

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) RESOLUTION NO. 01-xxxx
THE 2000 REGIONAL)
TRANSPORTATION PLAN TO) Introduced by Councilor Rod Monroe,
INCLUDE AN ACTION PLAN FOR) JPACT Chair
CORRIDOR REFINEMENTS)

WHEREAS, on August 10, 2000 the Metro Council adopted Metro's 2000 Regional Transportation Plan (RTP) Update as the regional functional plan for transportation under ORS 268.390 and the regional "metropolitan transportation plan" required by federal law as the basis for coordinating federal transportation expenditures; and

WHEREAS, new federal requirements under ISTEA resulted in a separate federal plan entitled "Interim Federal Regional Transportation Plan," July 1995, which was superceded by the 2000 RTP Update and adopted as Resolution No. 00-2969B; and

WHEREAS, the 2000 RTP Update, adopted by Ordinance, together with portions of the 1996 Urban Growth Management Functional Plan serve as the regional Transportation System Plan ("TSP") required by the state Transportation Planning Rule; and

WHEREAS, the regional TSP which must be consistent with the state Transportation Systems Plan, including the 1992 Oregon Transportation Plan and the 1999 Oregon Highway Plan; and

WHEREAS, all functional plans, including this 2000 RTP Update, must implement applicable regional goals and objectives, including Metro's acknowledged 2040 Growth Concept; and

WHEREAS, the 2000 RTP Update was adopted as a component of the 1997 Regional Framework Plan; and

WHEREAS, the 2000 RTP established regional compliance with state and federal planning requirements and establishes regional TSP and functional plan requirements for city and county comprehensive plans and local TSPs to comply with the 2000 RTP; and

WHEREAS, The Oregon Transportation Planning Rule requires metropolitan planning agencies to identify areas where refinement planning is required to develop needed transportation projects and programs not included in the TSP; and

WHEREAS, Chapter 6.7.4 of the 2000 RTP identifies transportation corridors where multi-modal refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the RTP; and

WHEREAS, Chapter 6.7.5 lists specific corridors where a need and a recommended action have been identified, but proposed transportation projects must be developed to a more detailed level before construction can occur; and

WHEREAS, Chapter 6.7.6 lists specific corridors where a transportation need has been identified but a major corridor planning study is needed to determine the function, mode and general location of an improvement before a project can be fully defined for implementation; and

WHEREAS, the due to the large number of corridors that require additional planning work and the resources required to undertake these studies, Metro undertook a regional effort to develop a strategy for their completion as part of the Corridor Initiatives project; and

WHEREAS, there was involvement by the jurisdictions in the Corridor Initiatives project. A technical advisory committee and a project management group comprised of representatives from the Multnomah, Clackamas, Washington, and Clark counties, the City of Portland, the cities of Multnomah, Clackamas and Washington county, the Oregon Department of Transportation (ODOT) and Tri-Met were established. The advisory groups participated in

the development and implementation of a technical evaluation process and development of a work program.

WHEREAS, public input was solicited. Metro staff made presentations to Multnomah, Washington, and Clackamas County Coordinating Committees, the City of Portland Transportation System Planning Committees, and the Clackamas County Mayors and Managers. Feedback as to priorities was requested and received from each committee and incorporated into the work program. A public meeting was held on June 18, 2001 during which information was provided and feedback on priorities were solicited from the general public; and

WHEREAS, Exhibit "A" of this resolution contains the Work Program for Corridor Refinement Planning Through 2020; and

BE IT RESOLVED,

1. That the Work Program for Corridor Refinement Planning Through 2020 (Exhibit "A") is hereby adopted as an amendment to Metro's 2000 RTP.
2. That the Barbur Boulevard/I-5 Corridor be added to the list of corridors needing major refinement plans in Chapter 6 of Metro's 2000 RTP.
3. That major regional corridor planning efforts will be commenced for the Highway 217 and Powell/Foster Corridors in the 2001-2005 period. These efforts will be undertaken in part with current levels of staff support from Metro. Additional funds are being sought from other sources to cover necessary materials, professional services and any additional staff needs.
4. That Metro Council directs staff to prepare an ordinance, which will amend the RTP to comply with the corridor refinement requirements in the TPR. As part of this process, staff will work with Corridor Initiative advisory committees to develop a

more detailed action plan for completing the corridor refinements. The final action plan will:

- Further identify unresolved issues and next steps for each corridor.
- Identify common scope elements and study methods for the corridor refinement process.

ADOPTED by the Metro Council this _____ day of _____, 2001.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

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Work Program for Corridor Refinement Planning Through 2020

EXHIBIT A

Corridor Planning On-Going	First Planning Period (2001 - 2005)	Second Planning Period (2006 - 2010)	Third Planning Period (2011 - 2020)
I-5 (North) Corridor	I - 5 Trade Corridor Study	Financial Plan/EIS/Preliminary Engineering	
NE Portland Highway Corridor	East End Connector Environmental Assessment; Begin Refinement Planning through I-5 Trade Corridor; Adopt St Johns Truck Access Study	Implement St Johns Truck Access Study Recommendations; Environmental Assessment and Engineering on I-5 Trade Corridor Recommendations	
I-205 (North) Corridor	South Transit Corridor Study and I-5 Trade Corridor Study (transit only)	Corridor Planning for Interchange Improvements	Corridor Planning for Roadway Widening
Banfield (I-84) Corridor	Light Rail Capacity Analysis	Transit, Transportation System Management Corridor Plan	Transit Improvements and/or Transportation System Management Projects
McLoughlin and Hwy. 224 Corridor	South Transit Corridor EIS and Preliminary Engineering		
I-5 to Highway 99W Connector Corridor	Southern Alignment Study; Right-of-Way Limits Study		Complete Corridor Planning
New Major Corridor Refinements Recommended in the First Period			
Powell/Foster Corridor	Corridor Planning Study	Environmental Impact Study and Preliminary Engineering	
Highway 217 Corridor	Corridor Planning Study	Environmental Impact Study and Preliminary Engineering	
Other Corridors			
North Willamette Crossing Corridor	Implement Signage and Truck Control Recommendations of St Johns Study; St Johns Town Center Study	Implement Signage and Truck Control Recommendations of St Johns Studies	
I-84 to US 26 Connector Corridor	National Highway System Truck Study	Corridor Planning for Preservation of Right-of-Way and Arterial Improvements	
Sunrise Corridor	Complete Refinement Planning and EIS for Unit 1 and Engineering for Phase One		Begin Unit Two Environmental Assessment or Environment Impact Statement Process
Highway 213 Corridor	Construct Southbound Turning lane on Highway 213	Implement Funded Recommendations of Highway 213 Design Study	
I-205 (South) Corridor	Interchange Ramp Access Study	Corridor Planning for Freeway Improvements	
Macadam/Highway 43 Corridor	Transit/Pedestrian/Bike Transportation Demand Management Study	Environmental Assessment/ DEIS/and Preliminary Engineering	
I-5 (South) Corridor	Beckman Road Interchange Study		Corridor Planning
Barbur Blvd./I-5 Corridor	Implement Transit Service Improvements and Elements of the Barbur Streetscape Plan	Initiate Corridor Planning	Begin Environmental Assessment/ Environmental Impact Statement Process
TV Highway Corridor	System Planning for Access Management and Right-of-Way		Corridor Planning (if required)
Sunset Highway Corridor	Refinement and Environmental Assessment of US Hwy. 26 Widening. Barnes Road Design and Construction	Engineering of US 26 Widening west of Barnes Road	

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2000 REGIONAL TRANSPORTATION PLAN TO INCLUDE AN ACTION PLAN FOR CORRIDOR REFINEMENTS.

Date: June 21, 2001

Presented by: Richard Brandman

PROPOSED ACTION

This resolution would amend the 2000 Regional Transportation Plan (RTP) to include an action plan for corridor refinements, as required by the Oregon State Transportation Planning Rule (TPR). The action plan includes a timeline for completing required planning work on the corridors identified in Chapter 6 of the RTP as needing additional work prior to adoption of an improvement or action to meet the identified transportation need.

EXISTING LAW

The TPR (section 660-12-020) requires that regional transportation system plans establish a coordinated network of transportation facilities adequate to serve regional transportation needs. Section 660-12-025 of the TPR allows an MPO to defer decisions regarding function, general location and mode as long if it can demonstrate that the refinement effort will be completed within three years. On June 15, 2001, the 2000 RTP was acknowledged by the Land Conservation and Development Commission (LCDC). As part of the acknowledgement process, LCDC continued a decision to amend the TPR to allow Metro to adopt an action plan that exceeds the current three-year timeframe. LCDC is expected to make this TPR change in the coming year.

FACTUAL BACKGROUND AND ANALYSIS

Chapter 6.7.4 of the 2000 RTP identifies transportation corridors where multi-modal refinement planning is warranted before specific projects and actions that meet the identified need can be adopted by the RTP. Chapter 6.7.5 lists specific corridors where a need and a recommended action have been identified, but proposed transportation projects must be developed to a more detailed level before construction can occur. Chapter 6.7.6 lists specific corridors where a transportation need has been identified but a major corridor planning study is needed to determine the function, mode and general location of an improvement before a project can be fully defined for implementation.

Due to the large number of corridors that require additional planning work and the resources required to undertake these studies, Metro undertook a regional effort to develop a strategy for their completion as part of the Corridor Initiatives project. A technical advisory committee and a project management group comprised of representatives from the Multnomah, Clackamas, Washington, and Clark counties, and the cities of Multnomah, Clackamas and Washington county, ODOT, the City of Portland, Port of Portland and Tri-Met were established.

As part of the process the list of 16 corridors needing refinements or studies in Chapter 6 of the RTP was reviewed. One corridor, I-205, was split into two sections for planning purposes. Another corridor, I-5/Barbur Boulevard, from downtown Portland to Tigard, was added to the list due to its significant transportation needs, regional significance and the multi-modal nature of the potential solutions.

Metro staff and the TAC developed and implemented a technical evaluation process. The PMG reviewed and approved the criteria and results of the technical evaluation. The evaluation assessed and compared the corridors with respect to five major criteria:

- Support of key 2040 land uses
- Congestion
- Support of 2040 transit plans
- Support of 2040 freight goals
- Safety and reliability

A summary of the evaluation findings, including a ranking of the corridors into tiers based on overall point score, is contained in Attachment 1 to this staff report. The technical evaluation methods, including the criteria, the associated measures and the scoring system, are detailed in Attachment 2. The detailed point scoring summary for each measure is contained in Attachment 3.

In addition to the technical evaluation, Metro staff, the TAC and the PMG considered non-technical factors such as relation to other planning efforts, community interest and available resources for each corridor. Metro staff and Councilors met with Multnomah, Washington, and Clackamas County Coordinating Committees, the City of Portland Transportation System Planning Committees, and the Clackamas County Mayors and Managers. Feedback regarding non-technical issues was requested and received from each committee and incorporated into the work program. A public meeting was held on June 18, 2001 where information was provided to, and feedback was solicited from, the general public. The Metro Council Community Planning Committee is tentatively scheduled to hold a public outreach session on the process on July 17, 2001.

A summary of the technical and community outreach results to date is contained in Attachment 1 to this staff report. Those corridors that demonstrated the more urgent planning needs and a level of jurisdictional interest considered sufficient to support a successful project were then reviewed. Many of these corridors already had planning activities taking place or planned. Proposed actions were developed for the remaining corridors.

RECOMMENDED ACTION

It is recommended that the Work Program for Corridor Refinement Planning (Exhibit A to the resolution) through 2020 be adopted as an amendment to the 2000 RTP. In addition, it is recommended the Metro develop multi-modal corridor plans for the Highway 217 and the Powell/Foster Corridors in the 2001-05 period. It is anticipated that Metro staff resources currently budgeted for corridor planning purposes would be allocated to support these planning effort. Separate funds from other sources are being sought to provide necessary resources for materials and professional services and any additional staff needs.

It is also recommended that Metro staff and the Corridor Initiatives advisory committees undertake additional work to further develop the action plan over the next several months. Additional work will include further identification of unresolved issues and next steps, a funding strategy, and common scope and methodological approaches. The more detailed action plan would be adopted by ordinance in the fall of 2001.

BUDGET IMPACT

None.

M E M O R A N D U M

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**METRO**

To: Corridor Initiatives Technical Advisory Committee (TAC)
Corridor Initiatives Project Management Group (PMG)

From: Tim Collins, Associate Transportation Planner
Bridget Wieghart, Program Supervisor

Re: Final Technical Evaluation Criteria and Measures for Corridors

Date: June 21, 2001

The Corridor Initiatives TAC developed, and the PMG approved, a technical evaluation process to help prioritize highway corridors that need additional planning work. This memo outlines the technical evaluation process and incorporates refinements that have been agreed to by the TAC and the PMG.

The 2040 Growth Concept, through the RTP, emphasizes the inter-relationship between land use and transportation, and for regional corridors, highlights mobility, safety, transit and freight as priority objectives. The criteria and measures respond to these policy directives.

Scoring and Ranking

The PMG approved a scoring methodology, which allocated points for performance on each criterion for a combined total maximum score of 100. The Metro in conjunction with the TAC has assigned points for high, medium and low performance for each criterion. The “scores” for each corridor have been displayed in a single summary matrix. Rather than a strict ranking (1 through 18) of the corridors, the matrix has been used to group the corridors into high, medium and low level of priority.

This analysis is, by nature, limited in its depth. Due to the large number of corridors, it was not possible or appropriate to conduct individual analysis on each one. The evaluation is intended to provide a level of detail sufficient to compare the relative urgency of transportation improvements across corridors.

Mobility Component

1. Congestion Criterion

The 2000 Regional Transportation Plan (RTP) sets a policy to “provide a regional motor vehicle system... that connects the central city, regional centers, industrial areas and intermodal facilities, and other regional destinations, and provides mobility within and through the region.” This criterion attempts to assess the severity of the congestion in the corridor relative to other locations. Congestion measures were applied to a 2020 No Build RTP network that does not include any of the planned major highway capacity projects in each corridor. The use of the No Build system allows comparison of the need for projects on an equal basis among corridors.

The RTP sets standards for peak as well as off peak mobility. Half of the eight measures evaluate the need for peak period mobility improvements for commuters and others that need to travel the corridor during the evening two-hour peak (4:00 – 6:00 PM). The other half evaluate the need for off-peak mobility improvements that facilitate freight movement, shopping, and other trips that need to travel the corridor during the mid-day (2:00 – 3:00 PM).

One of the key objectives of the RTP policy is to maintain an acceptable level of service (LOS) on the regional motor vehicle system during the peak and off-peak periods. Performance measures in Table 1.2 of the RTP serves as the basis for determining where the motor vehicle system provides an inadequate transportation system for serving planned land uses. The LOS standards are more relaxed during the peak periods than the mid-day. The LOS standards are also more relaxed in central cities, regional centers, town centers, main streets, station communities and on selected highways than in the other land use areas throughout rest of the region.

The first four congestion measures are designed to address the LOS deficiency thresholds in the RTP. The second four measures assess the impact of the Vehicle Hours of Delay (VHD) within each corridor. Both the LOS and VHD measures are designed to express congestion within the corridor relative to all corridors and relative to itself.

Congestion measures are important indicators of how much mobility in each of these corridors may be impeded in the future. Out of the 100 point total, 30 points have been allocated to congestion. Of these, 10 points have been allocated to the LOS measures and 20 points have been allocated to the VHD measures. A larger allocation of points was given to the VHD measures because they provide a better assessment of congestion levels than the LOS measures. LOS is determined on a simple pass or fail basis and does not account for the fact that some links in the network have failed the standard by a very large margin and other have just, barely failed. In addition, miles of unacceptable LOS do not indicate the volume of traffic affected. The VHD measures more accurately assess the impact of congestion by assigning more delay to links that are highly congested and carry the greatest volume of traffic.

Measure A (Mid-day LOS – 2.5 points): The number of lane miles operating at an unacceptable LOS was calculated on the key facilities for all corridors during the 1-hour mid-day period. This measure expresses the number of lane miles of unacceptable

service in each corridor as a percentage of the total unacceptable lane miles in all corridors.

Measure B (Mid-day LOS– 2.5 points): For key facilities in each corridor, this measure expresses the lane miles that will be at an unacceptable LOS during the 1-hour mid-day period as a percentage of total lane miles.

Measure C (PM peak LOS– 2.5 points): For key facilities during the PM peak, the number of lane miles that have an unacceptable LOS was calculated in all corridors. This measure expresses the number of unacceptable lane miles in each corridor as a percentage of total unacceptable lane miles in all corridors.

Measure D (PM peak LOS– 2.5 points): For key facilities in each corridor, this measure expresses the number of lane miles that will be at an unacceptable LOS during the 2-hour PM peak as a percentage of total lane miles.

Measure E (Mid-day vehicle delay in corridor – 5 points): For key facilities, this measure expresses the VHD in each corridor as a percentage of VHD in all corridors during the mid-day period.

Measure F (Mid-day vehicle delay in corridor– 5 points): For key facilities in each of the corridors during the 1-hour mid-day period, this measure assesses the relative level of congestion by determining the ratio of VHD to vehicle hours traveled.

Measure G (PM peak vehicle delay in corridor– 5 points): For key facilities during the PM peak period, this measure expresses the VHD in each corridor as a percentage of VHD all corridors.

Measure H (PM peak vehicle delay in corridor– 5 points): For key facilities in each of the corridors during the PM peak, this measure assesses the relative level of congestion by determining the ratio of VHD to vehicle hours traveled.

2040 - Land Use Component

2. Land Use Criterion

The degree to which each corridor provides access to the primary land-use components called out in the 2040 Growth Concept is a measure its importance to the regional transportation system. As stated in chapter 1 of the 2000 RTP: “The central city, regional centers, industrial areas and inter-modal facilities are centerpieces of the 2040 Growth Concept, and implementation of the overall growth concept is largely dependent on the success of these primary components.”

Whether a corridor serves a central city, regional center, industrial area, or employment area that is expecting a high level of growth over the next 20 years is an important indication of the need for transportation improvements. Finding transportation solutions for corridors that serve

primary land-use components that are projected to have the greatest growth supports the regional transportation goal of facilitating the 2040 Growth Concept.

Accessibility and growth measures provide important indicators of how to prioritize these corridors. Out of a potential 100 points, 30 points have been allocated to the accessibility and growth measures. Due to the importance of serving central cities, regional centers, industrial areas and employment areas that are projected to experience rapid growth, and the difficulties of measuring accessibility, the two accessibility measures have been allotted a total of 10 points and the three growth measures have been assigned 20 points.

Measure I (Accessibility - 5 points): This measure calculates the percentage of all person trips that originate in or are destined to the seven regional centers, the central city, industrial areas and intermodal facilities, and that use any portion of each corridor. Metro's travel forecasting model was used to determine the above proportion during the 2020 two-hour PM peak period.

Measure J (Accessibility – 5 points): This measures the proportion of all person trips in each corridor that originate in or are destined to any of the seven regional centers, the two central cities or industrial areas. Metro's travel forecasting model was used to determine the above proportion during the 2020 two-hour PM peak period.

Measure K - (Growth in Employment – 5 points): For each of the corridors, a determination was made of which central cities (including downtown Vancouver) or regional centers are within the corridor measurement areas or rely on the corridor for access. Each corridor's growth in employment in these primary land use components from 1994 to 2020 is expressed as a percentage of employment growth for all corridors.

Measure L - (Growth in Households – 5 points): For each of the corridors, a determination was made of which central cities (including downtown Vancouver) or regional centers are within the corridor measurement areas or rely on the corridor for access. Each corridor's growth in households in these primary land use components from 1994 to 2020 is expressed as a percentage of household growth for all corridors.

Measure M - (Growth in Industrial/Employment Areas – 10 points): For each of the corridors, a determination was made of which employment areas and industrial areas are within the corridor measurement areas or rely on the corridor for access. Then within these land-use components, each corridor's growth in non-retail employment from 1994 to 2020 was expressed as a percentage of employment growth for all corridors.

The TAC determined that a specific connectivity measure was not appropriate at this level of analysis. However, regional centers and central cities are a focus of connectivity improvement in the RTP and the access and growth criterion that has been developed gives greater priority to these areas. Connectivity at the local level is being implemented through the Transportation System Plans (TSP's). This process is on going, but the RTP calls for the establishment of a benchmark with respect to TSP compliance as a condition for funding. During the actual

corridor studies, connectivity will need to be reviewed at a level of detail beyond that contained in the RTP as an important possible solution to future transportation problems.

2040 - Modal Components

3. Transit Criterion

This criterion assesses the future transit needs and deficiencies in each corridor. Transit is called out as a major mode of travel with regional significance in the Regional Transportation Plan. This criterion looks at the potential for transit solutions in each corridor, and if these corridors are primarily serving trips that cannot be served by transit. Out of a potential 100 points, 15 points have been allocated to the transit measures. The transit service disparity measure has been allotted about half the points because it is the transit measure that is best for showing which corridors have the most need for transit investment. The two serviceability measures have been allotted the other eight points (a maximum of 4 each).

Measure N (Transit Service Disparity – 7 points): This measure aims to show which of the corridors have the greatest need for transit service investment. The 2020 Priority System is taken as the service goal. For each of the corridors, this measure takes the existing transit service hours and subtracts them from the 2020 Priority System transit service hours for all segments of the transit lines that cross through each corridor. The greater the service disparity, the higher the transit priority for that corridor.

Measure O (Serviceability - 4 points): Generally, the greater the *household* density along a corridor, the easier that corridor is to serve with transit. This measure estimates the 2020 *households* per acre for each of the corridor's measurement areas.

Measure P (Serviceability - 4 points): Generally, the greater the *employment* density along a corridor, the easier that corridor is to serve with transit. This measure estimates the 2020 *employment* per acre for each of the corridor's measurement areas.

Developing a transportation system in these corridors that provides alternative modes of travel such as walking and bicycling is important. The TAC determined that for the purposes of prioritizing corridors, specific bicycle and pedestrian measures were unnecessary and would involve an inappropriate level of detail for this analysis. Two other measures already provide a rough indication of bicycle and pedestrian potential. The access and growth measures give priority to areas with more, and faster growing, regional centers and these areas will have the greatest opportunity to provide for alternative modes of travel. The transit serviceability measures are also good indicators of how easily each of the corridors could be served with better bicycle and pedestrian facilities.

4. Freight Criterion

This criterion establishes the importance of the corridor to freight movement. Freight trips are called out as a major mode of travel and as having an important economic benefit to the region in

the Regional Transportation Plan. Out of a potential 100 points, 15 points have been allocated to the freight measures. The three freight measures that have been used are:

Measure Q (Truck VMT – 5 points): Measures the importance of the corridor to serving freight by taking the total number of truck vehicle miles of travel (VMT) during the 2020 two-hour PM peak within each corridor measurement area.

Measure R (Truck delay in corridor – 5 points): The 2020 two-hour PM peak truck vehicle hours of delay (VHD) per mile for each corridor is the measure used to identify whether freight bottlenecks exist that might be addressed through a corridor study.

Measure S (Truck VMT as a Percent of Total VMT – 5 points): This measure assesses the relative importance of truck traffic within each corridor. Key facilities (the main freeway or highway that runs through the corridor) and parallel arterial routes were defined. The truck VMT on the key facilities and parallel arterials is expressed as a percentage of total VMT.

Reliability and Safety Component

5. Safety Criterion

This criterion will identify areas that have more significant safety problems. Safety is an important reason for undertaking capital improvements. In addition, accidents are a key cause of unreliable travel times (incident delay), which has a negative impact on commuters and freight and can effect the economic viability of the corridor. Safety is always an important transportation criterion, however, it tends to be more important for selecting projects for implementation than for selecting corridors for planning. For that reason, these measures were allocated a total of 10 out of 100 points.

Measure T (Accident History – 5 points): The average number of accidents on the state highway system in each corridor is an indicator of the safety and reliability issues in a corridor. This measure will develop a 5-year history of the average number of injury/fatality and property damage accidents per the average daily traffic (ADT). The injury/fatality accident rates will be considered to have more weight in determining the overall score on this measure.

Measure U (SPIS Ranking – 5 points): On the state highway system, determine how many locations in each corridor have Safety Priority Incident Sites (SPIS) that fall in the highest ten percent of all accident rates. If SPIS site information is available from the local jurisdiction, those locations on the corridors main arterial (like Foster Road in the Powell/Foster Corridor) that fall in the highest ten percent of all accident rates, should also be included.



Corridor Initiatives Project

Corridors

- 1 North Willamette Crossing
- 2 I - 5 (North) Corridor
- 3 NE Portland Highway
- 4 I-205 (North) Corridor
- 5 Banfield (I-84) Corridor
- 6 I - 84 to US 26 Corridor
- 7 Powell/Foster Corridor
- 8 Sunrise Corridor
- 9 McLoughlin and Hwy 224
- 10 Highway 213 Corridor
- 11 I - 205 (South) Corridor
- 12 Macadam/Hwy 43 Corridor
- 13 I - 5 (South) Corridor
- 14 I - 5 to Hwy 99W Connector
- 15 Barbur Blvd / I - 5 Corridor*
- 16 Highway 217 Corridor
- 17 TV Highway Corridor
- 18 Sunset Highway Corridor

Congestion Criterion 30 Points							
Level of Service Measure 10 Points				Vehicle Hours of Delay Measure 20 Points			
Mid-day Corridor		PM Peak Corridor		Mid-day Corridor		PM Peak Corridor	
Unaccept. LM/all Corridor Unaccept. LM 2.5 Points	Unaccept. LM/ Corridor LM 2.5 Points	Unaccept. LM/all Corridor Unaccept. LM 2.5 Points	Unaccept. LM/ Corridor LM 2.5 Points	VHD/ Total VHD 5 Points	VHD/ Corridor VHT 5 Points	VHD/ Total VHT 5 Points	VHD/ Corridor VHT 5 Points
0	0	0	1.5	0	0	0	0
0	0	1.5	1.5	5	5	5	5
0	0	0	0	0	0	0	0
1.5	0	2.5	0	0	0	3	0
0	0	1.5	0	5	3	3	3
0	0	0	0	0	0	0	0
2.5	2.5	2.5	2.5	5	5	5	5
2.5	2.5	1.5	2.5	3	5	3	5
0	0	2.5	2.5	3	3	4	5
1.5	2.5	0	2.5	5	5	3	5
1.5	1.5	2.5	1.5	3	3	5	5
1.5	1.5	1.5	2.5	0	0	3	5
2.5	2.5	2.5	1.5	5	5	3	3
0	1.5	0	1.5	0	3	0	3
2.5	1.5	2.5	1.5	5	3	5	3
1.5	1.5	0	0	3	3	0	3
2.5	2.5	2.5	2.5	3	3	0	3
1.5	1.5	1.5	1.5	3	3	3	3

Land Use Criterion 30 Points				
Accessibility Measure 10 Points		Growth Measure 20 Points		
Person Trips Percentage		1994 to 2020 Percent of Total Difference		
of All Trips to/from CC, RC or IA in each Corridor 5 Points	of Corridor Trips to/from CC, RC or IA 5 Points	Growth In Emp. (CC & RC) 5 Points	Growth In HH (CC & RC) 5 Points	Non-Retail Employment Industrial & Emp. Ctr. 10 Points
0	5	0	0	5
5	5	5	5	5
3	5	0	0	10
5	5	3	3	10
5	5	5	5	10
3	3	0	3	0
5	5	5	5	0
3	3	3	0	0
5	5	5	5	0
0	0	0	0	0
3	0	3	0	10
3	3	5	5	0
0	0	0	0	5
0	0	0	0	5
3	0	5	5	0
3	3	3	3	0
3	0	0	3	5
5	3	5	5	10

Notes:
Network - Population, employment and network assumptions from RTP round No. 3 for the 2020 No-Build. (Includes only those projects for which funding is already committed).
Standards for Unacceptable LOS
 In the 2 - hour PM peak (16:00 - 18:00)
 $V/c > = 1.05$ Regional Ctrs., Town Ctrs., LRT Station Areas, Main Sts., and selected segments of I - 5N, I - 405, I - 84, US 26W and OR 99E. $V/c > = 1.00$ on all other portions of the network.
 In the 1 - hour Mid-day (14:00 - 15:00)
 $V/c > = 1.00$ Regional Ctrs., Town Ctrs., LRT Station Areas, Main Sts., and selected segments of I - 5N, I - 405, I - 84, US 26W and OR 99E. $V/c > = .90$ on all other portions of the network.
 Data includes Truck In Passenger Car Equivalents
 * Corridor added to RTP list of Specific Corridor Studies and Areas of Special Concern

Definitions:
 CC - Central Cities
 Corridor - Includes approx. 1 mile wide area adjacent to Key Facility
 HH - Households
 IA - Industrial Areas
 Key Facility - Designated Corridors in Regional Transportation Plan (RTP) for study
 LOS - Level of Service
 LM - Lane Mile
 Mid-Day (1 Hour) LOS - 14:00 to 15:00 Hrs.
 PM Peak (2 Hour) LOS - 16:00 to 18:00 Hrs.
 RC - Regional Centers

Unaccept. Level of Service - see Notes
 VHD - Vehicle Hours of Delay
 VHT - Vehicle Miles Traveled
 SPIS - Safety Priority Incident Sites

High Score	10
Medium Score	5
Low Score	0

Points

Corridor Initiatives Project Evaluation Criterion by Corridor Scoring Summary



Corridor Initiatives Project

Corridor	Transit Criterion 15 Points			Truck Criterion 15 Points			Reliability & Safety Criterion 10 Points	
	Service Disparity 7 Points	Transit Serviceability 8 Points		Truck VMT Measure 5 Points	Truck VHD/LM Measure 5 Points	Truck VMT Measure 5 Points	Accident Measure 5 Points	SPIS Measure 5 Points
	PM 1-Hour Peak	2020 HH and Emp		PM Peak	PM Peak	PM Peak	Average Annual for 5 Years	
	1999 - 2020 VHT Difference 7 Points	Households HH/Acre 4 Points	Employment Emp/Acre 4 Points	Corridor Truck VMT 5 Points	Corridor VHD/Corridor LM (mins.) 5 Points	% Trucks VMT of Total Corridor VMT (Key Facility and Parallel Arterials) 5 Points	Average Total Accident Weighted Rate 5 Points	SPIS Ranking (Top 10%/MI.) 5 Points
1 North Willamette Crossing	0	0	0	0	0	5	3	0
2 I - 5 (North) Corridor	4	4	4	5	5	5	3	5
3 NE Portland Highway	0	0	2	3	5	3	5	3
4 I-205 (North) Corridor	7	2	2	5	0	3	0	0
5 Banfield (I-84) Corridor	7	4	4	5	3	3	0	3
6 I - 84 to US 26 Corridor	0	4	2	0	0	0	3	0
7 Powell/Foster Corridor	7	4	4	3	0	0	5	5
8 Sunrise Corridor	0	0	0	0	3	0	3	3
9 McLoughlin and Hwy 224	7	4	4	3	3	0	5	5
10 Highway 213 Corridor	0	0	0	0	5	0	3	3
11 I - 205 (South) Corridor	4	0	0	4	5	3	0	0
12 Macadam/Hwy 43 Corridor	4	2	0	3	3	0	5	3
13 I - 5 (South) Corridor	4	2	2	5	5	5	0	0
14 I - 5 to Hwy 99W Connector	0	0	0	3	5	3	3	0
15 Barbur Blvd / I - 5 Corridor*	7	2	2	5	3	5	3	5
16 Highway 217 Corridor	4	2	4	3	3	3	3	3
17 TV Highway Corridor	4	2	2	0	0	0	5	5
18 Sunset Highway Corridor	7	2	2	5	3	3	3	3
	"N"	"O"	"P"	"Q"	"R"	"S"	"T"	"U"

Notes:
Network - Population, employment and network assumptions for RTP round No.3 for the 2020 No-Build (includes only those projects for which funding is already committed)..

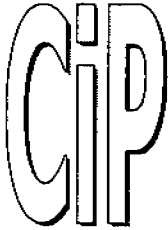
Standards for Unacceptable LOS
 In the 2 - hour PM peak (16:00 - 18:00)
 v/c >= 1.05 In Regional Ctrs., Town Ctrs., LRT Station Areas, Main Sts, and selected segments of I - 5 N, I - 405, I - 84, US 26W and OR 99E. v/c >= 1.00 on all other portions of the network.
 In the 1 - hour Mid-day (14:00 - 15:00)
 v/c >= 1.00 In Regional Ctrs., Town Ctrs., LRT Station Areas, Main Sts, and selected segments of I - 5 N, I - 405, I - 84, US 26W and OR 99E. v/c >= .90 on all other portions of the network.
 Data includes Truck in Passenger Car Equivalents

* Corridor added to RTP list of Specific Corridor Studies and Areas of Special Concern

Definitions:
 Corridor - Includes approx. 1 mile wide area adjacent to the Key Facility
 Key Facility - Designated Corridor in Regional Transportation Plan (RTP) for Study
 LOS - Level of Service
 LM - Lane Mile
 Mid-Day (1 Hour) LOS - 1400 to 1500 Hrs.
 PM Peak (2 Hour) LOS - 1600 to 1800 Hrs.

Unacceptable Level of Service - see Notes
 VHD - Vehicle Hours of Delay
 VMT - Vehicles Miles Traveled
 SPIS - Safety Priority Incident Sites

High Score 10
 Medium Score 5
 Low Score 0 Points



Corridor Initiatives Project

Corridor Initiatives Project Evaluation of all Criterion by Corridor Scoring Summary

Corridors

- 1 North Willamette Crossing
- 2 I - 5 (North) Corridor
- 3 NE Portland Highway
- 4 I-205 (North) Corridor
- 5 Banfield (I-84) Corridor
- 6 I - 84 to US 26 Corridor
- 7 Powell/Foster Corridor
- 8 Sunrise Corridor
- 9 McLoughlin and Hwy 224
- 10 Highway 213 Corridor
- 11 I - 205 (South) Corridor
- 12 Macadam/Hwy 43 Corridor
- 13 I - 5 (South) Corridor
- 14 I - 5 to Hwy 99W Connector
- 15 Barbur Blvd / I - 5 Corridor*
- 16 Highway 217 Corridor
- 17 TV Highway Corridor
- 18 Sunset Highway Corridor

Criterion						Total
Congestion	Land Use	Transit	Truck	Safety & Reliability	100 Points	
30 Points	30 Points	15 Points	15 Points	10 Points		
1.5	10	0	5	3	19.5	1
23	25	12	15	8	83	2
0	18	2	11	8	39	3
7	26	11	8	0	52	4
15.5	30	15	11	3	74.5	5
0	9	6	0	3	18	6
30	20	15	3	10	78	7
25	9	0	3	6	43	8
21	20	15	6	10	72	9
24.5	0	0	5	6	35.5	10
23	16	4	13	0	56	11
15	16	6	6	8	51	12
25	5	8	15	0	53	13
9	5	0	11	3	28	14
24	13	11	13	8	69	15
12	12	10	9	6	49	16
19	11	8	0	10	48	17
18	28	11	11	6	74	18

* Corridor added to RTP list of Specific Corridor Studies and Areas of Special Concern

High Score	10	Points
Medium Score	5	
Low Score	0	

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Corridor Initiative Findings

Technical Evaluation Summary

Purpose

In conjunction with jurisdictional and community interest, the technical evaluation will help prioritize corridor planning studies described in the Regional Transportation Plan for long-term transit, highway, pedestrian and bicycle improvements.

Criterion Description

Support of Key Land Uses

Measures access to, and growth in, key land uses called out in the 2040 plan (regional centers, downtowns and industrial areas).

Congestion

Measures ability to get around in the region.

Support of 2040 Transit Goals

Assessment of future transit needs and deficiencies in each corridor.

Support of 2040 Freight Goals

Measures the importance of the corridor to freight movement.

Safety and Reliability

Identified areas with more significant safety problems based on a 5-year accident history.

Corridors Proposed for study

	Land Use	Congestion	Transit	Freight	Reliability
First Tier					
I-5 (North) Corridor	■	■	■	■	■
Banfield (I-84) Corridor	■	■	■	■	□
Powell/Foster Corridor	■	■	■	□	■
McLoughlin and Hwy. 224 Corridor	■	■	■	■	■
Barbur Blvd./I-5 Corridor	■	■	■	■	■
Sunset Highway Corridor	■	■	■	■	■
Second Tier					
I-205 (North) Corridor	■	□	■	■	□
Sunrise Corridor	□	■	□	□	■
I-205 (South) Corridor	■	■	□	■	□
Macadam/Highway 43 Corridor	■	■	■	■	■
I-5 (South) Corridor	□	■	■	■	□
Highway 217 Corridor	■	■	■	■	■
TV Highway Corridor	■	■	■	□	■
Third Tier					
North Willamette Crossing Corridor	■	□	□	□	□
NE Portland Highway Corridor	■	□	□	■	■
I-84 to US 26 Connector Corridor	□	□	■	□	□
Highway 213 Corridor	□	■	□	□	■
I-5 to Highway 99W Connector Corridor	□	□	□	■	□

■ High scoring ■ Medium scoring □ Low scoring

Jurisdictional Interest

High

Low

High

High

Medium

High

Medium

Medium

High

Medium

Low

High

Medium

Low

Medium

Medium

Medium

High