

Potential Corridor Outcomes Evaluation

Prepared by Metro staff for Task Force corridor prioritization exercise

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Evaluation methodology

Safety

High Injury Corridors were identified in Metro's Regional Transportation Safety Strategy, adopted by the Metro Council as part of the 2018 Regional Transportation Plan. For this evaluation, we scored corridors based on the occurrences of fatal or severe injury crashes per mile.

Congestion relief

This measure utilized HERE data provided by the Oregon Department of Transportation. HERE includes historical travel times for passenger cars and freight vehicles, based on a collection of probe data sourced from cell phones, portable navigation devices, and embedded fleet systems.

Using data from mid-week days in 2017, staff scored corridors based on congestion and reliability. For congestion, staff measured how many hours over the course of the day the average speed is less than the speed limit, using two thresholds for most corridors:

- number of hours during which average speed is equal or less than 35% of speed limit, and
- number of hours during which average speed limit is between 35% and 50% of speed limit.

For freeways, staff added a third threshold: number of hours during which the average speed is between 50% and 75% of the speed limit.

For reliability, we compared that 95th percentile travel times in the AM and PM peaks to the average travel times during those time periods. For this measure, the 95th percentile travel time was considered the "planning time" across a corridor, or the time a traveler needs to budget in order to be on time 95 percent of the time. A corridor was scored on whether the planning time is twice or more the average travel time across the corridor. The reliability score only applies to links with a speed limit over 30 miles per hour.

Equity

Corridors were scored based on the percentage of their length within a census tract with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and people with limited English language proficiency. These were identified through the 2018 Regional Transportation Plan's transportation equity analysis.

Consideration: Whether a corridor being in an equity area means investments there could advance racial equity may depend on the type of project proposed. The specific outcomes will depend on the type of project proposed, at the corridor level we are simply estimating the potential of the corridor to advance better outcomes.

Options

This score combined a comparison of the corridors' existing transit service to the region's vision for transit with an assessment of bicycle and pedestrian conditions.

The 2018 Regional Transportation Plan includes a regional transit vision for high capacity transit expansion, frequent and standard bus service improvements, capital investments, and other programs addressing the transit network. This vision was developed based on Metro’s 2009 High Capacity Transit System Plan, the current Enhanced Transit Corridor program, and TriMet’s Service Enhancement Plans. Corridors were scored on the how current service compares to the future transit vision.

For pedestrian and bike conditions, corridors were scored based on current gaps in the 2018 Regional Transportation Plan’s active transportation networks.

[Jobs Access](#)

Corridors were scored on the number of projected jobs per mile in 2040 in areas within 200 feet of each corridor. These projections are produced by Metro and reviewed by local jurisdictions to adhere to state law requiring 20-year horizon population and employment forecasts for regional and local land use and transportation plans . The 2040 projection considers both existing employment and anticipated growth.

Consideration: A corridor may be an important gateway to job areas but not score well based on this metric if the jobs it accesses are not adjacent to the corridor. For example, if job centers are just “off” a corridor (further than 200 feet away), they wouldn’t be incorporated into this analysis.

[Affordability](#)

Corridors were scored based on the housing and transportation costs for residents in the census tracts they serve, compared to mean household income in those tracts. The data was developed by the Center for Neighborhood Technology.

[Questions?](#)

Contact Matt.Bihn@oregonmetro.gov.

Corridor evaluation

KEY

	Safety	Congestion	Equity	Options	Jobs Access	Affordability
●	currently has significant safety needs	currently has significant congestion	a large percentage of the corridor runs through equity focus areas	needs significant investment to be multimodal	by 2040 this corridor will provide access to a greater number of jobs	households along this corridor have a larger Household + Transportation cost burden relative to their income
◐						
◑						
◒						
○	currently has fewer safety needs	currently is less congested	less of the corridor runs through equity focus areas	already meets most of its multimodal goals	by 2040 this corridor will provide access to a lesser number of jobs	households along this corridor have a lower Household + Transportation cost burden relative to their income

Corridor #	Corridor Name	Safety	Congestion	Equity	Options	Jobs Access	Affordability
2	Pacific Ave/Baseline Street, Forest Grove to Hillsboro	◐	○	●	◐	○	●
3	NE Evergreen Parkway, Glencoe Rd to Brookwood Pkwy	◑	◒	○	○	◑	○
4	Tualatin Valley Highway	◐	◒	●	◐	○	◐
5	Cornell Road, Baseline St. to Highway 26	◑	●	◑	◑	◒	◑
6	Evergreen Parkway, Brookwood Pkwy to Cornell Road	◑	◑	◑	◐	◑	◒
7	SW 185th Avenue, Farmington Road to West Union Road	●	◑	●	◑	○	◒
8	SW Farmington Road	◑	○	◐	◑	○	◑
9	Highway 99W: Pacific Highway, Tigard to Sherwood	◑	○	○	◑	○	◒
10	SW Tualatin-Sherwood Road	◑	●	◑	◐	◒	◑

Corridor #	Corridor Name	Safety	Congestion	Equity	Options	Jobs Access	Affordability
11	SW Cedar Hills Blvd., north of Highway 26	●	●	○	●	○	○
12	SW Allen Blvd., OR-217 to Scholls Ferry Rd.	●	●	○	●	●	●
13	SW Canyon Road	●	●	●	●	○	●
14	SW Greenburg Road, Hall Blvd. to Hwy 99W	○	●	●	●	●	●
15	Highway 26, Vista Tunnel to Helvetia/Brookwood	●	●	●	●	●	○
16	SW 72nd Avenue/Boones Ferry Road	○	●	●	●	●	●
17	SW Beaverton-Hillsdale Highway	●	●	○	●	○	●
18	Interstate 5 -- WES Corridor	○	●	●	●	●	●
19	OR-217	○	●	●	●	●	●
20	NW Cornell Rd., Saltzman Rd. to Lovejoy St.	○	○	○	○	○	○
21	SW Barbur Blvd., Crossroads to Tigard line	●	●	●	●	○	○
22	W Burnside St./SW Barnes Rd., west of Portland city limits	●	●	○	●	●	○
23	SW Barbur Blvd., Terwilliger Blvd. to Crossroads	●	○	●	●	○	○
24	SW Stafford Road	○	○	○	●	○	○
25	Interstate 405	○	●	●	●	●	●
26	Interstate 5, downtown Portland	●	●	●	●	●	●
27	N Mississippi/Albina	○	○	●	●	○	●
28	Interstate 5, Marquam Bridge to Tigard Triangle	●	●	●	●	●	○
29	Downtown Portland	●	●	●	●	●	●
30	Interstate 5, north of downtown Portland	○	●	●	●	●	●

Corridor #	Corridor Name	Safety	Congestion	Equity	Options	Jobs Access	Affordability
31	Hwy 43/SW Macadam Ave., Ross Island Bridge to I-205	◐	○	○	◐	○	○
32	N/NE Columbia Boulevard	◐	○	◐	◐	○	◐
33	N Vancouver/Williams	◐	○	●	◐	○	◐
34	NE Martin Luther King Jr. Blvd., north of Broadway	◐	◐	◐	◐	○	◐
35	NE/SE Martin Luther King Jr. Blvd. & Grand Ave., south of Broadway	◐	◐	●	◐	●	◐
36	Oak Grove-Lake Oswego Bike/Pedestrian Bridge	N/A	○	◐	●	○	◐
37	NE/SE 11th/12th Ave., Lloyd Blvd. to Powell Blvd.	◐	○	●	◐	●	◐
38	SE McLoughlin Blvd., Powell Blvd. to I-205	○	◐	◐	◐	○	◐
39	SE Hawthorne Blvd., Grand Ave. to 50th Ave.	●	◐	◐	●	○	◐
40	SE Belmont St., Grand Ave. to 60th Ave.	◐	○	◐	◐	○	◐
41	N/NE Killingsworth St., Greeley Ave. to Lombard St.	◐	◐	●	◐	○	◐
42	N/NE Broadway/Weidler, Willamette River to Cesar Chavez Blvd.	◐	●	◐	◐	○	◐
43	NE/SE Cesar Chavez Blvd., Broadway to Woodstock Blvd.	◐	◐	◐	◐	◐	◐
44	E Burnside St., Martin Luther King, Jr. Blvd. to Thorburn	◐	●	◐	◐	◐	◐
45	SE 50th Avenue, Hawthorne Blvd. to Powell Blvd.	◐	◐	○	◐	○	◐
46	NE Sandy Blvd., 7th Ave. to Killingsworth St.	◐	◐	◐	●	◐	◐
47	Hwy 224, McLoughlin to I-205	◐	○	◐	●	◐	◐
48	NE/SE 60th Ave., Halsey to Division St.	◐	◐	◐	◐	○	◐
49	NE Halsey St., Cesar Chavez Blvd. to 82nd Ave.	◐	◐	◐	◐	◐	○
50	SE Foster Rd., Powell Blvd. to I-205	◐	◐	●	●	○	◐

Corridor #	Corridor Name	Safety	Congestion	Equity	Options	Jobs Access	Affordability
51	Highway 213, I-205 to Beaver Creek Rd.	○	○	◐	◑	○	◑
52	SE Powell Blvd., Willamette River to 122nd Ave.	◑	◑	●	●	○	●
53	NE/SE 82nd Ave., north of Powell Blvd.	◑	◐	◑	◑	◐	◑
54	E Burnside St., Thorburn to 122nd	◑	○	●	◑	○	◑
55	NE Glisan St., west of 102nd	◑	◐	●	◑	○	◑
56	SE 82nd Drive, Clackamas to Gladstone	◑	◐	○	◑	○	◑
57	SE 92nd Ave., Powell Blvd. to Flavel St.	◐	◑	●	○	○	●
58	Interstate 205, Clackamas County	○	◑	◐	◑	○	◑
59	Interstate 84, west of I-205	◑	●	◑	◐	◐	◐
60	SE Stark/Washington Street, 60th Ave. to 111th Ave.	◑	◐	◑	◑	○	◑
61	NE/SE 102nd Ave., I-84 to Stark St.	◑	◐	●	◑	◐	◑
62	NE Airport Way	○	○	○	◑	◐	◑
63	Interstate 205, Multnomah County	○	◑	◑	◑	○	◑
64	SE 122nd Ave., Powell Blvd. to Foster Rd.	◑	○	●	◑	○	●
65	NE/SE 122nd Ave., Sandy Blvd. to Powell Blvd.	◑	◐	●	◑	○	●
66	SE Foster Rd., I-205 to 172nd Ave.	◑	◑	●	◑	○	◑
67	SE Division St., 7th Ave. to I-205	●	◑	◑	◑	○	◑
68	Hwy 212, I-205 to Foster Rd.	◑	○	◐	●	○	◑
69	NE/SE 162nd Ave., Sandy Blvd. to Powell Blvd.	◑	○	●	◑	○	◑
70	NE Sandy Blvd., Killingsworth St. to Hogan Rd.	◑	○	◑	◑	○	◑

Corridor #	Corridor Name	Safety	Congestion	Equity	Options	Jobs Access	Affordability
71	C2C: Clackamas-to-Columbia (181st/182nd/172nd/190th)	○	○	◐	●	○	◐
72	NE/SE 181st Ave., Sandy Blvd. to Yamhill St.	●	●	●	◐	◐	◐
73	SE Powell Blvd., 122nd Ave. to Burnside Rd.	◐	○	●	◐	○	◐
74	NE Halsey St., 82nd Ave. to 257th Ave.	◐	◐	●	◐	○	◐
75	NE/SE 242nd Ave./Hogan Rd., I-84 to Hwy. 212	◐	◐	◐	◐	○	◐
76	NE Kane/257th, I-84 to Orient Dr.	◐	○	●	◐	○	◐