

Appendix A	Type of Chokepoint	Region/County	Bottleneck Name	Daily traffic/ridership	Importance of Route to Transportation Patterns	Describe Chokepoint	Impact of Chokepoint	Describe Potential Improvement	Cost of Potential Improvement	Funding Status of Improvement	If Improvement Funded Indicate Completion date
1	Multimodal chokepoint	Portland	I-5 Columbia River Crossing, Lombard Int. to SR 500 Int.	127,000	Bridge is one of the nation's top freight routes and key regional commuting route. Few alternatives to this route.	Lack of auxiliary lanes, closely spaced interchanges, substandard interchange design and substandard freeway entrance and exit ramp, and substandard median and shoulder widths. Bridge is lift bridge, which causes significant congestion when opened once a day. No high-capacity transit, so buses are only transit option.	Chokepoint causes the worst congestion in the metro region, one of biggest bottlenecks on the I-5 trade corridor, congestion last 4-6 hours per day and is projected to increase to 15 hours by 2030. Reduces freight access to Port of Portland. 644,200 hours of freight delay per year. 300 accidents experienced annually.	Local agencies have endorsed replacing bridge with a new structure, extending light rail across the Columbia into downtown Vancouver, fixing interchanges and creating world-class bicycling/pedestrian facility over the river. Project will also realign and lengthen some entrance and exit ramps.	\$2.6-3.6 billion	Funding available to complete environmental process; funding for construction not yet secured	Not applicable
2	Roadway Chokepoint	Portland	I-5/I-84/I-405 Interchange	135,000	Connects three high-volume freeways.	I-5 is two lanes and ramp connections are one-lane. Several interchange ramps are too closely spaced. I-84 capacity is insufficient for traffic heading onto I-5.	Lack of adequate capacity and design flaws result in poor weaving and merging operations causing significant delays.	Braiding I-5 interchange ramps to and from I-84 with ramps to local street system. Adding a through lane in each direction on I-5. Creating a 4-lane approach to I-5 on eastbound I-84, with two lanes each heading north and south to a widened I-5 cross section. Widening I-5 southbound to three lanes approaching I-405.	\$800 million-\$1.3 billion; \$300-350 million for improvements to Broadway/Weidler and widen I-5 to 3 lanes	No funding secured	Not applicable
3	Roadway Chokepoint	Portland	OR 212/224 Corridor	32,000-56,000	As Portland's only designated east-west state freight route south of I-84, OR212/224 provides a vital service for freight movement within the Portland metro area, as well as a principal route to central and eastern Oregon. This corridor is the primary access point to/from I-205 for the Clackamas Industrial Area, which is one of the state's busiest and most critical freight distribution centers.	Capacity constraints at the interchange and at nearby intersections on Highway 212/224 cause congestion on I-205 and on Highway 212/224.	Significant congestion on this corridor impedes commerce and fails to meet the transportation needs of a growing residential area.	A new highway, the Sunrise Project, will be built connecting OR 212/224 to I-205, providing substantial congestion relief on the corridor.	\$152 million	\$100 million in Jobs and Transportation Act	To be determined
4	Roadway Chokepoint	Portland	I-205/I-5 Interchange	78,000 on I-205, 129,000 on I-5	Interstate 5, the West Coast's main trade corridor, and I-205 are two of Oregon's busiest freeways and carry large volumes of freight to and through the Portland metro region.	I-205 southbound narrows from three lanes to a one lane on-ramp to I-5, and vehicles have an extremely short distance to merge onto I-5. The short merge distance also impacts southbound I-5, as traffic is forced to slow to allow vehicles merging from I-205 to join the travel lanes. The I-5 northbound to I-205 northbound connection also lacks extended dual exit lanes.	This lack of an adequate merge lane frequently overwhelms the interchange and contributes to lengthy backups on I-205. As a result of the lack of extended dual exit lanes on I-5 northbound onto I-205 northbound, vehicles exiting I-5 must wait in the right hand travel lane to exit, oftentimes in heavy traffic, rather than having a dedicated lane to ease their transition to I-205.	An acceleration/auxiliary lane will be added that would allow traffic from the I-205 southbound ramp additional time to safely merge onto I-5 without unnecessarily slowing traffic in the travel lanes. An extended exit lane on northbound I-5 should be added that would allow vehicles to more efficiently exit I-5 and enter northbound I-205. These lanes could significantly improve traffic flow and reduce congestion on I-5 and I-205 at a relatively small cost, and would also improve safety.	\$29 million	\$12 million allocated for I-205/I-5 southbound merge lane; \$11 million allocated for I-5 northbound to I-205 northbound exit lane in Jobs and Transportation Act	2010 for I-205 southbound to I-5 northbound to I-205 northbound to be determined
5	Roadway Chokepoint	Portland	OR 217/I-5 Interchange	107,000	Important interchange serving significant regional travel	The southbound OR 217 to southbound I-5 and southbound I-5 to northbound OR 217 movements experience congestion and queuing from existing signalized ramp terminals.	Lack of adequate interchange capacity results in significant congestion.	Phase 2 of the I-5/OR 217 Interchange project would grade separate the freeway to freeway movements from the local access movements with a number of improvements, including a southbound OR 217 to southbound I-5 flyover ramp, a southbound I-5 to northbound OR 217 free flow ramp and a southbound I-5 to eastbound Kruse Way loop ramp.	\$40-50 million	No funding secured	Not applicable
6	Roadway Chokepoint	Newberg and Dundee	OR 99W Newberg-Dundee Bypass	42,000 in Newburg (4 lanes); 29,000 in Dundee (2 lanes)	OR99W serves as the "main street" for both Newberg and Dundee. OR99W connects Newberg and Dundee to the Portland metropolitan area to the northeast and to McMinnville and the Oregon Coast to the west. Because this highway is the most direct route between the northern Willamette Valley and Oregon coastal communities, traffic has steadily increased as tourism and population have grown. Weekday commuters also use OR99W to travel between Yamhill County and the Portland metropolitan area.	Over the past decade, traffic on OR99W in downtown Newburg and Dundee has increased by about 40 percent resulting in significant levels of congestion. Traffic volumes are expected to continue to increase substantially over the next 20 years.	Long lines of traffic form at peak hours and on weekends, causing significant delays and impeding freight mobility on a designated freight corridor.	ODOT is developing plans to build a bypass of Newberg and Dundee from the Rex Hill area north of Newburg to south of Dundee. Phase 1 of the Bypass will build a new highway from OR 219 in Newburg to just southwest of Dundee.	\$257 million (for Phase 1)	\$207 million in funding available, including \$192 million in Jobs and Transportation Act	2019
7	Roadway Chokepoint	Portland	I-205/Airport Way Interchange	17,000 entering northbound I-205 from Airport Way. 70,000 on I-205 Northbound	Provides critical access to Portland International Airport, an economic gateway to Oregon.	During evening rush hour, more northbound traffic gets on I-205 at Airport Way than any other interchange on I-205 in state.	Significant congestion results, lasting up to 45 minutes and stretching over a mile.	Widening of the northbound on ramp. Upgrades to traffic signals. Longer left and right turn lanes to provide additional vehicle storage. May need ramp metering and added acceleration distances on I-205.	\$15 million	\$5 million available	2012
8	Roadway Chokepoint	Portland	I-5 northbound: I-205 to Nyberg Interchange	131,000	Critical urban freeway section/interchanges	Heavy volume of traffic entering and exiting the freeway, particularly from I-205, in a short distance results in a congested weaving section.	Congestion causes significant delays.	Interchange ramps should be braided, or auxiliary lanes should be added between these interchanges	\$40-50 million	No funding secured	Not applicable
9	Roadway Chokepoint	Portland	US 26 Cornell Road to 185th Ave	102,000	Heavily traveled urban freeway	US 26 narrows from three lanes in each direction to two lanes at Cornell Road.	Chokepoint results in significant congestion.	Six-lane highway section should be extended to 185th Avenue	\$26 million	\$26 million, including \$20 million in Jobs and Transportation Act	2011
10	Roadway Chokepoint	Portland	OR 217 Corridor	94,000-118,000	Important commuting and commerce route.	OR 217 is just two lanes in each direction for most of its length, and heavy traffic volumes put the highway well over its capacity. Closely spaced interchanges—a dozen in just seven miles—cause operational problems associated with merging and weaving.	Heavy travel on the route results in a significant level of congestion.	An additional through lane is needed in both directions, and interchange improvements are also needed on the length of the corridor.	Up to \$1 billion	No funding secured	Not applicable
11	Roadway Chokepoint	Portland	OR 217/72nd Ave. Interchange	107,000	Important interchange serving significant regional travel	This interchange is too closely spaced to I-5, and with high volumes on the ramps, the queues extend into OR 217. Local streets on 72nd Avenue are too close to the ramp terminals to operate effectively, contributing to the queues.	Lack of adequate interchange capacity results in significant congestion.	Phase 3 of the I-5/OR 217 Interchange project would reconstruct the OR 217/72nd Avenue Interchange, including constructing an OR 217 Overcrossing of Hunziker Road to 72nd Ave at a realigned intersection with Hampton Street and removing the existing 72nd/Hunziker Road intersection.	\$50-60 million	No funding secured	Not applicable

12	Roadway Chokepoint	Woodburn (Marion County)	I-5/OR 214 Woodburn Interchange	21,000 on OR 214 and 80,000 on I-5	This interchange serves as a critical gateway to Woodburn, and I-5 is a key national trade corridor and connects the state's largest urban areas.	The older rural interchange design (circa 1970) and crossing two-lane highway are no longer capable of handling the exchange of high traffic volumes between I-5 and the City of Woodburn. The interchange geometry is poor. Property damage crashes are frequent in the interchange area.	Queues on OR214/219 to the east of the interchange regularly reach or exceed ¼ mile in length. Congestion at the interchange often causes traffic to back up on I-5 and on numerous occasions when the area has special events, queues from the interchange ramps have extended for several miles on I-5 southbound. Shorter queuing from the ramps onto I-5 is a regular occurrence. Stacking of exiting vehicles onto I-5 creates a significant safety problem.	ODOT has completed an environmental assessment for the reconstruction of the interchange and widening OR214/219 from two to four lanes.	\$88 million	\$43 million in Jobs and Transportation Act	2015
13	Roadway Chokepoint	Bend (Deschutes County)	US 97 North Corridor (Bend Parkway)	32,000	US 97 is a designated freight route and the only major north-south route in Oregon east of the Cascade Mountains. US 97 plays a key role for travel to and within Central Oregon, and it also serves through traffic from California to Washington.	Improvements to US 97 have been unable to keep up with growing travel demand in this corridor. Intersections on the northern section of the Parkway are not adequately designed to handle current traffic loads.	Significant traffic congestion is occurring on the northern portion of the Bend Parkway, constraining personal and commercial travel.	Interchange improvements are needed.	\$250 million	No construction funding identified. \$11.2 million programmed for engineering and right-of-way phase.	Not applicable
14	Transit Chokepoint	Lane, Linn, Marion, Clackamas, Multnomah	I-5 corridor from Eugene to Portland	500-1000	The I-5 corridor provides mobility between Oregon's three largest metropolitan areas: Portland, Salem/Keizer, and Eugene/Springfield. The corridor is facing increasing congestion due to rising volumes of freight and passenger travel. ODOT partners with Amtrak to offer two roundtrip passenger trains each day along the I-5 corridor between Eugene and Portland (with stops in Albany, Salem and Oregon City), and this train service is supplemented by three daily Amtrak Thruway bus roundtrips and a fourth roundtrip on Friday and Sunday.	Even with two trains and three buses each day there are still significant gaps in service on the corridor that could be filled with additional bus trips.	Inadequate public transportation service limits mobility options and increases congestion on I-5.	ODOT would like to increase passenger rail service to four or more daily roundtrips between Eugene and Portland with bus service to supplement. In the interim period before trains can be added, increased interurban bus service could fill existing gaps in service and make public transportation between Oregon's urban areas a more convenient option. These improvements would provide additional transportation options and reduce congestion on I-5.	\$5 million or more to operate additional service	No funding secured	Not applicable
15	Roadway Chokepoint	Portland	I-5 southbound from OR 217 entrance to Upper Boones Ferry/Carmen Drive Exit	152,000	Critical urban commuting and commerce route	Heavy volume of traffic entering I-5 southbound from OR 217 causes congestion. Long entrance ramps are underutilized due to one lane dropping at the Carmen exit.	Congestion causes significant delays.	Auxiliary lane should be extended under the overcrossing to the Carmen entrance ramp.	\$7-11 million	No funding secured	Not applicable
16	Roadway Chokepoint	Portland	I-84 eastbound to I-205 northbound	75,000	Interchange of two Interstate highways	I-84 eastbound approaches I-205 southbound with three lanes, but one lane drops at the Halsey Street exit, leaving just two lanes continuing to I-205 northbound exit.	Heavy volumes exiting to I-205 results in queuing onto mainline I-84.	Auxiliary lane should be added on I-84 eastbound from the Halsey Street exit to the exit ramp to I-205 northbound.	\$15 million	No funding secured	Not applicable
17	Roadway Chokepoint	Portland	I-205 Stafford Road to Abernathy Bridge in Oregon City	78,000-96,000	Important urban freeway	I-205 drops from three-lanes in each direction to two-lanes from the Stafford Road interchange to the Abernathy Bridge.	The chokepoint is resulting in significant congestion in the area.	Widen highway. Would require that the Abernathy Bridge also be widened.	\$160 million	No funding secured	Not applicable
18	Roadway Chokepoint	Eugene-Springfield	Beltline Highway/Delta Highway Interchange	73,000 on Beltline	Major urban interchange.	The dated, rural cloverleaf design of this interchange has trouble accommodating high volumes. Twin two-lane bridges over the Willamette River immediately to the west constrain options for remedies. Frequent crashes are noted.	Heavy travel and obsolete design are resulting in significant congestion.	Various transportation management strategies are being evaluated, including but not limited to, entrance ramp metering, ramp metering at Beltline/River Rd. interchange to the west, and potential loops on exit ramps tied to nearby intersection signal timing, transportation system management, and transportation demand management.	\$7,000,000 (ramp improvements) - \$150,000,000 (full interchange reconfiguration)	\$2 million in Jobs and Transportation Act for ITS deployment	2012 for ITS deployment
19	Transit Chokepoint	Multnomah and Clackamas	OR 43 corridor from Portland to Lake Oswego	2300	As the only direct route between Lake Oswego and downtown Portland, Highway 43 is already heavily traveled and forecasted to achieve high congestion levels throughout the entire corridor in 2030. Geographical barriers (steep hills to one side and Willamette River to the other) along with existing development abutting the right-of-way make widening of the highway cost prohibitive.	The existing bus service on Oregon 43 serves about 2300 riders on an average weekday and does not provide adequate capacity for commuters. Because public transportation doesn't operate on its own right of way, buses get stuck in traffic with other vehicles and don't provide travel time savings.	Inadequate public transportation limits mobility options and increases congestion on OR 43.	TriMet and Metro are in the midst of planning a streetcar connection in the OR 43 corridor between downtown Lake Oswego and downtown Portland. The project will extend the existing Portland streetcar system down the OR 43 corridor by utilizing most, if not all, of the Willamette Shore Line railroad right-of-way. The streetcar is projected to have a long-term travel capacity of 2,400 persons per hour per direction and will provide over 10,000 rides on an average weekday-- more than quadruple the existing bus ridership. This significant increase in travel capacity in the corridor will offer additional mobility options and expand transportation system capacity, thereby reducing congestion.	\$250-300 million	No funding secured	Not applicable
20	Transit Chokepoint	Multnomah and Clackamas	OR 99E corridor from Portland to Milwaukie	5500	The area served by OR 99E is forecasted to see a 63 percent increase in residents (to 335,800 residents) and a 42 percent increase in jobs (to 335,800 jobs). Almost all of OR 99E, the only radial highway in the corridor, will operate at congested levels between Milwaukie and the Portland Central City in 2030. Congested lane miles in the corridor will more than double and vehicle miles traveled in the corridor will increase by 25 percent.	This is one of the few major highway corridors in the Portland metro region that does not include high-capacity transit. The existing bus service serves about 5500 riders each day, which is inadequate to serve long-term needs in the corridor.	Inadequate public transportation limits mobility options and increases congestion on OR 99E.	TriMet is working to build the Portland to Milwaukie Light Rail project along the OR 99E corridor. This light rail line would provide a long-term capacity of approximately 5,320 persons per hour per direction, equivalent to the capacity of approximately 3.5 additional highway lanes in each direction. The Portland to Milwaukie Light Rail project would reduce transit travel times in the corridor by one-third to one-half, increase weekday transit ridership by more than 10,000, and increase peak transit mode split for the Portland Central City by 43 percent. The increased transit ridership would lighten the load on OR 99E and reduce congestion.	\$1.4 billion	\$250 million secured	2015
21	Multimodal chokepoint	Marion/Polk counties/Salem-Keizer metro area	Highway 22/221: Salem Willamette River Bridges	88,000	Center and Marion Street bridges are only two significant connections between West Salem/Polk County and the rest of the Salem/Keizer metro area and face very high traffic volumes.	Bridges and Wallace Road (OR 221) do not have adequate capacity to handle traffic. Minimal transit service across bridge.	Significant delays are caused at morning and evening peak periods, and freight is delayed on this designated freight route.	Build a third bridge between West Salem and central Salem, make other improvements to bridges and Wallace Road. Increase transit service frequency.	\$275-625 million	No funding secured	Not applicable

22	Roadway Chokepoint	Tigard	OR 99 W at Hall, Greenburg, and McDonald/Gaarde Intersections	40,000-48,000	OR 99W is a highway of statewide significance and designated freight route, but it also serves as the main street of Tigard. OR.	OR 99W has the highest traffic volume of any five lane state highway in Oregon and lacks capacity to handle these traffic volumes	Significant congestion occurs throughout the day (not just during peak hours) as well as on weekends.	Tigard and Washington County are investing significant local resources in improvements at intersections with OR 99W at Hall Boulevard and Greenburg Road/Main Street. Additional improvements are needed at OR 99W at the McDonald/Gaarde street intersection. These projects will involve auxiliary lanes, additional turn lanes, and bicycle/pedestrian improvements.	Up to \$35 million	Funding for Hall Blvd and Greenburg Road provided by local governments	2010 for Hall Blvd
23	Roadway Chokepoint	Portland	I-205 Northbound: I-84 entrance to Columbia Boulevard exit ramp	76,000	Important urban freeway route	Traffic merging onto I-205 from the I-84 ramps has limited acceleration/merging distance and brings I-205 near capacity.	Queues from this congested area spill back onto I-84, particularly I-84 eastbound.	Auxiliary lane should be added on I-205 from the I-84 WB on ramp to the Airport Way exit ramp.	\$75 million	No funding secured	Not applicable
24	Roadway Chokepoint	Albany (Linn County), Salem-Keizer (Marion County)	I-5: Kuebler Boulevard to OR 34	43,000-50,000	This section of freeway provides access to and from the Portland region to outlying communities	I-5 narrows from three lanes in each direction to 2 lanes at Kuebler Boulevard.	High volumes of truck and passenger vehicle traffic through the section impede travel at the posted speed. The lack of southbound truck climbing lanes and the single northbound climbing lane are inadequate for large vehicle travel needs. Existing interchanges contain unconventional designs and substandard ramp geometry. Ramps are too short to accommodate vehicle acceleration / deceleration and needed vehicle storage.	ODOT has started to examine widening I-5 to at least three lanes in each direction from the Santiam River Bridge at the Marion/Linn county line to the OR 34 interchange south of Albany. This project would also address substandard interchanges. City of Salem, Marion County, and Salem-Keizer MPO plans call for widening I-5 to at least three travel lanes in each direction in this segment.	\$600 million+	No funding secured	Not applicable
25	Roadway Chokepoint	Douglas and Josephine Counties	I-5 Steep Grade Bottlenecks, from mile post 60 to 138	17,000 - 30,000	Interstate 5 is the West Coast's major trade corridor and one of the top freight routes in the nation.	As it passes through southern Oregon I-5 travels through rugged mountain terrain with steep grades. Four of the five highest elevations on I-5 between Canada and Mexico are on this stretch of highway, as are 5 of the top 25 steep-grade truck bottlenecks on the nation's freeways.	Trucks traveling on I-5 in southern Oregon are slowed down significantly as they travel up these steep grades, often to 20 miles per hour or less. Since this section of freeway only has two lanes in each direction, many trucks choose to use the shoulder to crawl up the mountains, which is not lawful and causes safety concerns. According to a recent report from the Federal Highway Administration, these steep grades together cause nearly 1.3 million annual hours of delay for trucks.	Truck climbing lanes need to be added at numerous locations, thereby allowing trucks to pass other slow-moving trucks without bringing freeway traffic nearly to a halt.	\$100 million+	\$14.1 million in Jobs and Transportation Act for Sutherlin Hill and Sexton Summit	Not known
26	Roadway Chokepoint	Redmond (Deschutes County)	US 97: South Redmond	28,000	US 97 is a designated freight route and the only major north-south route in Oregon east of the Cascade Mountains. US 97 plays a key role for travel to and within Central Oregon, and it also serves through traffic from California to Washington.	Rerouting portions of US 97 from downtown Redmond to a new alignment that creates a limited-access freeway, have reduced congestion on this portion, but significant congestion occurs on the portion of US 97 on the south half of US 97, which remains on its original alignment.	Significant congestion on the portion of US 97 in Redmond continues to occur, particularly at the intersections with Veterans Way and Odem Meadow.	Upgrade key intersection on southern portion of US 97 in Redmond to eliminate signalized intersections.	\$250 million	No funding secured	Not applicable
27	Transit Chokepoint	Yamhill and Washington	OR 99W Corridor: Portland metro region to Yamhill County		The communities of Yamhill County, including Newberg and McMinnville, are located near the Portland metropolitan region, and thousands of people commute each day from Yamhill County into the Portland area.	OR 99W, the primary route from Yamhill County into Portland, is growing increasingly congested and there is extremely limited public transportation service connecting Yamhill County into the Portland metro region for commuters and those who need to get in to Portland for medical appointments and other needs.	Inadequate public transportation service limits mobility options for residents of Yamhill County and increases congestion on Oregon 99W.	More frequent service connecting McMinnville, Newberg, and other Yamhill County communities to the Portland metro region is needed, along with park and ride lots that would facilitate bus use. Improved public transportation service could improve mobility options for residents of Yamhill County as well as help address congestion on the OR 99W corridor.	Not available	No funding secured	Not applicable
28	Multimodal chokepoint	Lane	West 11th/Highway 126, Garfield Street to Veneta	N/A	West 11th/Highway 126 is a highly traveled corridor that serves a variety of uses, but also serves as the primary connector between the City of Eugene (employment center) and City of Veneta (residential area).	The existing roadway, particularly two lane sections, does not have adequate capacity to serve existing and long-term needs. While transit serves this corridor, there is no high-capacity service on the corridor.	Congestion results from inadequate road capacity. A lack of dedicated right-of-way for transit means buses experience delays.	Future planning is anticipated a bus rapid transit on the eastern portion of this corridor to help achieve better mobility for both motorists and transit. Planning for roadway improvements in West Eugene and between Eugene and Veneta is also being discussed.	Not available	No funding secured	Not applicable
29	Transit Chokepoint	Multnomah and Washington	OR 99W corridor from Portland to Washington County	7700	This corridor is the last remaining radial highway corridor in the Portland metropolitan region with very high transit demand but no rail. Current bus boardings on the two lines that are entirely on Barbur Boulevard/Pacific Highway are 7700.	Inadequate public transportation limits mobility options and increases congestion on OR 99W and Interstate 5.	TriMet and Metro hope to begin planning work on a high-capacity transit project along the OR 99W corridor. A light rail or bus rapid transit project could serve the corridor in several ways that could include either in-street or on adjacent rights-of-way or a combination of both with park and rides at locations offering an alternative to using I-5 into downtown Portland and a terminus at any of several locations such as Tigard, King City, Tualatin or Sherwood.	An OR 99W light rail or bus rapid transit project would significantly increase overall transportation system capacity on the I-5/OR 99W corridor and help reduce congestion on these two routes.	Not available	No funding secured	Not applicable
30	Roadway Chokepoint	Portland	I-5: Elligsen Road Interchange to Wilsonville Road Interchange	116,000	Critical urban freeway segment	Heavy volumes of traffic entering and exiting the freeway at the two Wilsonville Interchanges result in a congested weaving section	Congestion causes significant delays.	Auxiliary lanes should be added between the Elligsen Road and Wilsonville Road Interchanges	\$40-50 million	No funding secured	Not applicable
31	Roadway Chokepoint	Portland	I-205 Sunnyside Road to Glisan Street	130,000-164,000	Important urban freeway route	Heavy volumes of traffic entering and exiting the freeway at a number of locations causing significant congestion.	Congestion causes significant delays.	A number of interchange operation improvements are needed at multiple locations, including potential ramp extensions and widening, ramp braids, auxiliary lanes, and other measures.	\$100+ million	No funding secured	Not applicable
32	Roadway Chokepoint	Portland	US 26 Eastbound Approach to I-405 Interchange	68,000 on eastbound US 26	Important urban interchange	US 26 approaches I-405 with three lanes. One lane goes to southbound I-405, one lane to northbound I-405 and one lane to downtown Portland.	Heavy volumes exiting to I-405 southbound result in long queues on US 26	A two-lane exit should be added from US 26 to I-405 southbound.	Not available	No funding secured	Not applicable
33	Roadway Chokepoint	Medford (Jackson County)	OR 62, from mile post .4 to 7.4	29,000-42,000	OR 62 serves as a major transportation route for personal and commercial travel in the Rogue Valley.	Urban development along this commercial and industrial corridor, with close proximity to Rogue Valley International - Medford Airport, is creating severe congestion and safety problems.	Congestion is constraining personal and commercial travel in this corridor.	Phase II will include a two-to- four lane bypass from Oregon 62 near the Poplar Drive / Bullock Road intersection to a terminus north of Vilas Road.	\$121 million	\$100 million in Jobs and Transportation Act	2015

34	Roadway Chokepoint	Bend (Deschutes County)	US 97/Murphy Road Interchange (South Bend Parkway)	18,000	US 97 is a designated freight route and the only major north-south route in Oregon east of the Cascade Mountains. US 97 plays a key role for travel to and within Central Oregon, and it also serves through traffic from California to Washington.	Improvements to US 97 have been unable to keep up with growing travel demand in this corridor. Intersections on the southern section of the Parkway are not adequately designed to handle current traffic loads.	Significant traffic congestion is occurring on the southern portion of the Bend Parkway, constraining personal and commercial travel.	A new interchange should be built on US 97 at Murphy Road. This would allow for removal of traffic signals on US 97 at Pinebrook Boulevard and 3rd Street. Further improvements to the route should also be provided, including improved bicycle and pedestrian access across US 97. This would improve travel times, enhancing freight mobility and reducing current and future congestion.	\$45 million	\$25 million in Jobs and Transportation Act	2014
35	Roadway Chokepoint	Sherman County	I-84/US 97 Interchange	11,000 on I-84, 4300 on US 97	This interchange connects Oregon's main east/west freight route and US 97, the major north-south route on the east side of the Cascade Mountains.	There is a lack of ramp lane/ramp terminal and adjacent intersection capacity at this interchange.	The interchange has inadequate radius at ramp termini to accommodate trucks, particularly oversized loads transporting wind mill equipment.	The interchange needs to be reconstructed to address these design issues.	\$19 million	\$19 million in Jobs and Transportation Act	2014
36	Roadway Chokepoint	Union County west of La Grande	I-84 Spring Creek section (Milepost 245-249)	8,500	As the major east-west route in Oregon, Interstate 84 is the most heavily traveled highway in the state outside the Willamette Valley. It is a designated freight route connecting the Portland metro region and interior parts of the state, as well as inland metro regions such as Boise, Idaho and Salt Lake City, Utah. More than 45% of the traffic on I-84's eastern portion is attributable to commercial trucking.	A steep grade on westbound I-84 through the Blue Mountains slows trucks.	During the winter months, trucks often lose traction and spin out, leading to closures of the highway's two lanes. With few alternative routes, closure of I-84 blocks travel through the region, and emergency response is problematic. During other times of the year, slow moving trucks often attempt to pass other trucks that are moving even slower. When this occurs, both lanes are tied up by slow moving commercial vehicles, causing slowdowns and safety issues for rapidly approaching passenger vehicles as well.	Add a third lane to the uphill grade on westbound I-84 at Spring Creek. Adding a third lane will reduce congestion and address safety problems caused by trucks passing trucks.	\$9.5 million	\$5.7 million in Jobs and Transportation Act	2013
37	Transit Chokepoint	Deschutes, Jefferson, Crook	Central Oregon regional transit service		Central Oregon has been one of the fastest growing regions of the country, and high housing prices in Bend have forced many workers, particularly those in the service economy, to move to surrounding communities with more affordable housing, including Redmond, LaPine, and Prineville. Regional highways are becoming increasingly congested, particularly the US 97 corridor, and improved public transportation service could benefit residents of outlying communities as well as help address congestion.	There is very limited public transportation service within the greater Bend/Central Oregon region to serve those who commute to work into Bend from outlying communities as well as those who need to get to Bend for shopping, medical appointments, and other needs.	Inadequate public transportation service limits mobility options for residents of Central Oregon and increases congestion on regional highways, particularly US 97.	More frequent service between Bend and outlying communities such as Sisters, Redmond, Madras, LaPine, and Prineville is needed. More frequent service is also needed within the City of Bend. These improvements would provide additional transportation options for residents of Central Oregon and reduce traffic on US 97 and other regional highways.	Not available	No funding secured	Not applicable
38	Roadway Chokepoint	Roseburg (Douglas County)	Highway 138E	19,000	Highway 138E is a vital link between the I-5 corridor and greater Roseburg to key destinations in central Oregon and the Cascades, including Crater Lake National Park. Highway 138 flows through central Roseburg and also functions as a main street, providing access to local businesses and residential neighborhoods.	Roadway design and capacity is not adequate to accommodate current traffic level.	As the corridor has experienced continual increases in traffic volumes, these conflicting functions have led to inefficient travel for through traffic and congested and unsafe access for local businesses and pedestrians.	The Highway 138 Corridor Solutions project will modernize the highway and local streets and add capacity to relieve congestion and address high crash rates at certain intersections. The project will also add bike lanes, sidewalks, and possibly transit pullouts. These improvements will help the highway function better for through traffic on the corridor, and it will also help make the road system in downtown Roseburg work better for local residents and businesses.	\$18 million	\$8.5 million	Not applicable
39	Roadway Chokepoint	Coos and Douglas counties	OR 42 County Line Curves (Milepost 41 to 46)	3,000	Oregon 42 is a designated freight corridor and National Highway System route and has been designated a highway corridor of statewide significance. OR 42 is one of just two state highways in Oregon that cross the Coast Range and connect Oregon's southern coast to the communities along the I-5 corridor. OR 42 is the primary route for freight movement between the Port of Coos Bay and Douglas, Jackson and Josephine counties.	A five mile section of highway near the Douglas/Coos county line runs through a narrow canyon, bounded by the Middle Fork Coquille River and steep hillsides with exposed rock faces. Due to the mountainous terrain, there are several sharp curves through the segment, some signed as slow as 30 miles per hour, and there are 21 different locations with reduced posted speeds in this five mile section of road. Because of the physical constraints, portions of this section of highway are very narrow, with four foot paved shoulders and either guardrail or minimal gravel shoulders to the outside.	This narrow roadway leaves little room for drivers to avoid oncoming vehicles that have crossed the centerline, particularly in the curvy sections, and there is limited room for disabled vehicles to safely pull off the road. As a result, the crash rate for this segment of highway is more than twice the statewide average for rural highways and two to three times that of nearby segments of OR 42. Crashes over the last three years have included three fatalities and three serious injuries, and seventy percent of the crashes occurred in one of the curved sections.	In order to reduce the number and severity of crashes, this segment of highway needs to be straightened to remove dangerous curves and improve sight distance, widen the highway to provide adequate width on both the road and the shoulders, and address slides and rock fall locations.	\$30 million	\$10 million in Jobs and Transportation Act	2013
40	Roadway Chokepoint	Sisters (Deschutes County)	US 20 in Sisters	12,200	US 20 is a major freight and passenger route between the Willamette Valley and the communities of Central Oregon that passes through downtown Sisters.	Heavy volume of traffic results in significant traffic congestion in the downtown corridor.	Sisters, a charming small town that is a tourist destination, experiences significant congestion on the weekends, making walking through the business district more difficult and potentially discouraging tourism.	Construct an alternate corridor through Sisters on existing local roads.	\$40 million	No funding identified	Not applicable
41	Roadway Chokepoint	Umatilla County	I-82/US 730 Port of Entry	17,000 (I-82)	Interchange is a critical facility for freight movement.	Two substandard, signalized intersections in and out of Port of Entry operations creates a significant chokepoint.	Truck traffic coming in from Washington State on Interstate 82 exiting at US 730 are often backed up from the intersection leading to the Port of Entry. Traffic queues often back up onto I-82.	Planned improvements would add a dedicated right-turn lane for trucks to exit the SB I-82 off ramp and directly enter the Port. The southbound interstate on-ramp would be moved west to line up directly with the port exit point so trucks could proceed directly through a single signalized intersection onto the Interstate.	\$8 million	No funding secured	Not applicable

42	Roadway Chokepoint	Eastern Oregon	Eastern Oregon chain-up areas		Highways play a critical role in providing mobility in eastern Oregon.	Significant congestion occurs at areas where trucks are installing or removing chains in snow zone areas. The number and size of the existing areas is inadequate to meet the needs of the increasing volume of truck traffic.	When trucks line-up to wait to install or remove chains, it leads to partial blockage of the highway for several hours at a time and introduces significant safety concerns for both the individual and traveling public. When these areas fill up the trucks begin chaining in the right lane of the interstate or choose to ignore the chain requirements. This results in trucks spinning-out and blocking the interstate.	Planned improvements would construct new and expand existing chain (up and off) parking areas on various interstate and non-interstate highways in the region, including portions of eastbound I-84 at milepost 249, 303, 236 and 253 and westbound I-84 at milepost 225, 250 and 369 and OR 204 eastbound at the Weston Sandshed.	\$4.7 million	\$4.7 million in Jobs and Transportation Act	2011
43	Transit Chokepoint	Linn and Benton	OR 34/US 20 Albany to Corvallis		Albany and Corvallis, the home of Oregon State University, are located just a few miles apart and are connected by Oregon 34 and US 20. Large numbers of people travel between the two communities for work, school, and other reasons.	Bus service between Albany and Corvallis is not adequate to serve travel needs within the region. These improvements would provide additional transportation options and reduce congestion on OR 34 and US 20..	Inadequate public transportation between Albany and Corvallis limits mobility options, particularly for students without vehicles and increases congestion on US 20 and OR 34 (particularly at the Van Buren Bridge across the Willamette River at downtown Corvallis). Backs up over one mile when congested. Increased bus service is needed between Albany and Corvallis, and new park and ride lots are needed as well.	Increased bus service is needed between Albany and Corvallis, and new park and ride lots are needed as well. These improvements would provide additional transportation options and reduce congestion on OR 34 and US 20.	Not available	No funding secured	Not applicable
44	Transit Chokepoint	Lane	OR 99 (6th/7th), High Street to Garfield	N/A	OR99 is a highly traveled corridor that serves commercial uses. Also provides direct access to downtown core and multiple residential areas.	Transit serves this corridor. High traffic volumes, which either meets or exceeds capacity, and delays do not enhance transit service.	Transit uses the same route as other motorists, which means experiencing the same delays creating no additional incentive to use transit.	Plans for a bus rapid transit on this corridor are currently underway to help achieve better mobility for both motorists and transit. This would create a designated lane for bus mobility. Improvements would allow for increased mobility through either a designated bus lane or improvements to the roadway (including freight).	Not available	No funding secured	Not applicable
45	Roadway Chokepoint	Josephine County	I-5/Merlin Interchange (Exit 61)		Important rural interchange.	Inadequate interchange design and poor alignment of Highland Road.	Currently the interchange operates at a service level "F" at peak hours and traffic backs up onto the Interstate and back into the intersection of Merlin-Galice Road and Monument Road.	The realignment of Highland Road to the east and the addition of queuing distance to the off-ramp at Merlin Exit 61 is needed to help increase safety and improve a congestion problem.	\$5 million or more	No funding secured	Not applicable
46	Roadway Chokepoint	Jackson County	OR 140 Freight Extension (Highway 62 to I-5)	5,000 - 8,000	Portions of Leigh Way, Agate Road, Avenue G, Kirtland Road and Blackwell Road carry significant large truck travel en route to I-5.	Local roads and intersections lack adequate capacity and appropriate design to carry significant levels of commercial travel.	Significant large truck travel on these local roads has created a freight transportation chokepoint, slowing the movement of commerce through this corridor.	Portions of these routes have been transferred to state jurisdiction to facilitate the state upgrading these routes to an extension of OR 140, including upgrading intersections to interchanges, to allow free-flowing travel in this corridor.	\$12.1 million	\$5.2 million	2011
47	Roadway Chokepoint	Jefferson County	US 97/US 26	19,900	US 97 and US 26 share a corridor through Madras. The route is important to regional travel and as a freight corridor.	Intersections along portion of combined highway through Madras create significant traffic congestion.	Chokepoint on route slows personal and commercial travel in this corridor.	Make improvements to intersection of US 97/US 26 at "J" Street (South Y).	\$11.3 million	No funding secured	Not applicable
48	Roadway Chokepoint	Klamath County	US 97 Lakeport Bridge to Link River Bridge	3400-5300	US 97 is a designated freight route and the only major north-south route in Oregon east of the Cascade Mountains. US 97 plays a key role for travel to and within Central Oregon, and it also serves through traffic from California to Washington.	Freeway alternates between two and four lanes in this section.	Freeway chokepoint results in traffic congestion.	Need to expand freeway to four lanes throughout this section.	\$51 million	No funding secured	Not applicable
49	Roadway Chokepoint	Klamath/Lane Counties	OR 58 Willamette Pass, Oakridge to US 97	2700	Freight is increasingly using OR 58 and US 97 as a viable alternative route to the I-5 corridor.	The steep grade along this route is resulting in a freight chokepoint as trucks travel at a slow speed and there are not adequate lanes for passing.	Steep grades on this route are resulting in increased congestion and queuing.	Add a series of truck climbing lanes.	\$6 million	No funding secured	Not applicable
50	Transit Chokepoint	Josephine	US 199 Redwood Highway; city of Grants Pass to Community College		From downtown 6th St 2 lane one way and 7th return is heavily congested to Josephine Community College,	There is minimal transit service with insufficient frequencies and high latent demand for increased connections and service. More frequent schedules, commuter runs, and park and ride shuttles are not available.	Significant delay, limits freight passage, increases fuel use and carbon emissions..	More frequent schedules for peak hours, additional park and ride, ride share, options. Increasing mobility options will allow appropriate economic development and land use in this rapidly developing area.	Not available	No funding secured	Not applicable