Ramp meters on Randy Papé Beltline
January 23, 2012

Ramp meters will provide relief to congestion on Randy Papé Beltline

- **Reduce traffic delays:** The congestion on Beltline eastbound and westbound will be reduced at four on-ramp locations through ramp metering. Travelers on Beltline will experience less stop and go traffic, as well as an increase in the average speed during peak periods.

- **Improve overall traffic flow and travel time during peak periods:**
  - Westbound peak period (3:00 to 6:30 p.m.)
    - An estimated 1.5 to 2 minutes of travel time saved per vehicle travelling westbound on Beltline
  - Eastbound peak period (6:30 to 9:30 a.m.)
    - An estimated 1.5 to 2 minutes of travel time saved per vehicle travelling eastbound on Beltline

- **Improve safety and reduce crashes:** Currently a high rate of rear end collisions occurs during peak periods on and near the eastbound and westbound on-ramps partially attributed to the uneven nature of the merging traffic. Evenly spacing merging traffic from the ramps reduces the likelihood of accidents either on the ramp or when merging on to Beltline.

- **Decrease air pollution and fuel consumption:**
  - By decreasing the stop-and-go traffic and increasing average speed on the Beltline during peak periods, the amount of gas used and air pollution from motor vehicles is reduced. Oregon Department of Environmental Quality estimates that 40 to 50 percent of air toxics in Oregon come from vehicle exhaust.

- **Offer a low-cost, proven alternative:** A short-term solution provides relief to motorists now and allows time to study longer-term design and funding options. Funds for this project are targeted in HB 2001, the 2009 Jobs and Transportation Act.
  - Westbound
    - Estimated cost of $650,000 to implement two lanes of ramp metering from Green Acres Road and two lanes from Coburg Road onto Beltline.
  - Eastbound
    - Estimated cost of $950,000 to implement two lanes of ramp metering at River Road and Beltline and one lane at the River Avenue ramp.