance measures
    - Metropolitan planning area (MPA) trips (trips that begin and end within the MPA boundary)
    - Total region trips (4-county, includes Clark Co., Wa.)
    - Transit boardings and revenue hours
- Mode share (work and non-work person trips)
    - Metropolitan planning area (MPA) trips (trips that begin and end within the MPA boundary)
    - Total region (4-county, includes Clark Co., Wa.)
- System completeness results (by EFA, by 2040 design type geography)
- Throughway reliability performance
    - List of RTP throughway locations that do not meet mobility policy speed threshold in Table 3.5 in Chapter 3 of the RTP, by scenario (2019 Observed, 2030 No Build, 2030 Constrained, 2045 No Build, 2045 Constrained, 2045 Strategic
    - Maps of RTP Throughway locations that do not meet mobility policy speed threshold in Table 3.5 in Chapter 3 of the RTP

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2023 Regional Transportation Plan (RTP) Update

System Performance Measures for Intra-MPA* Trips

* within Metropolitan Planning Area (excludes Clark County, Washington)

			2020 Base		2030 No Build		2030 Constrained		2045 No Build		2045 Constrained		2045 Strategic	
Demographic Data														
1		Population	1,740,943		1,933,475		1,933,475		2,242,128		2,242,128		2,242,128	
		change from 2020			192,532	11.1%	192,532	11.1%	501,185	28.8%	501,185	28.8%	501,185	28.8%
2		Households	693,123		794,613		794,613		950,634		950,634		950,634	
		change from 2020			101,490	14.6%	101,490	14.6%	257,511	37.2%	257,511	37.2%	257,511	37.2%
3		Employment	985,260		1,050,958		1,050,958		1,210,997		1,210,997		1,210,997	
		change from 2020			65,698	6.7%	65,698	6.7%	225,737	22.9%	225,737	22.9%	225,737	22.9%
Network Data														
1	a	Total Road Miles in Network	3,725		3,730		3,758		3,730		3,793		3,818	
		change from 2020			5	0.1%	33	0.9%	5	0.1%	68	1.8%	93	2.5%
		change from 2045 No Build									63	1.7%	25	0.7%
	b	*Freeway Miles*	232		232		228		232		234		234	
		change from 2020			0	0.0%	-3	-1.5%	0	0.0%	2	0.8%	2	0.8%
	c	Arterial Miles	3,493		3,498		3,530		3,498		3,559		3,585	
		change from 2020			5	0.1%	36	1.0%	5	0.1%	66	1.9%	91	2.6%
		change from 2045 No Build									61	1.7%	25	0.7%
2	a	Total Lane Miles	5,461		5,491		5,596		5,491		5,753		5,864	
		change from 2020			29	0.5%	134	2.5%	29	0.5%	292	5.3%	403	7.4%
		change from 2045 No Build									263	4.8%	111	1.9%
	b	Freeway Lane Miles	627		633		633		633		663		672	
		change from 2020			6	0.9%	5	0.9%	6	0.9%	36	5.7%	45	7.1%
		change from 2045 No Build									30	4.8%	9	1.3%
	c	Arterial Lane Miles	4,834		4,858		4,963		4,858		5,090		5,192	
		change from 2020			24	0.5%	129	2.7%	24	0.5%	256	5.3%	358	7.4%
		change from 2045 No Build									232	4.8%	102	2.0%
Travel Data - Average Weekday (AWD)														
1	a	*AWD Total Person Trips*	6,263,953		6,995,050		7,008,768		8,089,491		8,098,918		8,098,417	
		change from 2020			731,097	11.7%	744,815	11.9%	1,825,538	29.1%	1,834,965	29.3%	1,834,464	29.3%
	b	*AWD Total Work Trips (share of total person trips)*	1,748,827	27.9%	1,874,167	26.8%	1,882,225	26.9%	2,177,940	26.9%	2,183,114	27.0%	2,182,829	27.0%
		change from 2020			125,340	7.2%	133,398	7.6%	429,113	24.5%	434,287	24.8%	434,002	24.8%
	c	*AWD Total Non-Work Trips (share of total person trips)*	4,515,126	1	5,120,884	73.2%	5,126,543	73.1%	5,911,551	73.1%	5,915,804	73.0%	5,915,589	73.0%
		change from 2020			605,758	13.4%	611,417	13.5%	1,396,425	30.9%	1,400,678	31.0%	1,400,463	31.0%
2		AWD Total Passenger Vehicle Person Trips	5,159,558		5,730,857		5,730,533		6,564,172		6,532,004		6,516,104	
		change from 2020			571,299	11.1%	570,975	11.1%	1,404,614	27.2%	1,372,446	26.6%	1,356,546	26.3%
		change from 2045 No Build									-32,168	-0.5%	-15,900	-0.2%
3		*AWD Total Passenger Vehicle Trips*	3,765,315		4,155,433		4,139,338		4,756,729		4,704,805		4,690,765	
4		AWD Total Passenger Vehicle VMT	20,170,037		22,480,734		22,171,823		26,114,174		25,563,632		25,510,926	
		change from 2020			2,310,697	11.5%	2,001,786	9.9%	5,944,137	29.5%	5,393,595	26.7%	5,340,889	26.5%
		change from 2045 No Build									-550,542	-2.1%	-52,706	-0.2%

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2023 Regional Transportation Plan (RTP) Update

System Performance Measures for Intra-MPA* Trips

* within Metropolitan Planning Area (excludes Clark County, Washington)

		2020 Base		2030 No Build		2030 Constrained		2045 No Build		2045 Constrained		2045 Strategic	
5	AWD Passenger Vehicle VMT/Capita	11.6		11.6		11.5		11.6		11.4		11.4	
	change from 2020			0	0.4%	0	-1.0%	0	0.5%	0	-1.6%	0	-1.8%
	change from 2045 No Build									0	-2.1%	0	-0.2%
6	AWD Passenger Vehicle VMT/Employee	20.5		21.4		21.1		21.6		21.1		21.1	
	change from 2020			91.9%	4.5%	62.5%	3.1%	109.2%	5.3%	63.8%	3.1%	59.4%	2.9%
	change from 2045 No Build									-0.5	-2.1%	0.0	-0.2%
7	Single Occupant Vehicle (SOV) Percent of Person Trips	0.4		0.4		0.4		0.4		0.4		0.4	
8	Non-SOV Percent of Person Trips (shared ride, walk, bike, transit)	0.6		0.6		0.6		0.6		0.6		0.6	
9	AWD Average Trip Length (miles)	4.7		4.7		4.7		4.8		4.8		4.8	
	b 5-6p Freeway VHD (share of total PM 2 Passenger Vehicle Hours)	1,936	1.8%	2,767	2.2%	1,183	1.0%	3,370	2.3%	1,209	0.9%	1,185	0.8%
	c 5-6p Arterial VHD (share of total PM 2 Passenger Vehicle Hours)	872	0.0	1,424	1.1%	1,520	1.2%	2,296	1.6%	2,554	1.8%	2,435	1.7%
	Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9												
Passenger Vehicle Data - PM 2 Hour Peak													
1	*PM 2-HR Passenger Vehicle Average Travel Time (minutes)*	12.3		12.9		12.5		13.3		12.9		12.9	
2	*PM 2-HR Average Passenger Vehicle Travel Speed (miles per hour)*	26.8		25.8		26.2		24.9		25.5		25.6	
3	a PM 2-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network)	71.7	1.9%	94.3	2.5%	70.6	1.9%	132.2	3.5%	95.3	2.5%	86.3	2.3%
	change from 2020			23	31.5%	-1	-1.6%	60	84.3%	24	32.8%	15	20.4%
	change from 2045 No Build									-37	-27.9%	-9	-9.4%
	b PM 2-HR Freeway Congested miles (share of freeway miles in network)	40.7	17.6%	48.7	21.0%	23.6	10.3%	56.4	24.3%	23.6	10.1%	19.9	8.5%
	change from 2020			8	19.5%	-17	-42.0%	16	38.4%	-17	-42.0%	-21	-51.2%
	change from 2045 No Build									-33	-58.1%	-4	-15.9%
	c PM 2-HR Arterial Congested miles (share of arterial miles in network)	31.0	0.9%	45.6	1.3%	46.9	1.3%	75.8	2.2%	71.7	2.0%	66.5	1.9%
	change from 2020			14.6	47.3%	15.9	51.4%	44.8	144.6%	40.7	131.2%	35.5	114.5%
	change from 2045 No Build									-4	-5.5%	-5	-7.3%
4	a PM 2-HR Total Severely Congested miles (v/c >=1) (share of total miles in network)	29.0	0.8%	53.3	1.4%	38.1	1.0%	88.0	2.4%	64.3	1.7%	59.2	1.6%
	change from 2020			24	83.8%	9	31.4%	59	203.4%	35	121.6%	30	104.0%
	change from 2045 No Build									-24	-27.0%	-5	-7.9%
	b PM 2-HR Freeway Severely Congested miles (share of freeway miles in network)	11.7	5.1%	21.1	9.1%	7.4	3.2%	27.8	12.0%	8.6	3.7%	8.4	3.6%
	change from 2020			9	80.2%	-4	-37.0%	16	137.5%	-3	-26.3%	-3	-28.5%
	change from 2045 No Build									-19	-69.0%	0	-3.0%
	c PM 2-HR Arterial Severely Congested miles (share of arterial miles in network)	17.3	0	32.2	0.9%	30.7	0.9%	60.2	1.7%	55.7	1.6%	50.8	1.4%
	change from 2020			15	86.2%	13	77.7%	43	247.9%	38	221.7%	34	193.7%
	change from 2045 No Build									-5	-7.5%	-5	-8.7%
5	PM 2-HR Passenger Vehicle Hours	110,161		126,447		122,353		147,348		141,403		140,726	
6	a *PM 2-HR Passenger Vehicle Hours of Delay (share of total PM 2 Passenger Vehicle Hou*	5,340	4.8%	8,234	6.5%	5,302	4.3%	12,024	8.2%	7,739	5.5%	7,411	5.3%
	b PM 2-HR Freeway VHD (share of total PM 2 Passenger Vehicle Hours)	3,668	3.3%	5,436	4.3%	2,319	1.9%	7,233	4.9%	2,528	1.8%	2,455	1.7%
	c PM 2-HR Arterial VHD (share of total PM 2 Passenger Vehicle Hours)	1,672	1.5%	2,798	2.2%	2,982	2.4%	4,791	3.3%	5,211	3.7%	4,956	3.5%
	Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9												
Passenger Vehicle Data - Midday 1 Hour													
1	MD 1-HR Passenger Vehicle Average Travel Time (minutes)	10.6		10.9		10.8		11.5		11.2		11.2	

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2023 Regional Transportation Plan (RTP) Update

System Performance Measures for Intra-MPA* Trips

* within Metropolitan Planning Area (excludes Clark County, Washington)

			2020 Base		2030 No Build		2030 Constrained		2045 No Build		2045 Constrained		2045 Strategic	
2		MD 1-HR Average Passenger Vehicle Travel Speed (miles per hour)	28.6		28.0		28.1		26.8		27.4		27.5	
3	a	MD 1-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network)	27.8	0.7%	43.9	1.2%	25.7	0.7%	84.7	2.3%	45.1	1.2%	40.7	1.1%
	b	MD 1-HR Freeway Congested miles (share of freeway miles in network)	16.1	6.9%	27.3	11.8%	13.0	5.7%	46.7	20.1%	14.9	6.4%	15.5	6.6%
	c	MD 1-HR Arterial Congested miles (share of arterial miles in network)	11.7	0.3%	16.6	0.5%	12.8	0.4%	38.0	1.1%	30.2	0.8%	25.2	0.7%
4	a	MD 1-HR Total Severely Congested miles (v/c >=1) (share of total miles in network)	9.7	0.3%	15.5	0.4%	13.5	0.4%	34.7	0.9%	23.0	0.6%	22.4	0.6%
	b	MD 1-HR Freeway Severely Congested miles (share of freeway miles in network)	4.1	1.8%	6.6	2.8%	3.4	1.5%	12.1	5.2%	4.9	2.1%	4.7	2.0%
	c	MD 1-HR Arterial Severely Congested miles (share of arterial miles in network)	5.6	0.2%	8.9	0.3%	10.1	0.3%	22.6	0.6%	18.1	0.5%	17.7	0.5%
5		MD 1-HR Passenger Vehicle Hours	40,056		45,470		44,700		54,771		52,724		52,386	
6	a	*MD 1-HR Passenger Vehicle Hours of Delay (share of total MD 1 Passenger Vehicle Ho*	689	1.7%	1,154	2.5%	795	1.8%	2,459	4.5%	1,400	2.7%	1,341	2.6%
	b	MD 1-HR Freeway VHD (share of total MD 1 Passenger Vehicle Hours)	441	1.1%	765	1.7%	369	0.8%	1,653	3.0%	567	1.1%	553	1.1%
	c	MD 1-HR Arterial VHD (share of total MD 1 Passenger Vehicle Hours)	248	0	388	0.9%	425	1.0%	806	1.5%	834	1.6%	787	1.5%
		Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9												
Freight Data - Average Weekday (AWD)														
1		AWD Total Truck Trips	498,275		530,069		533,254		577,760		585,723		585,723	
		change from 2020			31,794	6.4%	34,979	7.0%	79,485	16.0%	87,448	17.6%	87,448	17.6%
		change from 2045 No Build									7,963	1.4%	0	-
2		*AWD Truck Average Trip Length (miles)*	4.5		4.7		4.7		4.9		4.9		4.9	
2		5-6p Truck Hours	1,496		1,684		1,681		1,944		1,941		1,936	
3	a	5-6p Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	92		145		84		214		135		128	
	b	5-6p Truck Vehicle Hours of Delay on Freight Network	77		125		56		187		98		90	

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2023 Regional Transportation Plan (RTP) Update

System Performance Measures for Intra-MPA* Trips

* within Metropolitan Planning Area (excludes Clark County, Washington)

		2020 Base	2030 No Build		2030 Constrained		2045 No Build		2045 Constrained		2045 Strategic	
Freight Data - PM 2 Hour Peak												
1	PM 2-HR Truck Average Travel Time (minutes)	8.8	9.3		9.2		9.9		9.7		9.6	
2	PM 2-HR Truck Hours	3,633	4,087		4,058		4,741		4,676		4,660	
3 a	PM 2-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	220	358		205		573		345		325	
	change from 2020		138	63.0%	-14	-6.5%	354	161.1%	125	57.1%	105	48.0%
b	PM 2-HR Truck Vehicle Hours of Delay on Freight Network	183	307		136		503		247		225	
Freight Data - Midday 1 Hour												
1	MD 1-HR Truck Average Travel Time (minutes)	9.1	9.6		9.5		10.5		10.1		10.1	
2	MD 1-HR Truck Hours	4,309	4,787		4,759		5,603		5,498		5,477	
3 a	*MD 1-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)*	94.5	163.7		106.1		369.6		186.4		179.6	
	change from 2020		69.203109	73.3%	11.595184	12.3%	275.09787	291.2%	91.947052	97.3%	85.116073	90.1%
b	MD 1-HR Truck Vehicle Hours of Delay on Freight Network	68.6	126.1		72.3		305.5		137.4		127.8	
1	*1pm - 3pm Truck Hours*	7,896	8,832		8,831		10,634		10,502		10,419	
	change from 2020		93611.1%	11.9%	93543.3%	11.8%	273809.2%	34.7%	260603.1%	33.0%	252289.2%	32.0%
Transit Data												
1	AWD Total Transit Trips (originating riders)	248,763	302,076		309,732		389,213		430,280		446,671	
	change from 2020		53,312	21.4%	60,969	24.5%	140,450	56.5%	181,516	73.0%	197,908	79.6%
	change from 2045 No Build								41,066	10.6%	16,392	3.8%
2	Transit Percent of Person Trips	4.0%	4.3%		4.4%		4.8%		5.3%		5.5%	
Pedestrian Data												
1	AWD Total Walk Trips (does not include walk trips to transit)	464,312	523,241		525,838		622,784		622,201		620,908	
	change from 2020		58,930	12.7%	61,526	13.3%	158,473	34.1%	157,890	34.0%	156,597	33.7%
	change from 2045 No Build								-583	-0.1%	-1,293	-0.2%
2	Walk Percent of Person Trips	7.4%	7.5%		7.5%		7.7%		7.7%		7.7%	
Bicycle Data												
1	AWD Total Bike Trips	216,912	243,651		247,801		289,333		293,153		292,710	
	change from 2020		26,739	12.3%	30,889	14.2%	72,421	33.4%	76,241	35.1%	75,798	34.9%
	change from 2045 No Build								3,820	1.3%	(443)	-0.2%
2	Bike Percent of Person Trips	3.5%	3.5%		3.5%		3.6%		3.6%		3.6%	
3	AWD Bike Miles Traveled (BMT)	662,100	759,021		777,492		966,636		973,944		963,386	
4	AWD BMT/Capita	0.38	0.39		0.40		0.43		0.43		0.43	

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2023 Regional Transportation Plan (RTP) Update

System Performance Measures for Total Region* Trips

* includes Clackamas, Multnomah, Washington and Clark counties

		2020 Base		2030 No Build		2030 Constrained		2045 No Build		2045 Constrained		2045 Strategic	
Demographic Data													
1	Population	2,384,703		2,669,698		2,669,698		3,093,854		3,093,854		3,093,854	
	change from 2020			284,995	12.0%	284,995	12.0%	709,151	29.7%	709,151	29.7%	709,151	29.7%
2	Households	930,121		1,074,364		1,074,364		1,282,760		1,282,760		1,282,760	
	change from 2020			144,243	15.5%	144,243	15.5%	352,639	37.9%	352,639	37.9%	352,639	37.9%
3	Employment	1,192,694		1,304,460		1,304,460		1,535,571		1,535,571		1,535,571	
	change from 2020			111,766	9.4%	111,766	9.4%	342,877	28.7%	342,877	28.7%	342,877	28.7%
Network Data													
1 a	Total Road Miles in Network	7,306		7,311		7,340		7,311		7,378		7,406	
	change from 2020			5	0.1%	34	0.5%	5	0.1%	72	1.0%	100	1.4%
	change from 2045 No Build									67	0.9%	28	0.4%
b	*Freeway Miles*	424		424		420		424		427		427	
	change from 2020			0	0.0%	-3	-0.8%	0	0.0%	3	0.7%	3	0.7%
c	Arterial Miles	6,882		6,887		6,920		6,887		6,951		6,980	
	change from 2020			5	0.1%	37	0.5%	5	0.1%	69	1.0%	97	1.4%
	change from 2045 No Build									64	0.9%	28	0.4%
2 a	Total Lane Miles	9,936		9,969		10,078		9,969		10,261		10,381	
	change from 2020			33	0.3%	142	1.4%	33	0.3%	326	3.3%	445	4.5%
	change from 2045 No Build									293	2.9%	120	1.2%
b	Freeway Lane Miles	1,062		1,067		1,067		1,067		1,110		1,119	
	change from 2020			6	0.5%	5	0.5%	6	0.5%	48	4.6%	57	5.4%
	change from 2045 No Build									43	4.0%	9	0.8%
c	Arterial Lane Miles	8,874		8,901		9,011		8,901		9,151		9,262	
	change from 2020			27	0.3%	137	1.5%	27	0.3%	277	3.1%	388	4.4%
	change from 2045 No Build									250	2.8%	111	1.2%
Travel Data - Average Weekday (AWD)													
1 a	*AWD Total Person Trips*	8,531,292		9,676,994		9,677,035		11,270,426		11,270,378		11,270,342	
	change from 2020			1,145,702	13.4%	1,145,743	13.4%	2,739,134	32.1%	2,739,086	32.1%	2,739,050	32.1%
b	*AWD Total Work Trips (share of total person trips)*	2,372,840	27.8%	2,596,046	26.8%	2,596,050	26.8%	3,057,810	27.1%	3,057,770	27.1%	3,057,766	27.1%
	change from 2020			223,206	9.4%	223,210	9.4%	684,970	28.9%	684,930	28.9%	684,926	28.9%
c	*AWD Total Non-Work Trips (share of total person trips)*	6,158,452	1	7,080,948	73.2%	7,080,985	73.2%	8,212,617	72.9%	8,212,608	72.9%	8,212,576	72.9%
	change from 2020			922,496	15.0%	922,533	15.0%	2,054,165	33.4%	2,054,156	33.4%	2,054,124	33.4%
2	AWD Total Passenger Vehicle Person Trips	7,145,611		8,085,290		8,067,050		9,372,776		9,323,934		9,307,494	
	change from 2020			939,679	13.2%	921,439	12.9%	2,227,165	31.2%	2,178,323	30.5%	2,161,883	30.3%
	change from 2045 No Build									-48,842	-0.5%	-16,440	-0.2%
3	*AWD Total Passenger Vehicle Trips*	5,226,467		5,884,782		5,840,211		6,830,058		6,745,764		6,731,261	
4	AWD Total Passenger Vehicle VMT	32,103,744		36,303,557		35,509,772		42,109,139		41,032,751		40,981,141	
	change from 2020			4,199,813	13.1%	3,406,028	10.6%	10,005,395	31.2%	8,929,007	27.8%	8,877,397	27.7%
	change from 2045 No Build									-1,076,388	-2.6%	-51,610	-0.1%

Metro

2023 Regional Transportation Plan (RTP) Update

System Performance Measures for Total Region* Trips

* includes Clackamas, Multnomah, Washington and Clark counties

		2020 Base		2030 No Build		2030 Constrained		2045 No Build		2045 Constrained		2045 Strategic	
5	AWD Passenger Vehicle VMT/Capita	13		13.6		13.3		13.6		13.3		13.2	
	change from 2020			0	1.0%	0	-1.2%	0	1.1%	0	-1.5%	0	-1.6%
	change from 2045 No Build									0	-2.6%	0	-0.1%
6	AWD Passenger Vehicle VMT/Employee	2691.7%		27.8		27.2		27.4		26.7		26.7	
	change from 2020			91.3%	3.4%	30.5%	1.1%	50.5%	1.9%	-19.6%	-0.7%	-22.9%	-0.9%
	change from 2045 No Build									-0.7	-2.6%	0.0	-0.1%
7	Single Occupant Vehicle (SOV) Percent of Person Trips	0.4		0.4		0.4		0.4		0.4		0.4	
8	Non-SOV Percent of Person Trips (shared ride, walk, bike, transit)	0.6		0.6		0.6		0.6		0.6		0.6	
9	AWD Average Trip Length (miles)	5		5.4		5.4		5.4		5.4		5.4	
	b 5-6p Freeway VHD (share of total PM 2 Passenger Vehicle Hours)	1,962	1.1%	2,803	1.3%	1,207	0.6%	3,462	1.4%	1,213	0.5%	1,190	0.5%
	c 5-6p Arterial VHD (share of total PM 2 Passenger Vehicle Hours)	895.4	0.0	1,483	0.7%	1,571	0.8%	2,513	1.0%	2,776	1.2%	2,653	1.1%
	Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9												
Passenger Vehicle Data - PM 2 Hour Peak													
1	*PM 2-HR Passenger Vehicle Average Travel Time (minutes)*	14.1		14.5		14.0		14.8		14.3		14.3	
2	*PM 2-HR Average Passenger Vehicle Travel Speed (miles per hour)*	30.4		29.5		30.2		28.4		29.3		29.5	
3	a PM 2-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network)	75	1.0%	102.5	1.4%	75.5	1.0%	150.0	2.1%	112.1	1.5%	102.5	1.4%
	change from 2020			28	36.8%	1	0.8%	75	100.3%	37	49.7%	28	36.9%
	change from 2045 No Build									-38	-25.3%	-10	-8.6%
	b PM 2-HR Freeway Congested miles (share of freeway miles in network)	42	10.0%	51.4	12.1%	24.1	5.7%	60.6	14.3%	24.9	5.8%	21.1	4.9%
	change from 2020			9	21.3%	-18	-43.3%	18	42.9%	-18	-41.3%	-21	-50.2%
	change from 2045 No Build									-36	-59.0%	-4	-15.1%
	c PM 2-HR Arterial Congested miles (share of arterial miles in network)	32.5	0.5%	51.1	0.7%	51.4	0.7%	89.5	1.3%	87.3	1.3%	81.4	1.2%
	change from 2020			18.6	57.0%	18.9	58.2%	56.9	175.1%	54.7	168.3%	48.9	150.3%
	change from 2045 No Build									-2	-2.4%	-6	-6.7%
4	a PM 2-HR Total Severely Congested miles (v/c >=1) (share of total miles in network)	29	0.4%	54.8	0.8%	39.2	0.5%	98.4	1.3%	72.5	1.0%	67.2	0.9%
	change from 2020			25	86.4%	10	33.3%	69	234.5%	43	146.3%	38	128.5%
	change from 2045 No Build									-26	-26.4%	-5	-7.2%
	b PM 2-HR Freeway Severely Congested miles (share of freeway miles in network)	12	2.8%	21.4	5.0%	7.6	1.8%	28.1	6.6%	8.6	2.0%	8.4	2.0%
	change from 2020			9	78.6%	-4	-36.2%	16	134.7%	-3	-27.9%	-4	-30.0%
	change from 2045 No Build									-19	-69.3%	0	-2.9%
	c PM 2-HR Arterial Severely Congested miles (share of arterial miles in network)	17	0	33.5	0.5%	31.6	0.5%	70.4	1.0%	63.8	0.9%	58.8	0.8%
	change from 2020			16	91.8%	14	80.8%	53	302.8%	46	265.5%	41	236.9%
	change from 2045 No Build									-7	-9.3%	-5	-7.8%
5	PM 2-HR Passenger Vehicle Hours	183,852		213,359		204,773		250,650		239,430		238,729	
6	a *PM 2-HR Passenger Vehicle Hours of Delay (share of total PM 2 Passenger Vehicle Hou*	5,427	3.0%	8,408	3.9%	5,425	2.6%	12,663	5.1%	8,161	3.4%	7,825	3.3%
	b PM 2-HR Freeway VHD (share of total PM 2 Passenger Vehicle Hours)	3,713	2.0%	5,507	2.6%	2,358	1.2%	7,459	3.0%	2,544	1.1%	2,472	1.0%
	c PM 2-HR Arterial VHD (share of total PM 2 Passenger Vehicle Hours)	1,713.9	0.9%	2,901	1.4%	3,067	1.5%	5,204	2.1%	5,616	2.3%	5,354	2.2%
	Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9												
Passenger Vehicle Data - Midday 1 Hour													
1	MD 1-HR Passenger Vehicle Average Travel Time (minutes)	12.1		12.4		12.1		12.9		12.4		12.4	
2	MD 1-HR Average Passenger Vehicle Travel Speed (miles per hour)	32.2		31.6		31.9		30.2		31.1		31.2	

Metro

2023 Regional Transportation Plan (RTP) Update

System Performance Measures for Total Region* Trips

* includes Clackamas, Multnomah, Washington and Clark counties

			2020 Base		2030 No Build		2030 Constrained		2045 No Build		2045 Constrained		2045 Strategic	
3	a	MD 1-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network)	28.0	0.4%	45.0	0.6%	26.3	0.4%	89.5	1.2%	47.4	0.6%	43.1	0.6%
	b	MD 1-HR Freeway Congested miles (share of freeway miles in network)	16.1	3.8%	27.6	6.5%	13.0	3.1%	47.9	11.3%	14.9	3.5%	15.5	3.6%
	c	MD 1-HR Arterial Congested miles (share of arterial miles in network)	11.8	0.2%	17.4	0.3%	13.4	0.2%	41.6	0.6%	32.5	0.5%	27.6	0.4%
4	a	MD 1-HR Total Severely Congested miles (v/c >=1) (share of total miles in network)	9.8	0.1%	15.6	0.2%	13.5	0.2%	35.6	0.5%	23.3	0.3%	22.7	0.3%
	b	MD 1-HR Freeway Severely Congested miles (share of freeway miles in network)	4.1	1.0%	6.6	1.5%	3.4	0.8%	12.2	2.9%	4.9	1.1%	4.7	1.1%
	c	MD 1-HR Arterial Severely Congested miles (share of arterial miles in network)	6	0.1%	9.0	0.1%	10.1	0.1%	23.4	0.3%	18.4	0.3%	18.0	0.3%
5		MD 1-HR Passenger Vehicle Hours	65,066		75,109		72,970		90,833		86,713		86,297	
6	a	*MD 1-HR Passenger Vehicle Hours of Delay (share of total MD 1 Passenger Vehicle Ho*	690	1.1%	1,163	1.5%	797	1.1%	2,513	2.8%	1,418	1.6%	1,359	1.6%
	b	MD 1-HR Freeway VHD (share of total MD 1 Passenger Vehicle Hours)	442	0.7%	771	1.0%	369	0.5%	1,680	1.8%	567	0.7%	553	0.6%
	c	MD 1-HR Arterial VHD (share of total MD 1 Passenger Vehicle Hours)	248	0	392	0.5%	427	0.6%	833	0.9%	852	1.0%	805	0.9%
		Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9												
Freight Data - Average Weekday (AWD)														
1		AWD Total Truck Trips	736,537		805,854		809,918		909,829		919,990		919,990	
		change from 2020			69,317	9.4%	73,381	10.0%	173,292	23.5%	183,453	24.9%	183,453	24.9%
		change from 2045 No Build									10,161	1.1%	0	-
2		*AWD Truck Average Trip Length (miles)*	8.223828		8.5		8.5		8.8		8.8		8.8	
2		5-6p Truck Hours	3,271		3,769		3,739		4,505		4,465		4,439	
3	a	5-6p Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	94		149		87		223		142		135	
	b	5-6p Truck Vehicle Hours of Delay on Freight Network	78.504601		127		57		191		100		91	
Freight Data - PM 2 Hour Peak														
1		PM 2-HR Truck Average Travel Time (minutes)	13		13.9		13.7		15.1		14.6		14.5	
2		PM 2-HR Truck Hours	7,824		9,093		8,964		11,040		10,781		10,715	
3	a	PM 2-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	223		365		210		598		362		342	
		change from 2020			142	63.9%	-13	-5.9%	375	168.1%	139	62.4%	119	53.3%
	b	PM 2-HR Truck Vehicle Hours of Delay on Freight Network	185.478837		312		137		516		253		230	
Freight Data - Midday 1 Hour														
1		MD 1-HR Truck Average Travel Time (minutes)	12		12.9		12.7		14.0		13.4		13.3	
2		MD 1-HR Truck Hours	7,993.0		9,074		8,947		10,918		10,563		10,519	
3	a	*MD 1-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)*	94.584717		164.6		106.2		375.5		188.0		181.2	
		change from 2020			69.972748	74.0%	11.612961	12.3%	280.951355	297.0%	93.37619	98.7%	86.646927	91.6%
	b	MD 1-HR Truck Vehicle Hours of Delay on Freight Network	69		126.8		72.3		310.1		137.6		128.2	
1		*1pm - 3pm Truck Hours*	1493581.7%		17,079		16,977		21,133		20,659		20,497	
		change from 2020			214275.3%	14.3%	204117.2%	13.7%	619753.5%	41.5%	572293.9%	38.3%	556072.0%	37.2%
Transit Data														
1		AWD Total Transit Trips (originating riders)	269,766		331,526		341,995		423,452		473,296		490,569	
		change from 2020			61,760	22.9%	72,229	26.8%	153,686	57.0%	203,529	75.4%	220,802	81.8%
		change from 2045 No Build									49,844	11.8%	17,273	3.6%
2		Transit Percent of Person Trips	0.031620803		3.4%		3.5%		3.8%		4.2%		4.4%	
Pedestrian Data														
1		AWD Total Walk Trips (does not include walk trips to transit)	589,907		667,925		670,987		787,272		787,165		785,715	
		change from 2020			78,018	13.2%	81,080	13.7%	197,364	33.5%	197,258	33.4%	195,808	33.2%

Metro

2023 Regional Transportation Plan (RTP) Update

System Performance Measures for Total Region* Trips

* includes Clackamas, Multnomah, Washington and Clark counties

		2020 Base	2030 No Build		2030 Constrained		2045 No Build		2045 Constrained		2045 Strategic	
	change from 2045 No Build								-106	0.0%	-1,450	-0.2%
2	Walk Percent of Person Trips	0.069146279	6.9%		6.9%		7.0%		7.0%		7.0%	
Bicycle Data												
1	AWD Total Bike Trips	247,317	277,623		282,993		329,410		334,313		333,944	
	change from 2020		30,306	12.3%	35,676	14.4%	82,092	33.2%	86,996	35.2%	86,627	35.0%
	change from 2045 No Build								4,904	1.5%	(369)	-0.1%
2	Bike Percent of Person Trips	0	2.9%		2.9%		2.9%		3.0%		3.0%	
3	AWD Bike Miles Traveled (BMT)	775,955.80	885,137		917,057		1,126,015		1,146,133		1,137,727	
4	AWD BMT/Capita	0.33	0.33		0.34		0.36		0.37		0.37	

Transit boardings and revenue hours by service type

Mode / scenario	Boardings	Revenue hours	Boardings per revenue hour
2020 base year			
TriMet bus	225,312	5,509	40.9
Light rail transit	118,662	901	131.7
Streetcar	24,337	172	141.8
Commuter rail	1,055	14	73.3
TriMet bus rapid transit	0	0	N/A
C-Tran	28,458	653	43.6
SMART/Other	2,189	162	13.5
Local shuttle	516	45	11.5
System-wide total/average	*400,529*	*7,456*	*53.7*
2030 constrained			
TriMet bus	262,382	6,117	42.9
Light rail transit	144,617	832	173.8
Streetcar	26,179	181	144.4
Commuter rail	3,485	11	322.8
TriMet bus rapid transit	28,892	568	50.8
C-Tran	45,241	931	48.6
SMART/Other	3,505	164	21.4
Local shuttle	3,388	94	36.0
System-wide total/average	*517,689*	*8,899*	*58.2*
2045 constrained			
TriMet bus	353,577	6,942	50.9
Light rail transit	238,566	999	238.8
Streetcar	35,603	189	187.9
Commuter rail	3,482	11	322.5
TriMet bus rapid transit	39,366	639	61.6
C-Tran	48,910	927	52.8
SMART/Other	5,354	168	31.8
Local shuttle	5,687	111	51.3
System-wide total/average	*730,545*	*9,986*	*73.2*
2045 strategic			
TriMet bus	277,976	9,189	30.3
Light rail transit	266,275	961	277.2
Streetcar	33,041	205	161.5
Commuter rail	3,671	11	340.0
TriMet bus rapid transit	142,042	2,598	54.7
C-Tran	48,333	929	52.0
SMART/Other	5,715	168	34.1
Local shuttle	6,977	159	43.8
System-wide total/average	*784,030*	*14,219*	*55.1*

Average weekday trips and mode share by mode - MPA

	2020 Base		2030 No Build		2030 Constrained		2045 No Build		2045 Constrained		2045 Strategic	
	trips	share	trips	share	trips	share	trips	share	trips	share	trips	share
Drive Alone	2,759,547	44.1%	3,019,145	43.2%	3,005,189	42.9%	3,460,119	42.8%	3,415,507	42.2%	3,404,277	42.0%
work	1,191,289	68.1%	1,256,668	67.1%	1,252,110	66.5%	1,435,945	65.9%	1,415,702	64.8%	1,408,503	64.5%
non-work	1,568,259	34.7%	1,762,477	34.4%	1,753,079	34.2%	2,024,174	34.2%	1,999,806	33.8%	1,995,775	33.7%
Shared Ride	2,400,011	38.3%	2,711,712	38.8%	2,725,344	38.9%	3,104,053	38.4%	3,116,497	38.5%	3,111,826	38.4%
work	202,296	11.6%	219,813	11.7%	223,996	11.9%	255,803	11.7%	259,534	11.9%	258,463	11.8%
non-work	2,197,715	48.7%	2,491,899	48.7%	2,501,349	48.8%	2,848,250	48.2%	2,856,963	48.3%	2,853,363	48.2%
Transit	248,763	4.0%	302,076	4.3%	309,732	4.4%	389,213	4.8%	430,280	5.3%	446,671	5.5%
work	123,111	7.0%	145,415	7.8%	150,471	8.0%	183,193	8.4%	204,300	9.4%	212,926	9.8%
non-work	125,652	2.8%	156,660	3.1%	159,261	3.1%	206,020	3.5%	225,980	3.8%	233,745	4.0%
Walk	464,312	7.4%	523,241	7.5%	525,838	7.5%	622,784	7.7%	622,201	7.7%	620,908	7.7%
work	143,126	8.2%	154,324	8.2%	155,764	8.3%	182,808	8.4%	183,332	8.4%	183,109	8.4%
non-work	321,186	7.1%	368,918	7.2%	370,074	7.2%	439,976	7.4%	438,869	7.4%	437,799	7.4%
Bike	216,912	3.5%	243,651	3.5%	247,801	3.5%	289,333	3.6%	293,153	3.6%	292,710	3.6%
work	89,005	5.1%	97,946	5.2%	99,886	5.3%	120,191	5.5%	120,247	5.5%	119,827	5.5%
non-work	127,907	2.8%	145,704	2.8%	147,915	2.9%	169,142	2.9%	172,906	2.9%	172,882	2.9%
School Bus	202,723	3.2%	229,149	3.3%	229,211	3.3%	260,054	3.2%	260,272	3.2%	260,346	3.2%
Total Person Trips	6,263,953		6,995,050		7,008,768		8,089,491		8,098,918		8,098,417	
Total Work Trips	1,748,827		1,874,167		1,882,225		2,177,940		2,183,114		2,182,829	
Total Non-Work Trips	4,515,126		5,120,884		5,126,543		5,911,551		5,915,804		5,915,589	
Non-SOV trips*	3,329,998	**54.7%**	3,780,679	**55.6%**	3,808,714	**55.9%**	4,405,383	**56.0%**	4,462,131	**56.6%**	4,472,115	**56.8%**
Bike + Walk + Transit*	929,987	**15.3%**	1,068,967	**15.7%**	1,083,370	**15.9%**	1,301,330	**16.5%**	1,345,634	**17.1%**	1,360,289	**17.3%**
% PM-2hr Work Trips		**37.7%**		**36.4%**		**36.5%**		**36.5%**		**36.6%**		**36.6%**
% PM-2hr Non-Work Trips		**62.3%**		**63.6%**		**63.5%**		**63.5%**		**63.4%**		**63.4%**

Average weekday trips and mode share by mode - Region

	2020 Base		2030 No Build		2030 Constrained		2045 No Build		2045 Constrained		2045 Strategic	
	trips	share	trips	share	trips	share	trips	share	trips	share	trips	share
Drive Alone	3,832,840	44.9%	4,283,083	44.3%	4,242,195	43.8%	4,982,195	44.2%	4,903,826	43.5%	4,892,408	43.4%
work	1,675,972	70.6%	1,816,812	70.0%	1,793,982	69.1%	2,120,019	69.3%	2,076,975	67.9%	2,069,520	67.7%
non-work	2,156,868	35.0%	2,466,271	34.8%	2,448,213	34.6%	2,862,176	34.9%	2,826,851	34.4%	2,822,888	34.4%
Shared Ride	3,312,771	38.8%	3,802,207	39.3%	3,824,855	39.5%	4,390,581	39.0%	4,420,108	39.2%	4,415,086	39.2%
work	285,359	12.0%	316,121	12.2%	327,076	12.6%	372,757	12.2%	386,213	12.6%	385,055	12.6%
non-work	3,027,412	49.2%	3,486,087	49.2%	3,497,779	49.4%	4,017,824	48.9%	4,033,895	49.1%	4,030,032	49.1%
Transit	269,766	3.2%	331,526	3.4%	341,995	3.5%	423,452	3.8%	473,296	4.2%	490,569	4.4%
work	140,419	5.9%	166,569	6.4%	173,700	6.7%	207,304	6.8%	235,185	7.7%	244,408	8.0%
non-work	129,347	2.1%	164,957	2.3%	168,295	2.4%	216,148	2.6%	238,111	2.9%	246,160	3.0%
Walk	589,907	6.9%	667,925	6.9%	670,987	6.9%	787,272	7.0%	787,165	7.0%	785,715	7.0%
work	170,571	7.2%	185,613	7.1%	187,366	7.2%	221,106	7.2%	221,788	7.3%	221,524	7.2%
non-work	419,337	6.8%	482,312	6.8%	483,621	6.8%	566,165	6.9%	565,378	6.9%	564,191	6.9%
Bike	247,317	2.9%	277,623	2.9%	282,993	2.9%	329,410	2.9%	334,313	3.0%	333,944	3.0%
work	100,519	4.2%	110,931	4.3%	113,926	4.4%	136,623	4.5%	137,609	4.5%	137,259	4.5%
non-work	146,798	2.4%	166,692	2.4%	169,067	2.4%	192,787	2.3%	196,704	2.4%	196,686	2.4%
School Bus	311,730	3.7%	353,661	3.7%	353,713	3.7%	399,205	3.5%	399,404	3.5%	399,519	3.5%
Total Person Trips	8,531,292		9,676,994		9,677,035		11,270,426		11,270,378		11,270,342	
Total Work Trips	2,372,840		2,596,046		2,596,050		3,057,810		3,057,770		3,057,766	
Total Non-Work Trips	6,158,452		7,080,948		7,080,985		8,212,617		8,212,608		8,212,576	
Non-SOV trips*	4,419,762	**53.6%**	5,079,281	**54.3%**	5,120,830	**54.7%**	5,930,714	**54.3%**	6,014,882	**55.1%**	6,025,313	**55.2%**
Bike + Walk + Transit*	1,106,991	**13.4%**	1,277,074	**13.6%**	1,295,975	**13.8%**	1,540,133	**14.1%**	1,594,774	**14.6%**	1,610,227	**14.7%**
% PM-2hr Work Trips		**37.6%**		**36.4%**		**36.4%**		**36.8%**		**36.8%**		**36.8%**
% PM-2hr Non-Work Trips		**62.4%**		**63.6%**		**63.6%**		**63.2%**		**63.2%**		**63.2%**

*Does not include School Bus trips in calculations

System completeness results by Geography

		Current		Near-term constrained		Long-term constrained		Strategic	
Network	**Total miles**	**Number of miles completed**	**Percent of miles completed**	**Number of new miles completed**	**Percent of miles completed**	**Number of new miles completed**	**Percent of miles completed**	**Number of new miles completed**	**Percent of miles completed**
Region-wide									
Motor vehicle network	1172.20	1148.04	98%	7.17	99%	3.15	99%	1.28	99%
Transit network	1780.76	1240.21	70%	34.72	72%	18.61	73%	34.18	75%
Pedestrian (onstreet) network	1043.03	597.14	57%	57.39	63%	73.63	70%	52.51	75%
Bicycle (onstreet) network	1149.28	626.19	54%	66.19	60%	65.74	66%	44.96	70%
Trail network	570.16	248.35	44%	25.63	48%	56.41	58%	33.30	64%
Near transit									
Pedestrian (onstreet) network	903.84	571.37	63%	47.66	68%	52.67	74%	35.32	78%
Bicycle (onstreet) network	955.41	570.22	60%	59.74	66%	50.76	71%	31.14	75%
Along arterials									
Pedestrian (onstreet) network	745.52	413.87	56%	47.05	62%	60.31	70%	46.35	76%
Bicycle (onstreet) network	623.14	412.09	66%	41.49	73%	38.67	79%	26.42	83%
Within urban centers									
Pedestrian (onstreet) network	181.44	141.03	78%	2.64	79%	5.82	82%	4.11	85%
Bicycle (onstreet) network	168.40	111.65	66%	5.73	70%	5.64	73%	5.69	76%
Within station communities outside above centers									
Pedestrian (onstreet) network	147.38	93.46	63%	5.59	67%	4.41	70%	4.73	73%
Bicycle (onstreet) network	162.99	92.70	57%	13.39	65%	8.39	70%	4.72	73%
Within mixed-use zoning outside above centers & station communities									
Pedestrian (onstreet) network	116.99	94.36	81%	5.40	85%	3.93	89%	1.22	90%
Bicycle (onstreet) network	103.34	67.76	66%	10.13	75%	7.44	83%	1.34	84%
Within employment and industrial areas outside above centers, station communities, and mixed-use zoning									
Pedestrian (onstreet) network	141.00	55.64	39%	9.55	46%	9.92	53%	9.07	60%
Bicycle (onstreet) network	126.28	69.75	55%	4.13	59%	7.32	64%	6.43	69%
Within centers, station communities, and mixed-use zoning areas									
Pedestrian (onstreet) network	445.81	328.84	74%	13.63	77%	14.16	80%	10.05	82%
Bicycle (onstreet) network	434.73	272.11	63%	29.25	69%	21.48	74%	11.76	77%

The table below provides observed and projected (observed plus modeled change from base year) values for throughway for all throughway segments within the metropolitan planning area across all RTP scenarios:

- 2019 Base Year (2019 Obs; observed)
- 2030 No Build (2030 NB; projected)
- 2030 Fiscally Constrained (2030 FC; projected)
- 2045 No Build (2045 NB; projected)
- 2045 Fiscally Constrained (2045 FC; projected)
- 2045 Strategic (2045 ST; projected)

Bold values indicate segments that do not meet Regional Mobility Policy thresholds (i.e., travel speeds fall below the minimum shown for four or more hours per day). Blue shading indicates segments that meet these thresholds, light purple shading indicates segments that fall below the minimum speed for four to seven hours per day, and dark purple indicates segments that fall below the minimum speed for over seven hours per day. Italics indicate segments where unique local conditions or Metro's travel model's current limitations might make modeled future year speed estimates less reliable.

Table 1 Modeled weekday hours not meeting policy speed by RTP scenario (4 or fewer meets policy, italics indicate areas flagged for future model improvements)

Segment	Miles	Min speed	2019 Obs	2030 NB	2030 FC	2045 NB	2045 FC	2045 ST
OR 212 - I-205 to SE 242nd								
212 EB 1	1.56	20	2.8	2.8	2.8	2.8	2.8	2.8
212 EB 2	1.66	20	1.8	3.8	2.8	**5.8**	1.8	1.8
212 EB 3	2.43	20	0.9	0.9	0.9	0.9	0.9	0.9
212 EB 4	2.18	20	0.6	0.6	0.6	2.6	0.6	0.6
212 WB 1	2.18	20	0.8	0.8	0.8	1.8	0.8	0.8
212 WB 2	2.51	20	0.3	0.3	0.3	0.3	0.3	0.3
212 WB 3	1.58	20	0.5	1.5	0.5	3.5	0.0	0.0
212 WB 4	1.56	20	4.0	4.0	4.0	4.0	4.0	4.0
OR 212 in Damascus from SE 242nd Avenue to US 26 (Mount Hood Hwy.)								
212 EB 5	2.37	20	0.7	0.7	0.7	0.7	0.7	0.7
212 EB 6	1.30	20	0.3	0.3	0.3	0.3	0.3	0.3
212 WB 5	2.37	20	0.9	0.9	0.9	0.9	0.9	0.9
212 WB 6	1.30	20	0.4	0.4	0.4	0.4	0.4	0.4
OR 213 from I-205 to S. Leland Road								
213 NB 1	2.48	20	0.9	0.9	0.9	0.9	0.9	0.9
213 NB 2	0.61	20	1.6	1.6	1.6	1.6	1.6	1.6
213 NB 3	3.02	20	0.2	0.2	0.2	0.2	0.2	0.2
213 SB 1	3.02	20	0.1	0.1	0.1	0.1	0.1	0.1
213 SB 2	0.62	20	1.6	1.6	1.6	1.6	1.6	1.6
213 SB 3	2.48	20	0.9	0.9	0.9	0.9	0.9	0.9
OR 217 (US 26 to I-5)								
217 NB 1	0.54	35	**4.5**	**8.5**	**5.5**	**15.5**	**9.5**	**10.5**
217 NB 2	1.08	35	3.8	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
217 NB 3	0.67	35	3.2	1.2	1.2	1.2	1.2	3.2
217 NB 4	1.21	35	**4.1**	*9.1*	*8.1*	*16.1*	*13.1*	*4.1*
217 NB 5	0.60	35	1.2	**6.2**	**5.2**	**10.2**	**8.2**	**9.2**
217 NB 6	0.62	35	0.6	**4.6**	**4.6**	**10.6**	**10.6**	**13.6**

Segment	Miles	Min speed	2019 Obs	2030 NB	2030 FC	2045 NB	2045 FC	2045 ST
217 NB 7	0.87	35	0.1	0.1	0.1	1.1	0.1	**6.1**
217 NB 8	0.79	35	0.1	0.1	0.1	0.1	0.1	0.1
217 NB 9	0.37	35	0.3	0.3	0.3	0.3	0.3	0.3
217 SB 1	0.68	35	2.3	2.3	2.3	2.3	2.3	2.3
217 SB 2	0.58	35	**4.7**	*7.7*	*7.7*	*12.7*	*12.7*	*4.7*
217 SB 3-5[1]	2.29	35	**6.3**	3.1	3.1	3.1	3.1	3.1
217 SB 6	0.55	35	2.4	2.4	2.4	2.4	2.4	**10.4**
217 SB 7	0.65	35	3.0	0.0	0.0	0.0	0.0	0.0
217 SB 8	0.88	35	1.1	*0.0*	*0.0*	*0.1*	*0.0*	*0.0*
217 SB 9	1.04	35	0.6	*4.6*	*4.6*	*7.6*	*4.6*	*0.0*
217 SB 10	0.38	35	1.0	1.0	1.0	**4.0**	1.0	3.0
OR 224 (OR 99E to I-205)								
224 EB 1	1.90	20	0.7	0.7	0.7	0.7	0.7	0.7
224 EB 2	1.21	20	0.5	0.5	0.5	0.5	0.5	0.5
224 EB 3	0.72	20	2.1	2.1	2.1	2.1	2.1	2.1
224 EB 4	0.18	20	2.3	2.3	2.3	2.3	2.3	2.3
224 WB 2	0.18	20	**4.7**	*4.7*	*4.7*	*4.7*	*4.7*	*4.7*
224 WB 3	0.72	20	1.4	1.4	1.4	1.4	2.4	2.4
224 WB 4	0.51	20	0.2	0.2	0.2	0.2	0.2	0.2
224 WB 5	0.70	20	0.0	0.0	0.0	0.0	0.0	0.0
224 WB 6	1.90	20	0.7	0.7	0.7	0.7	0.7	0.7
OR 224 (Clackamas Highway) from OR 212 to 232nd Drive								
224 EB 6	1.12	20	0.8	0.8	0.8	0.8	0.8	0.8
224 EB 7	4.45	20	0.0	0.0	0.0	0.0	0.0	0.0
224 WB 7	4.45	20	0.0	0.0	0.0	0.0	0.0	0.0
224 WB 8	1.12	20	0.7	0.7	0.7	1.7	2.7	2.7
OR 47								
47 NB 1	2.07	20	0.5	0.5	0.5	0.5	0.5	0.5
47 NB 2	1.70	20	0.4	0.4	0.4	0.4	0.4	0.4
47 NB 3	0.89	20	0.1	0.1	0.1	0.1	0.1	0.1
47 SB 1	0.88	20	0.2	0.2	0.2	0.2	0.2	0.2
47 SB 2	1.70	20	0.9	0.9	0.9	0.9	0.9	0.9
47 SB 3	2.07	20	0.3	0.3	0.3	0.3	0.3	0.3
OR 99E (SE McLoughlin Blvd) - SE Powell Blvd. to OR 224								
OR 99E NB 1	0.73	20	0.3	0.3	0.3	0.3	0.3	0.3
OR 99E NB 2	1.78	20	0.7	0.7	1.7	1.7	1.7	1.7
OR 99E NB 3	1.03	20	1.5	1.5	1.5	1.5	1.5	1.5
OR 99E SB 3	1.18	20	1.9	3.9	3.9	**4.9**	**4.9**	**4.9**
OR 99E SB 4	1.78	20	0.3	0.3	0.3	0.3	0.3	0.3
OR 99E SB 5	1.01	20	0.2	0.2	0.2	0.2	0.2	0.2
OR 99E (OR 99E) from 6th Street in Oregon City to South End Road								
OR 99E NB 7	5.19	20	0.2	0.2	0.2	0.2	0.2	0.2
OR 99E SB 7	5.19	20	0.2	0.2	0.2	0.2	0.2	0.2
I-205 (OR 99E to I-5)								
I205 NB 1	1.72	35	2.5	2.5	2.5	2.5	2.5	2.5

[1] Segments were combined due to removal of off-ramp in future scenarios.

Segment	Miles	Min speed	2019 Obs	2030 NB	2030 FC	2045 NB	2045 FC	2045 ST
I205 NB 2	3.29	35	3.4	**4.4**	2.4	**7.4**	2.4	2.4
I205 NB 3	2.35	35	3.0	**6.0**	1.0	**14.0**	1.0	1.0
I205 NB 4	0.77	35	2.0	1.0	0.0	**6.0**	0.0	0.0
I205 SB 14	0.58	35	3.0	3.0	3.0	3.0	3.0	3.0
I205 SB 15	2.26	35	1.1	**4.1**	0.0	**11.1**	0.0	0.0
I205 SB 16	3.26	35	0.4	0.4	0.0	3.4	0.0	0.0
I205 SB 17	2.48	35	0.1	0.1	0.1	0.1	0.1	0.1
I-205 (I-84 to OR 99E)								
I205 NB 5	0.75	35	0.2	**5.2**	0.2	**12.2**	0.0	0.0
I205 NB 6	0.78	35	0.4	0.4	0.4	**4.4**	2.4	3.4
I205 NB 7	1.69	35	0.3	1.3	0.3	**4.3**	**4.3**	**4.3**
I205 NB 8	0.66	35	0.3	0.3	0.3	1.3	0.3	0.3
I205 NB 9	0.80	35	1.1	1.1	1.1	1.1	1.1	1.1
I205 NB 10	1.98	35	1.9	1.9	1.9	1.9	1.9	1.9
I205 NB 11	1.60	35	**4.8**	**7.8**	2.8	**13.8**	2.8	2.8
I205 NB 12	1.37	35	**5.3**	**10.3**	**5.3**	**15.3**	**6.3**	**7.3**
I205 NB 13	1.45	35	**4.8**	*5.8*	*4.8*	*7.8*	*4.8*	*4.8*
I205 NB 14	0.68	35	2.8	2.8	2.8	2.8	2.8	2.8
I205 SB 5	1.71	35	3.0	3.0	3.0	3.0	3.0	3.0
I205 SB 6	1.91	35	1.6	**4.6**	0.0	**10.6**	0.0	0.0
I205 SB 7	1.65	35	0.3	0.3	0.3	**6.3**	0.3	0.3
I205 SB 8	1.62	35	0.4	0.4	0.4	0.4	0.4	0.4
I205 SB 9	1.20	35	1.5	1.5	1.5	1.5	1.5	1.5
I205 SB 10	0.78	35	2.1	2.1	2.1	2.1	2.1	2.1
I205 SB 11	1.62	35	1.9	3.9	1.9	**7.9**	1.9	1.9
I205 SB 12	0.95	35	2.0	3.0	2.0	**6.0**	2.0	2.0
I205 SB 13	0.69	35	3.1	3.1	3.1	**5.1**	3.1	3.1
I-205 (I-84 to Glen Jackson Bridge)								
I205 NB 15	1.24	35	3.3	3.3	3.3	3.3	3.3	3.3
I205 NB 16	0.97	35	**4.5**	*4.5*	*4.5*	*7.5*	*4.5*	*4.5*
I205 NB 17	0.43	35	**4.7**	*4.7*	*4.7*	*5.7*	*5.7*	*5.7*
I205 NB 18	0.64	35	3.7	3.7	3.7	3.7	3.7	3.7
I205 NB 19	2.41	35	1.7	1.7	1.7	2.7	1.7	1.7
I205 SB 1	1.74	35	1.2	1.2	1.2	1.2	1.2	1.2
I205 SB 2	1.02	35	2.0	2.0	1.0	1.0	1.0	1.0
I205 SB 3	1.05	35	1.4	1.4	1.4	1.4	1.4	1.4
I205 SB 4	1.15	35	2.3	2.3	2.3	2.3	2.3	2.3
I-405 (Fremont Br. to Marquam Br.)								
I405 NB 1	0.10	35	2.1	2.1	2.1	2.1	2.1	2.1
I405 NB 2	0.23	35	2.6	2.6	2.6	2.6	2.6	2.6
I405 NB 3	0.32	35	3.8	3.8	3.8	3.8	3.8	3.8
I405 NB 4	0.35	35	1.2	1.2	1.2	1.2	1.2	1.2
I405 NB 5	0.55	35	2.2	*2.2*	*0.0*	*4.2*	*0.0*	*0.0*
I405 NB 6	0.63	35	3.5	**9.5**	0.0	**10.5**	**4.5**	**4.5**
I405 NB 7	0.79	35	**4.4**	**5.4**	2.4	**11.4**	2.4	2.4
I405 SB 1	0.52	35	**4.2**	**4.2**	2.2	**11.2**	**4.2**	**4.2**
I405 SB 2	0.48	35	**6.2**	*5.2*	*5.2*	*9.2*	*6.2*	*8.2*

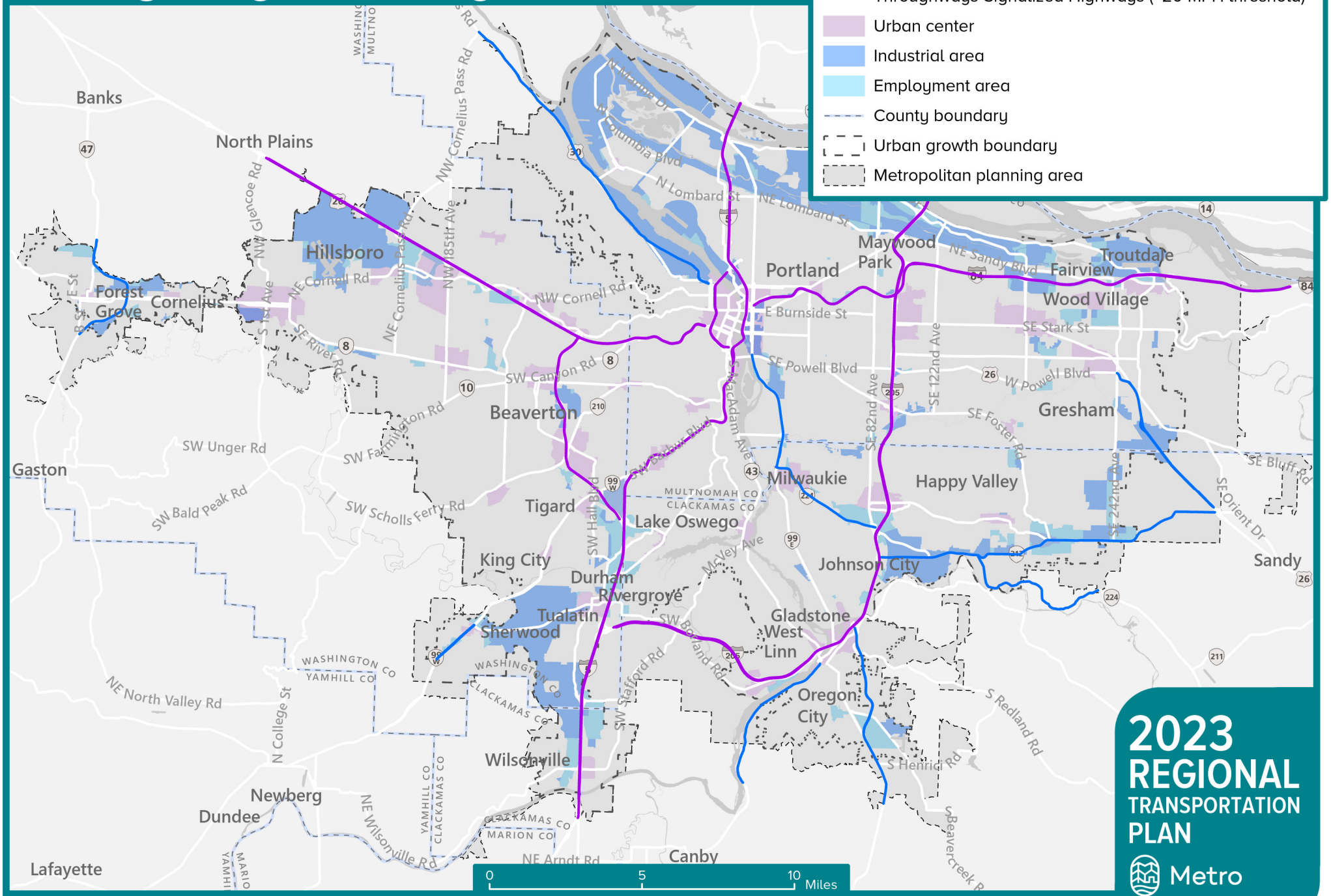
Segment	Miles	Min speed	2019 Obs	2030 NB	2030 FC	2045 NB	2045 FC	2045 ST
I405 SB 3	0.73	35	**5.2**	*6.2*	*5.2*	*8.2*	*6.2*	*6.2*
I405 SB 4	0.60	35	1.7	1.7	1.7	1.7	1.7	1.7
I405 SB 5	0.51	35	2.2	2.2	2.2	2.2	2.2	2.2
I-5 (OR 217 to Boone Bridge)								
I5 NB 3	1.38	35	1.1	0.0	0.0	0.1	0.1	0.1
I5 NB 4	2.19	35	0.6	0.6	0.6	1.6	1.6	1.6
I5 NB 5	2.35	35	0.8	0.8	0.8	**5.8**	1.8	1.8
I5 NB 6	1.01	35	2.0	2.0	2.0	4.0	2.0	2.0
I5 NB 7	1.08	35	2.0	*7.0*	*2.0*	*8.0*	*0.0*	*0.0*
I5 NB 8	0.82	35	0.2	*5.2*	*0.0*	*7.2*	*0.2*	*0.0*
I5 NB 9	0.80	35	0.3	**5.3**	0.0	**11.3**	3.3	2.3
I5 SB 19	1.09	35	0.9	0.9	0.9	**5.9**	0.9	0.9
I5 SB 20	0.79	35	1.1	**6.1**	0.0	**11.1**	**4.1**	**4.1**
I5 SB 21	0.97	35	1.5	3.5	0.5	**9.5**	1.5	1.5
I5 SB 22	0.77	35	2.0	2.0	2.0	**6.0**	2.0	2.0
I5 SB 23	2.48	35	3.0	3.0	3.0	3.0	3.0	3.0
I5 SB 24	2.34	35	2.7	2.7	2.7	**4.7**	**4.7**	**4.7**
I5 SB 25	1.23	35	0.2	3.2	1.2	**6.2**	0.2	0.2
I-5 (I-405 to OR 217)								
I5 NB 10	1.01	35	0.1	0.1	0.1	0.1	0.1	0.1
I5 NB 11	0.46	35	0.1	0.1	0.1	0.1	0.1	0.1
I5 NB 12	2.14	35	1.3	2.3	1.3	**5.3**	2.3	2.3
I5 NB 13	1.02	35	3.0	**7.0**	0.0	**12.0**	**4.0**	**5.0**
I5 NB 14	2.67	35	**4.8**	**7.8**	0.8	**11.8**	3.8	**5.8**
I5 NB 15	0.38	35	**5.0**	**6.0**	2.0	**7.0**	**6.0**	**6.0**
I5 SB 12	2.51	35	1.5	*5.5*	*0.0*	*8.5*	*0.0*	*0.0*
I5 SB 13	0.65	35	0.1	*3.1*	*0.0*	*6.1*	*0.0*	*0.0*
I5 SB 14	0.38	35	0.1	2.1	0.0	**8.1**	1.1	0.0
I5 SB 15	1.09	35	0.0	0.0	0.0	0.0	0.0	0.0
I5 SB 16	1.17	35	0.0	1.0	0.0	**5.0**	0.0	0.0
I5 SB 17	0.75	35	0.1	0.1	0.1	0.1	0.1	0.1
I5 SB 18	0.71	35	0.3	0.3	0.3	1.3	0.3	0.3
I-5 (Fremont Br. to Marquam Br.)								
I5 NB 16	1.09	35	**6.4**	*7.4*	*7.4*	*7.4*	*7.4*	*7.4*
I5 NB 17	1.38	35	**5.3**	*6.3*	*0.0*	*6.3*	*0.3*	*0.3*
I5 NB 18	0.65	35	**5.0**	*6.0*	*0.0*	*8.0*	*0.0*	*0.0*
I5 SB 7	0.88	35	**8.7**	*8.7*	*6.7*	*12.7*	*6.7*	*6.7*
I5 SB 8	0.71	35	**8.9**	**9.9**	0.0	**9.9**	0.0	0.0
I5 SB 9	0.23	35	2.2	*4.2*	*3.2*	*5.2*	*4.2*	*4.2*
I5 SB 10	1.45	35	2.2	*4.2*	*4.2*	*5.2*	*4.2*	*4.2*
I5 SB 11	0.38	35	3.2	*3.2*	*4.2*	*4.2*	*5.2*	*5.2*
I-5 (Fremont Bridge to Columbia River)								
I5 NB 19	1.04	35	**4.3**	*8.3*	*4.3*	*11.3*	*4.3*	*4.3*
I5 NB 20	0.95	35	**4.9**	**9.9**	2.9	**10.9**	1.9	1.9
I5 NB 21	0.51	35	**5.0**	*5.0*	*5.0*	*5.0*	*5.0*	*5.0*
I5 NB 22	0.66	35	**5.3**	**5.3**	2.3	**6.3**	2.3	2.3
I5 NB 23	1.24	35	**6.0**	**6.0**	3.0	**6.0**	3.0	3.0

Segment	Miles	Min speed	2019 Obs	2030 NB	2030 FC	2045 NB	2045 FC	2045 ST
I5 NB 24	0.59	35	**6.7**	**8.7**	1.7	**11.7**	0.0	0.0
I5 NB 25	0.89	35	**5.5**	**9.5**	0.5	**10.5**	0.0	0.0
I5 SB 1	0.54	35	1.4	*8.4*	*0.0*	*8.4*	*0.0*	*0.0*
I5 SB 2	0.50	35	1.9	1.9	0.0	1.9	0.0	0.0
I5 SB 3	1.86	35	**4.2**	**4.2**	2.2	**4.2**	2.2	2.2
I5 SB 4	0.63	35	2.4	2.4	0.4	2.4	0.0	0.0
I5 SB 5	0.62	35	**5.4**	**4.4**	3.4	**11.4**	**4.4**	**4.4**
I5 SB 6	1.00	35	**5.1**	**5.1**	**4.1**	**11.1**	2.1	2.1
I-84 (I-5 to I-205)								
I84 EB 1	1.45	35	**5.4**	*5.4*	*5.4*	*6.4*	*6.4*	*6.4*
I84 EB 2	0.42	35	3.4	**4.4**	**4.4**	**7.4**	**7.4**	**7.4**
I84 EB 3	1.06	35	2.6	**4.6**	**4.6**	**9.6**	**9.6**	**9.6**
I84 EB 4	0.61	35	1.9	1.9	1.9	1.9	1.9	1.9
I84 EB 5	0.92	35	0.6	3.6	**4.6**	**7.6**	**6.6**	**6.6**
I84 EB 6	0.44	35	0.4	1.4	2.4	**4.4**	**5.4**	**5.4**
I84 WB 1	2.16	35	3.8	3.8	**5.8**	**11.8**	**6.8**	**6.8**
I84 WB 2	1.79	35	**6.2**	**12.2**	**7.2**	**15.2**	**9.2**	**9.2**
I84 WB 3	0.69	35	**7.4**	**10.4**	**4.4**	**13.4**	**9.4**	**8.4**
I-84 (I-205 to NE Marine Dr. in Troutdale)								
I84 EB 14	0.32	35	0.7	0.7	0.7	0.7	0.7	0.7
I84 EB 15	0.54	35	2.7	2.7	2.7	2.7	2.7	2.7
I84 EB 16	0.81	35	0.4	0.4	0.4	0.4	0.4	0.4
I84 EB 7	0.61	35	0.1	0.1	0.1	0.1	0.1	0.1
I84 EB 8	2.66	35	0.1	0.1	0.1	0.1	0.1	0.1
I84 EB 9	1.44	35	0.1	0.1	0.1	0.1	0.1	0.1
I84 EB 10	1.53	35	0.0	0.0	0.0	0.0	0.0	0.0
I84 EB 11	0.99	35	0.1	0.1	0.1	0.1	0.1	0.1
I84 WB 4	0.43	35	0.1	0.1	0.1	0.1	0.1	0.1
I84 WB 5	1.49	35	0.0	0.0	0.0	0.0	0.0	0.0
I84 WB 6	1.34	35	0.1	0.1	0.1	0.1	0.1	0.1
I84 WB 7	5.88	35	1.5	1.5	1.5	1.5	1.5	1.5
I-84 from SE 257th Drive (wo Sandy River) to MPA boundary								
I84 EB 12	1.16	35	0.2	0.2	0.2	0.2	0.2	0.2
I84 EB 13	4.06	35	0.0	0.0	0.0	0.0	0.0	0.0
I84 WB 8	3.73	35	0.0	0.0	0.0	0.0	0.0	0.0
I84 WB 9	0.59	35	0.1	0.1	0.1	0.1	0.1	0.1
I84 WB 10	0.92	35	0.0	0.0	0.0	0.0	0.0	0.0
US 26 (OR 217 to NW Glencoe Road)								
US 26 EB 1	3.47	35	0.0	0.0	0.0	0.0	0.0	0.0
US 26 EB 2	1.22	35	0.1	0.1	0.1	0.1	0.1	0.1
US 26 EB 3	1.87	35	0.1	0.1	0.1	0.1	0.1	0.1
US 26 EB 4	1.42	35	1.1	1.1	1.1	1.1	1.1	1.1
US 26 EB 5	1.51	35	2.4	2.4	2.4	2.4	2.4	2.4
US 26 EB 6	1.20	35	2.8	**5.8**	**4.8**	**9.8**	**8.8**	**8.8**
US 26 EB 7	0.91	35	1.0	1.0	1.0	**5.0**	**6.0**	**6.0**
US 26 WB 3	2.05	35	2.4	2.4	2.4	2.4	2.4	2.4
US 26 WB 4	1.22	35	1.6	2.6	2.6	**6.6**	**4.6**	2.6

Segment	Miles	Min speed	2019 Obs	2030 NB	2030 FC	2045 NB	2045 FC	2045 ST
US 26 WB 5	1.67	35	0.1	0.1	0.1	0.1	0.1	0.1
US 26 WB 6	1.77	35	0.0	0.0	0.0	2.0	1.0	1.0
US 26 WB 7	1.51	35	0.1	0.1	0.1	0.1	0.1	0.1
US 26 WB 8	3.75	35	0.1	0.1	0.1	0.1	0.1	0.1
US 26 (I-405 to OR 217)								
US 26 EB 8	1.66	35	**5.2**	*6.2*	*6.2*	*7.2*	*7.2*	*7.2*
US 26 EB 9	1.37	35	**8.3**	**12.3**	**12.3**	**16.3**	**16.3**	**15.3**
US 26 EB 10	0.99	35	**10.6**	**11.6**	**11.6**	**11.6**	**11.6**	**11.6**
US 26 EB 11	0.71	35	**12.0**	**12.0**	**12.0**	**12.0**	**12.0**	**12.0**
US 26 WB 1	1.28	35	1.4	*1.4*	*1.4*	*3.4*	*3.4*	*3.4*
US 26 WB 2	2.05	35	0.2	2.2	2.2	3.2	**4.2**	**4.2**
US 26 WB 9	0.92	35	0.4	*3.4*	*3.4*	*6.4*	*5.4*	*5.4*
US 26 from SE Hogan Road (SE 242nd) in Gresham to OR 212								
US 26 EB 18	0.61	20	1.6	1.6	1.6	1.6	1.6	1.6
US 26 EB 19	0.49	20	1.2	1.2	1.2	1.2	1.2	1.2
US 26 EB 20	4.52	20	0.0	0.0	0.0	0.0	0.0	0.0
US 26 WB 16	4.52	20	0.1	0.1	0.1	0.1	0.1	0.1
US 26 WB 17	0.62	20	2.2	2.2	2.2	3.2	2.2	2.2
US 26 WB 18	0.49	20	3.8	3.8	3.8	3.8	3.8	3.8
US 30/ NW Yeon Ave. - I-405 to NW Cornelius Pass Road								
US 30 EB 1	5.83	20	0.3	0.3	0.3	0.3	0.3	0.3
US 30 EB 3	3.05	20	0.3	0.3	0.3	0.3	0.3	0.3
US 30 EB 4	1.95	20	1.2	1.2	1.2	1.2	1.2	1.2
US 30 EB 5	0.40	20	0.9	0.9	0.9	0.9	0.9	0.9
US 30 EB 6	0.20	20	0.8	0.8	0.8	0.8	0.8	0.8
US 30 WB 1	0.58	20	0.4	0.4	0.4	0.4	0.4	0.4
US 30 WB 2	1.95	20	0.6	0.6	0.6	0.6	0.6	0.6
US 30 WB 3	2.01	20	0.4	0.4	0.4	0.4	0.4	0.4
US 30 WB 4	1.04	20	0.3	0.3	0.3	0.3	0.3	0.3
US 30 WB 5	5.83	20	0.2	0.2	0.2	0.2	0.2	0.2
Highway 99W - Tualatin Sherwood Road to SW Sunset Blvd								
OR 99W SB 4	1.66	20	1.2	0.8	0.8	0.8	0.8	0.8
OR 99W NB 4	1.66	20	0.9	1.0	1.0	1.0	1.0	1.0

RTP Mobility Policy

Throughway Reliability



2023 REGIONAL TRANSPORTATION PLAN

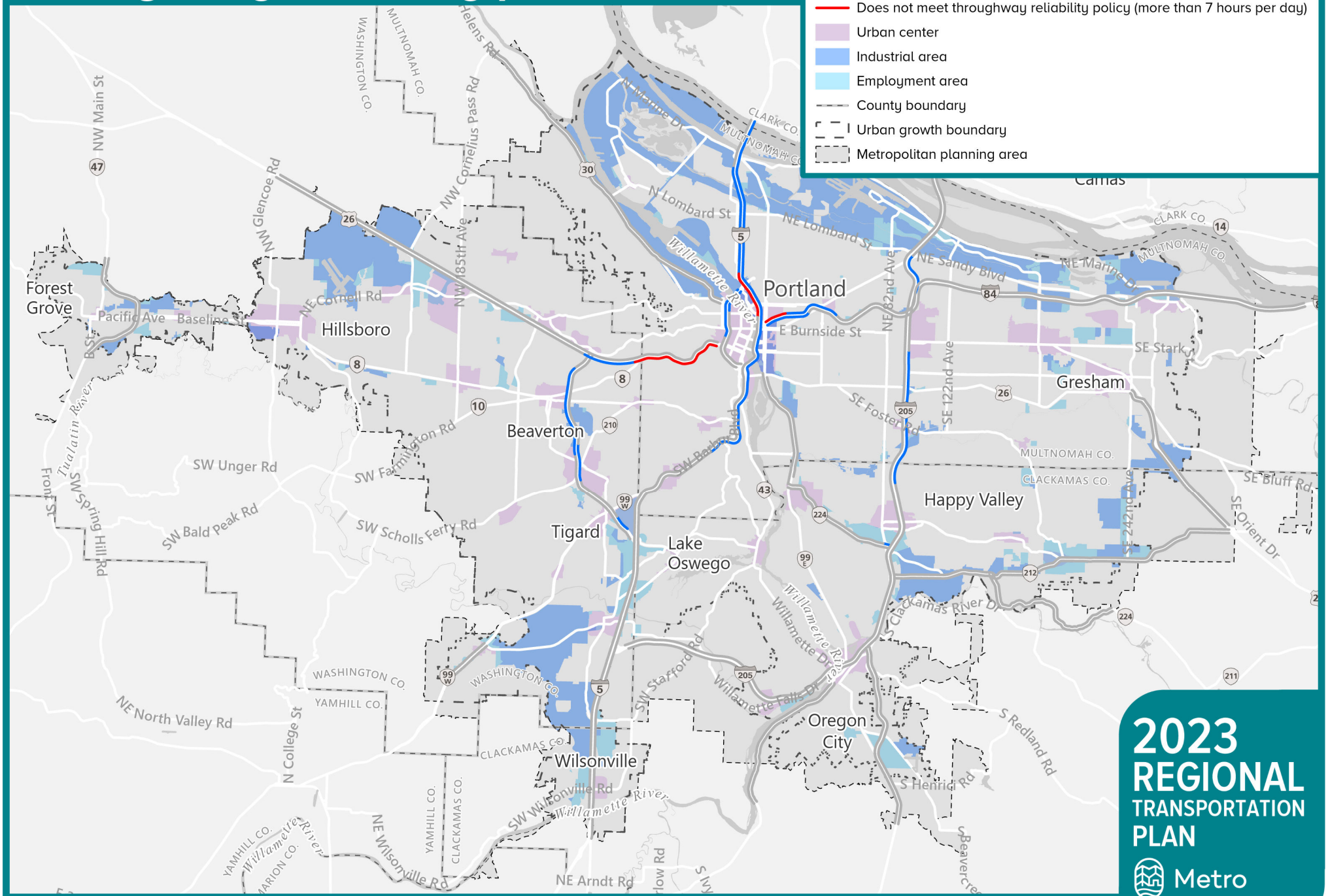
Metro

11/30/23

Source: Metro. *Threshold is pending further review and analysis in coordination with the update to the Oregon Highway Plan and approval by the Oregon Transportation Commission.

2019

Throughway reliability performance



Source: Regional Integrated Transportation Information System (RITIS) data

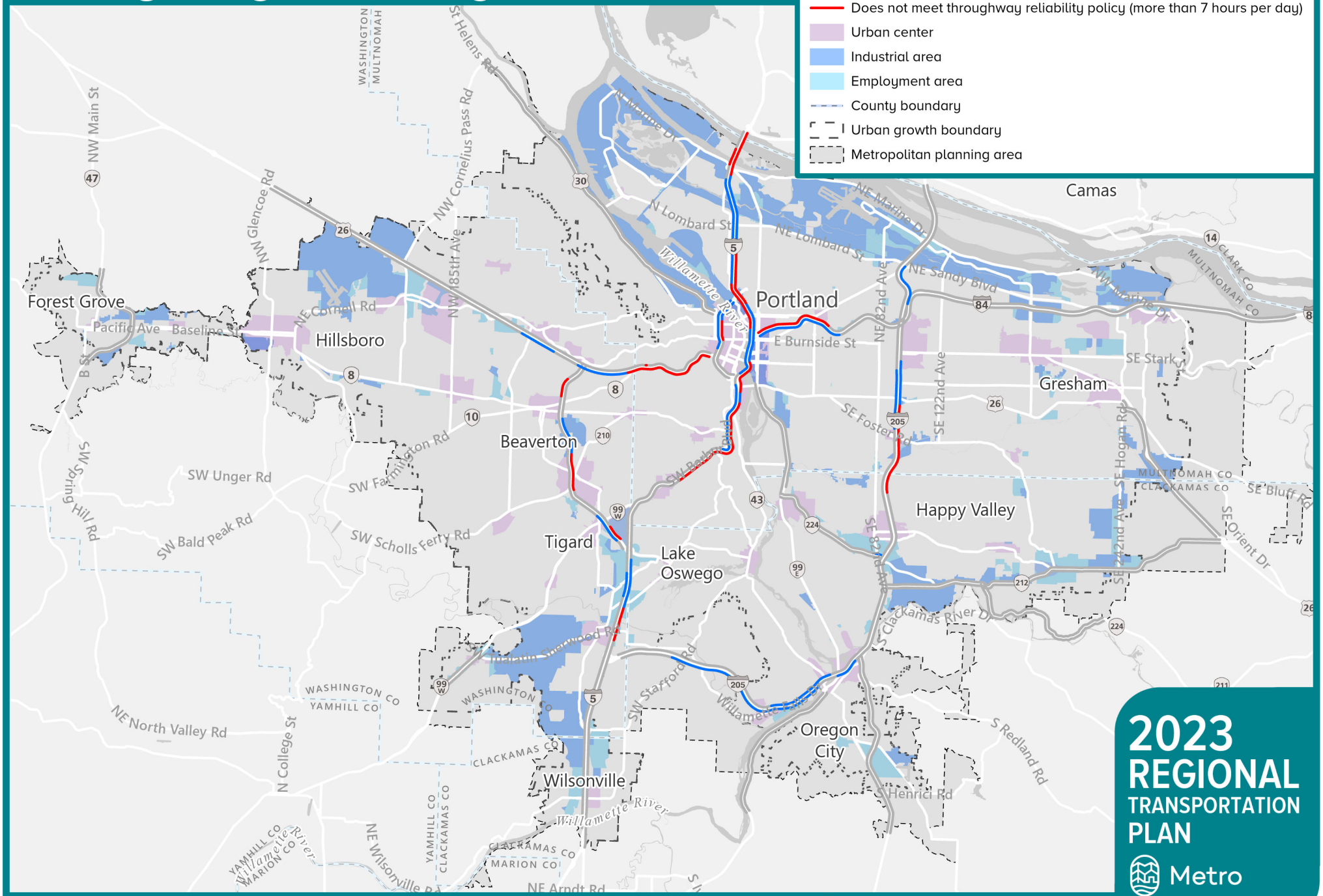
2023 REGIONAL TRANSPORTATION PLAN

Metro

11/30/23

2030 No Build

Throughway Reliability Performance



2023 REGIONAL TRANSPORTATION PLAN

Metro

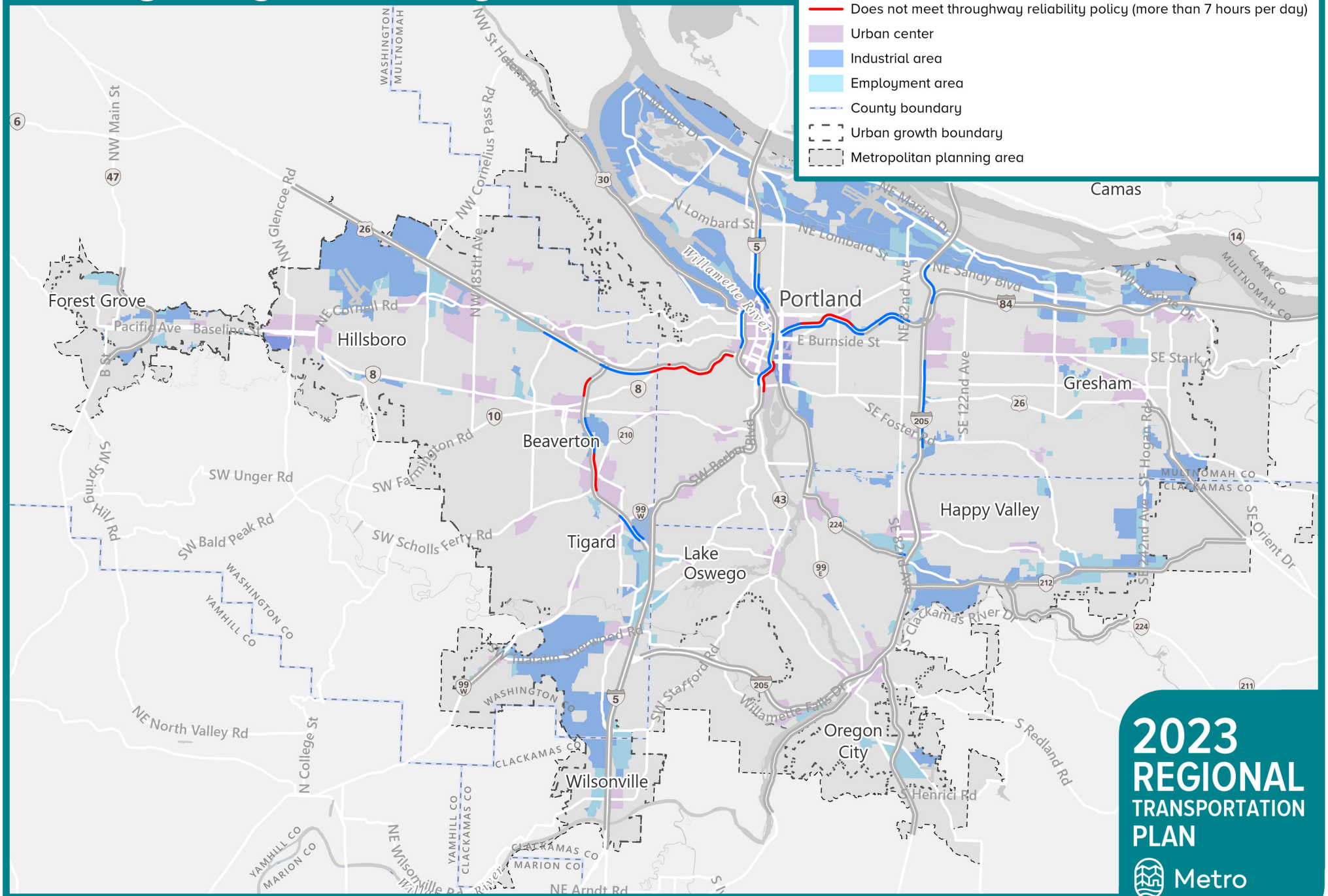
Metro Regional Travel Demand Model

0 5 10 Miles

11/30/23

2030 Constrained

Throughway Reliability Performance



Source: Metro Regional Travel Demand Model

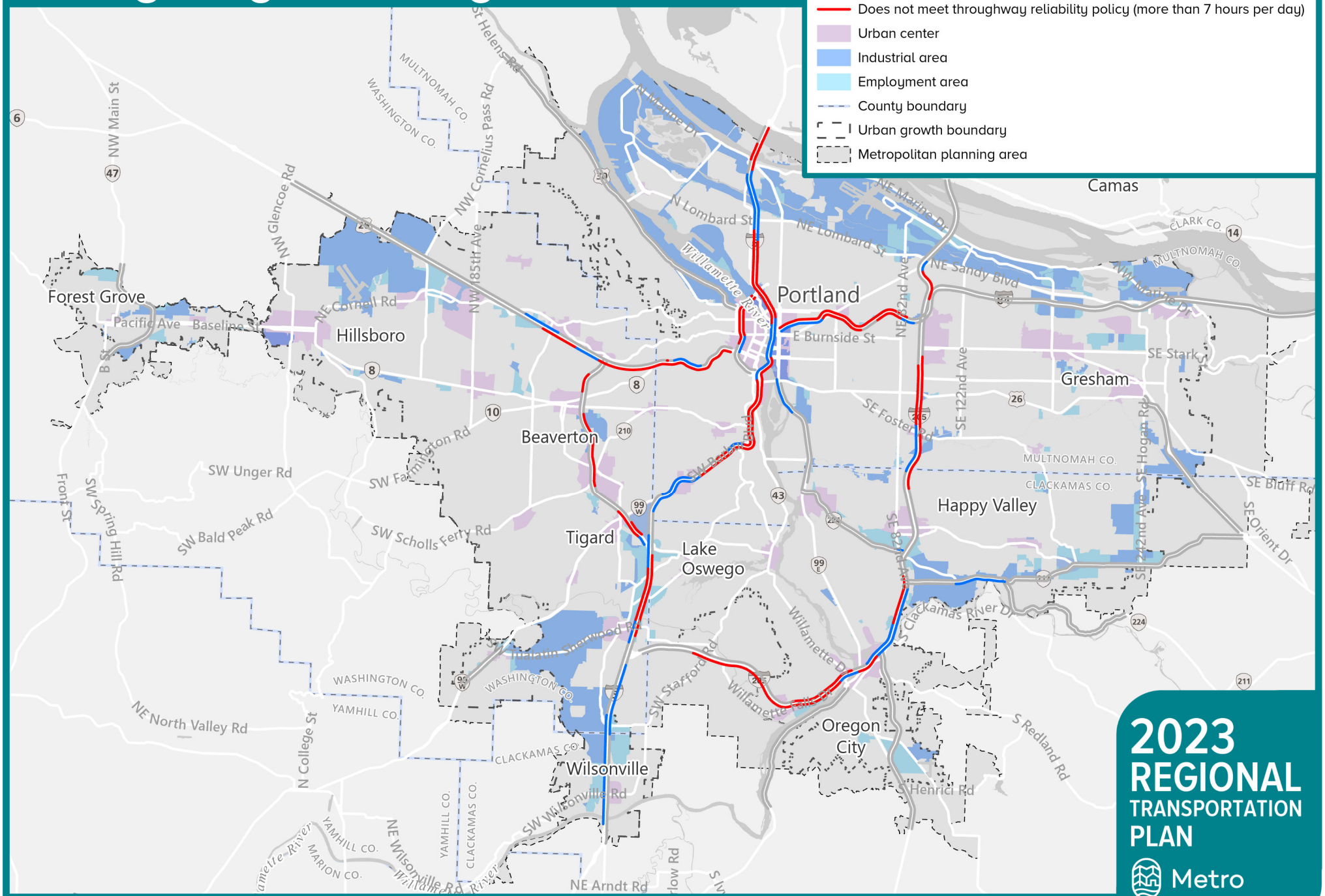
2023 REGIONAL TRANSPORTATION PLAN

Metro

11/30/23

2045 No build

Throughway Reliability Performance



Source: Metro Regional Travel Demand Model

0 5 10 Miles

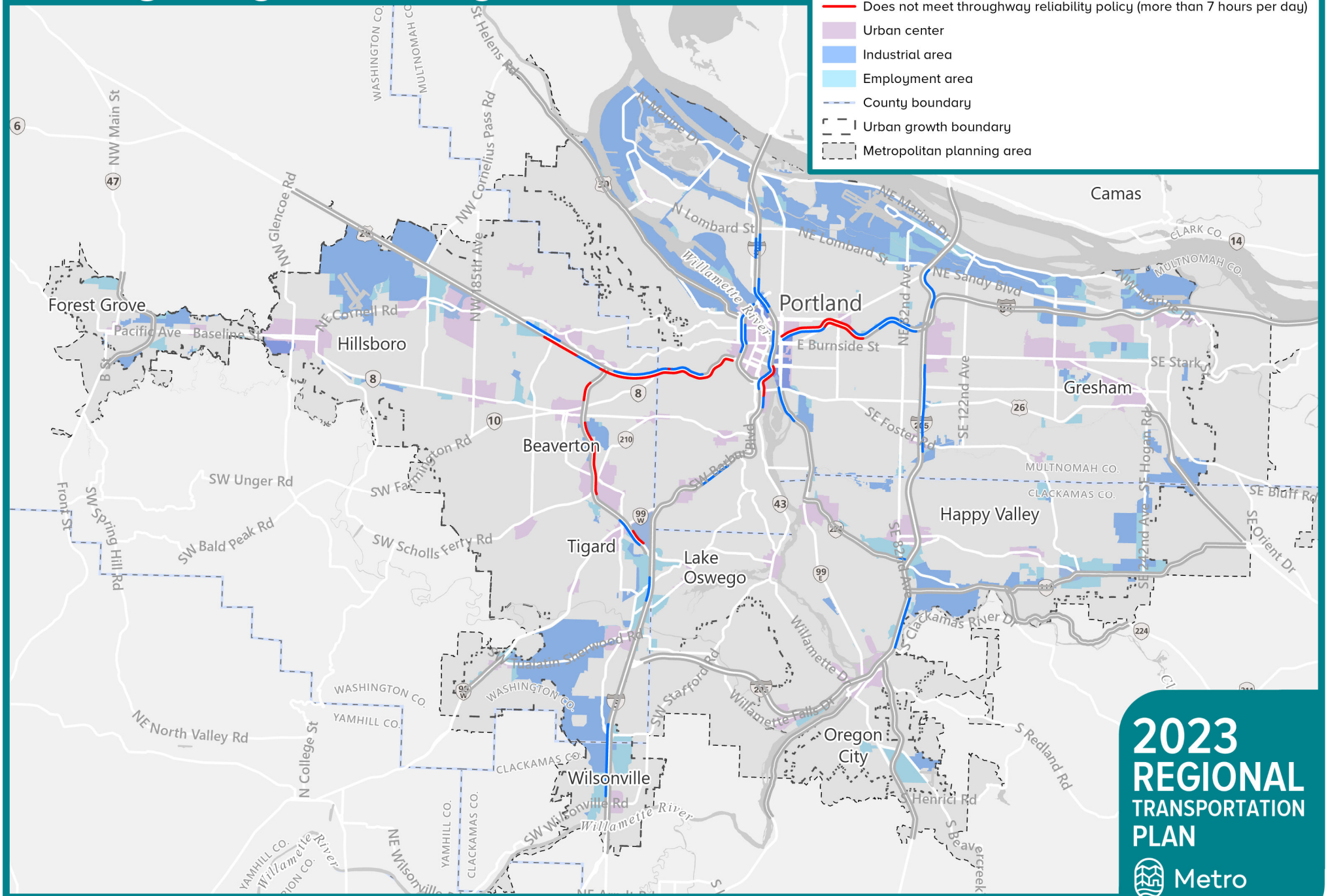
2023 REGIONAL TRANSPORTATION PLAN

Metro

11/30/23

2045 Constrained

Throughway Reliability Performance



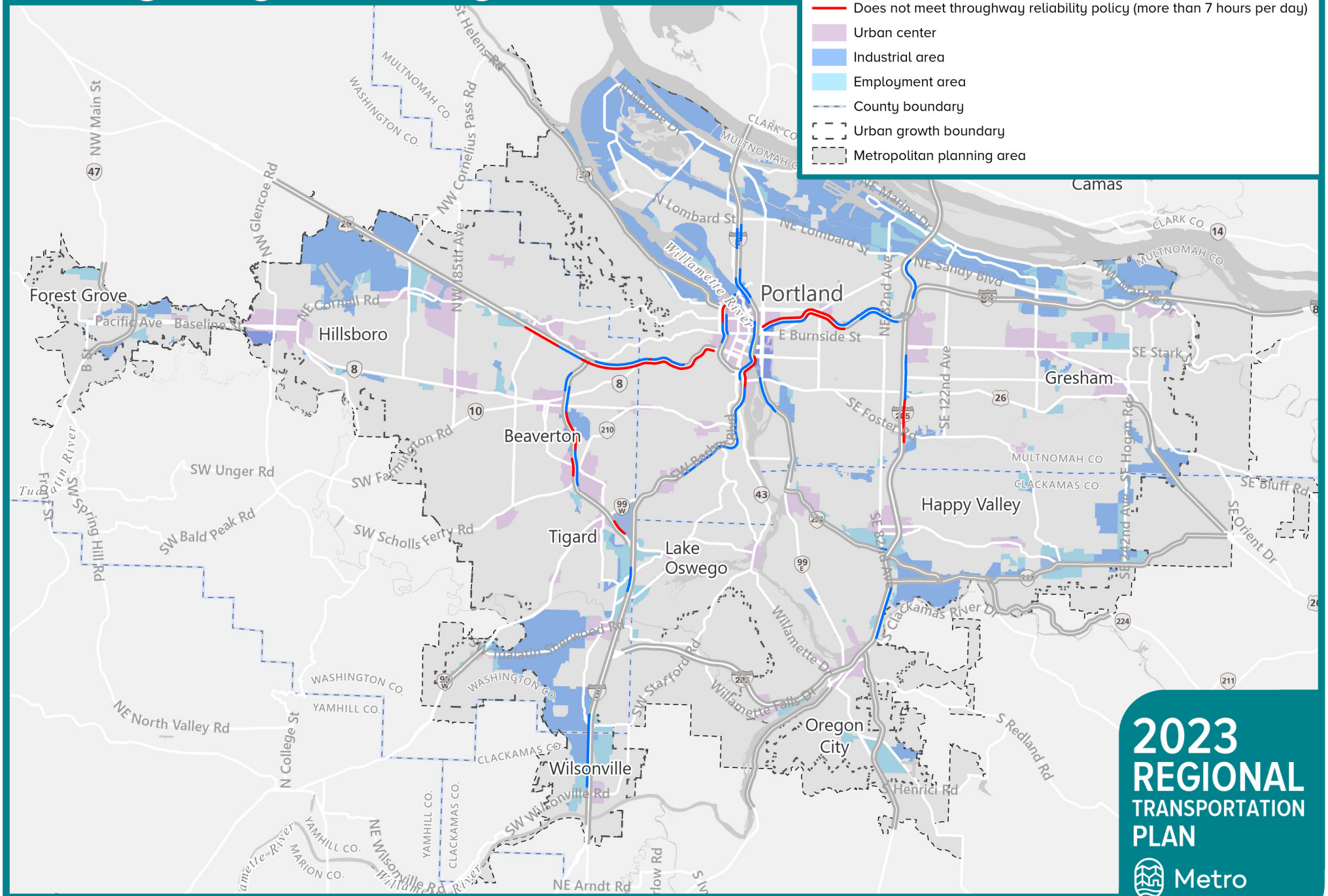
2023 REGIONAL TRANSPORTATION PLAN

Metro

11/30/23

2045 Strategic

Throughway Reliability Performance



2023 REGIONAL TRANSPORTATION PLAN

Metro

Source: Metro Regional Travel Demand Model

11/30/23

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November 30, 2023