



# Technical Memo #11

Alternative Mobility Targets

December 19, 2022 – FINAL

Prepared by Fehr & Peers

<b>Introduction</b> .....	<b>2</b>
<b>Current Mobility Targets</b> .....	<b>2</b>
<b>Conclusions</b> .....	<b>3</b>

# Introduction

The Highway Mobility Policy, documented in the Oregon Highway Plan (OHP), establishes state highway and mobility targets that align with the objectives of the Oregon Transportation Plan (OTP) and other policies documented in the OHP.

The highway mobility targets, which measure vehicular mobility on state highways, are used to inform transportation system plans (TSPs), plan amendments and development review, and operations decisions. In the OHP, targets are set based on expectations for specific facility types, locations, and functional objectives.

If a community finds that meeting the mobility target as stated in the OHP is infeasible or impractical through the development of a TSP, the community may explore different target levels, methodologies and measures for assessing mobility, and consider adopting alternative mobility targets for the facility.

The remainder of this technical memorandum describes the current mobility targets on state highways within the study area and the need for alternative mobility targets.

## Current Mobility Targets

The operational standards for state highways are based on volume to capacity (v/c) ratio targets. Because Nehalem Bay is located outside the Portland Metro, the applicable standards are identified in Table 6 of the OHP. The targets applicable to U.S. 101 within the Nehalem Bay study area are presented in **Table 1**.

**Table 1: US 101 Mobility Targets**

Highway Category	Posted Speed ≤35 MPH	Posted Speed >35 MPH but <45 MPH	Posted Speed ≥ 45 MPH	Outside Urban Growth Boundary
Freight Route on a Statewide Highway	0.85	0.80	0.80	0.70

Source: OHP, Table 6

# Conclusions

Operations analysis completed for existing conditions and the 20-year planning horizon did not identify any locations in the study area where the mobility targets in **Table 1** above would be exceeded. As such, alternative mobility targets were not evaluated or proposed as part of this TSP.