Randy Papé Beltline Adaptive Ramp Metering

Working with the local governments and stakeholders, ODOT is finalizing plans to install ramp meters at four locations on Beltline. All meters will be operational by early 2013. They are a short-term, low cost solution to decrease congestion on the Beltline during peak morning and evening hours. The installation of ramp meters will result in the following benefits:

- **Reduce traffic delays:** Travelers on Beltline will experience less stop and go traffic along with an increase in the average speed during peak periods.
- **Improve safety and reduce crashes:** Evenly spacing merging traffic decreases the likelihood of accidents either on the ramp or when merging onto Beltline.
- **Decrease fuel consumption and air pollution:** Decreasing stop and go traffic will increase average speeds, decreasing both the amount of gas used and air pollution.
- **Cost effective:** Estimated cost to implement all four locations is $1.6 million.

Note: Eastbound peak period is 6:30 to 9:30 a.m. weekdays. Westbound peak period is 3:00 to 6:45 p.m. weekdays. Metering may occur at other times, e.g., event traffic.

Ramp meters are activated before congestion begins and automatically adjust based on need during the period of operation.

1. River Road eastbound on-ramp to Randy Papé Beltline
   Two lanes

2. River Avenue eastbound on-ramp to Randy Papé Beltline
   One lane – 325 feet from the intersection

3. Green Acres Road westbound on-ramp to Randy Papé Beltline
   Two lanes

4. Coburg Road westbound on-ramp to Randy Papé Beltline
   Two lanes

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**HOW RAMP METERS WORK**

- An advanced warning sign at the beginning of the ramp will indicate when meters are operating. In-road sensors adjust stop times to changing traffic volumes.
- When the signal is red, vehicles stop at the line next to traffic signals before proceeding.
- Green light allows vehicle to merge.
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