



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: April 27, 1981
To: Banfield Light-Rail Corridor File
From: Bob Hart *BT*
Regarding: Banfield Light-Rail Corridor, Existing
Highway Volumes and 1995 Projection

This is an informational memorandum to supply background and data available from the Banfield Light-Rail Corridor Traffic Projection study that was done for Steve Burdick.

Data Sources

The following information was needed as input to carry out the assignment:

- a) Existing PM peak-hour ground counts;
- b) 1977 PM peak-hour computer assignment; and
- c) 1995 PM peak-hour computer assignment.

Sources used for gathering the existing ground counts are:

- a) City of Portland, Traffic Engineering Department;
- b) Multnomah County, Traffic Engineering Department; and
- c) Oregon Department of Transportation (Dave Kline).

For the 1977 assignment, the following unloaded HR and vehicle trip tables were used:

HR = HRHV.BP.Y77Z265.ADEXAS.UNLD
Trip Table = TTHV.NM.Y77Z265.ADCLIB.PKAP.T1.AIR

For the 1995 assignment, the following loaded HR was used:

HRHV.NM.Y95Z265.PMWSB3.T7LOAD

Methodology

The pivot point analysis technique was used to develop adjusted 1995 highway volumes. This consists of posting the following information on a 265-zone detailed node link map.

- a) PM peak-hour existing counts;
- b) 1977 PM peak-hour computer assignment; and
- c) 1995 PM peak-hour computer assignment.

Numbers were posted within approximately three-fourths mile on both sides of the Banfield Light-Rail Corridor.

After this is completed, the delta between the existing ground count and the 1977 computer assignment is calculated. The delta is then applied to the 1995 computer assignment to determine the 1995 PM peak-hour projected highway volumes.

Overview of Results

As would be expected, the 1995 highway volumes were generally higher than the existing ground counts. There were exceptions to this but they were to be expected because of the following reasons:

- a) The effects of the Banfield Light-Rail Project;
- b) On SE 82nd, SE 102nd, and 122nd, future volumes are lower than the existing ground counts. This is explained by the inclusion of the new I-205 section in the future highway network;
- c) On the inner Eastside, there are spot locations where the 1995 volumes are lower than existing ones. They are located on north-south running streets and are near the light-rail stations. This part of the Eastside is bound to be the most positively affected by the Banfield project. Its streets are already near capacity and, in future years, it offers greatly improved transit service with little or no future population or employment growth; and
- d) One other factor to keep in mind during analysis is the much greater population and employment growth on the outer Eastside.

BH:lmk