METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

Attachments A - G

September 2020

Metro Highway Jurisdictional Transfer Framework Attachments A-G

Table of Contents

Attachment A Inventory of Non-Interstate Highways

Attachment B Policy Framework

Attachment C Corridor Segment Selection Methodology and Evaluation Results

Attachment D Equity Considerations

Attachment E Needs and Deficiencies Assessment

Attachment F Cost Estimating Methodology

Attachment G Roadway Classification Change Recommendations

ATTACHMENT A - Inventory of Non-Interstate Highways

Metro

Oregon Department of Transportation

HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

INVENTORY OF NON-INTERSTATE HIGHWAYS

FEBRUARY 2020

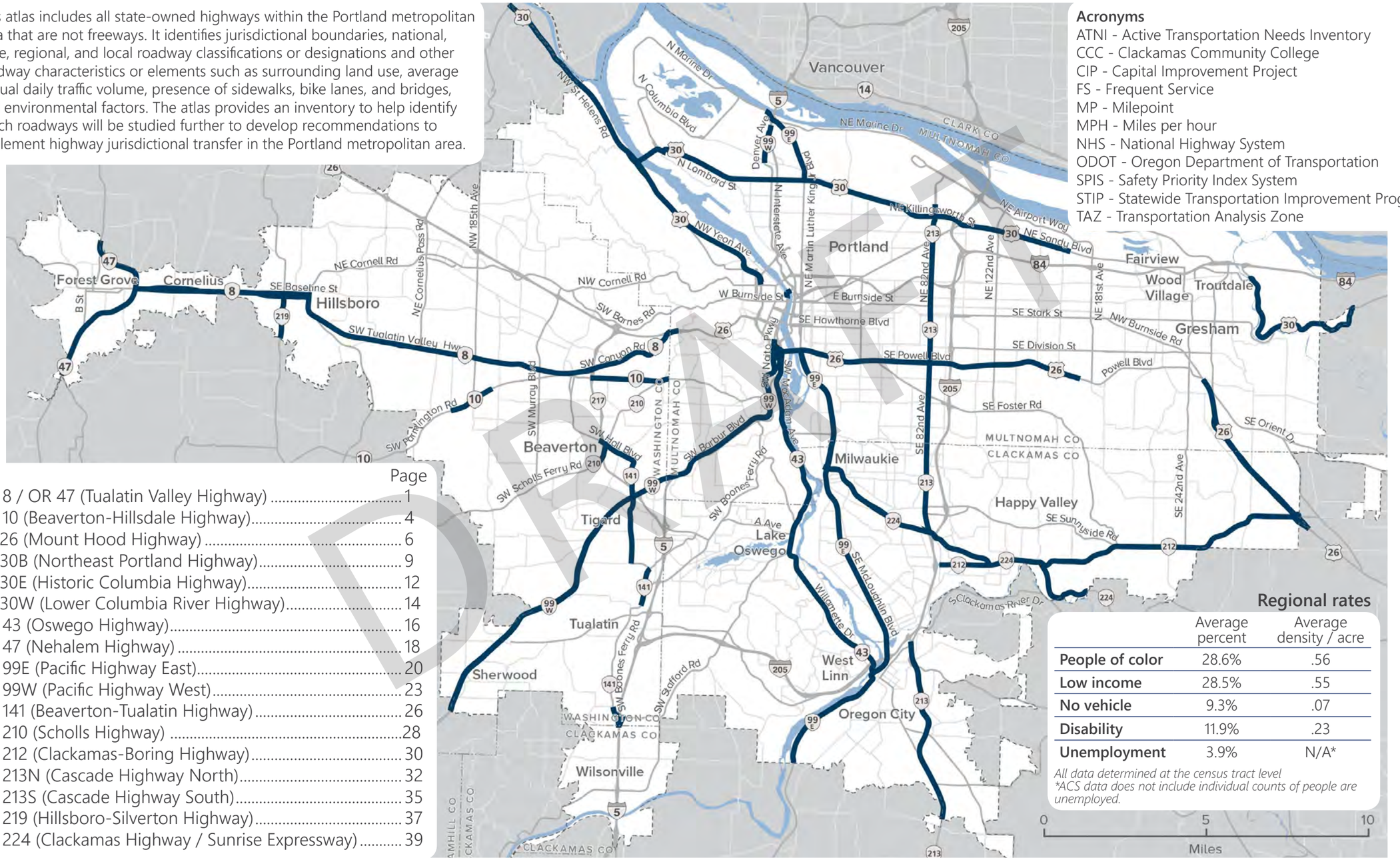
DRAFT

ATLAS INDEX

This atlas includes all state-owned highways within the Portland metropolitan area that are not freeways. It identifies jurisdictional boundaries, national, state, regional, and local roadway classifications or designations and other roadway characteristics or elements such as surrounding land use, average annual daily traffic volume, presence of sidewalks, bike lanes, and bridges, and environmental factors. The atlas provides an inventory to help identify which roadways will be studied further to develop recommendations to implement highway jurisdictional transfer in the Portland metropolitan area.

Acronyms

ATNI - Active Transportation Needs Inventory
CCC - Clackamas Community College
CIP - Capital Improvement Project
FS - Frequent Service
MP - Milepoint
MPH - Miles per hour
NHS - National Highway System
ODOT - Oregon Department of Transportation
SPIS - Safety Priority Index System
STIP - Statewide Transportation Improvement Program
TAZ - Transportation Analysis Zone



	Page
OR 8 / OR 47 (Tualatin Valley Highway)	1
OR 10 (Beaverton-Hillsdale Highway)	4
US 26 (Mount Hood Highway)	6
US 30B (Northeast Portland Highway)	9
US 30E (Historic Columbia Highway)	12
US 30W (Lower Columbia River Highway)	14
OR 43 (Oswego Highway)	16
OR 47 (Nehalem Highway)	18
OR 99E (Pacific Highway East)	20
OR 99W (Pacific Highway West)	23
OR 141 (Beaverton-Tualatin Highway)	26
OR 210 (Scholls Highway)	28
OR 212 (Clackamas-Boring Highway)	30
OR 213N (Cascade Highway North)	32
OR 213S (Cascade Highway South)	35
OR 219 (Hillsboro-Silverton Highway)	37
OR 224 (Clackamas Highway / Sunrise Expressway)	39

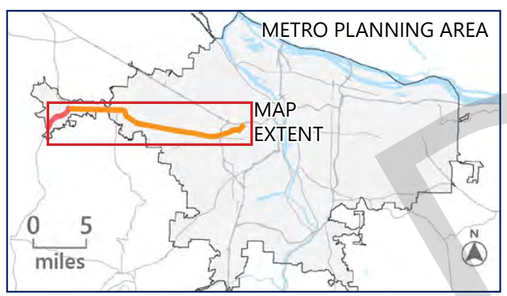
DRAFT

TUALATIN VALLEY HIGHWAY (OR 8 / OR 47)

1

CORRIDOR INFORMATION

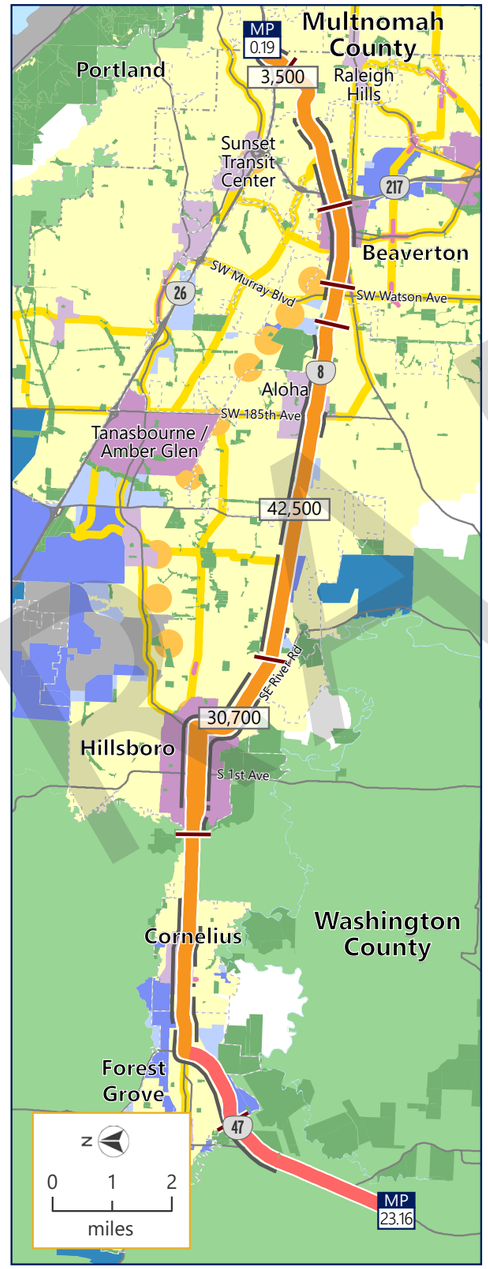
Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: Statewide Highway, Regional Highway, District Highway Metro: Throughway, Major Arterial, 2040 Corridor Local: Arterial (Washington County, Multnomah County, Hillsboro, Forest Grove, Beaverton), Principal Arterial (Beaverton, Cornelius), Regional Trafficway (Portland)
Highway length	22.5miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 46, 47, 48, 57 (FS), 58, 61, 76 and 78
Freight routes	Elm St to OR 217 (Metro), Reduction Review Route
Crash history (2013-2018)	106 pedestrian-involved, 51 cyclist-involved, 4,186 vehicle
Number of lanes	4-6
Speed limit	30-45 mph
Population	69,302 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	44,069 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



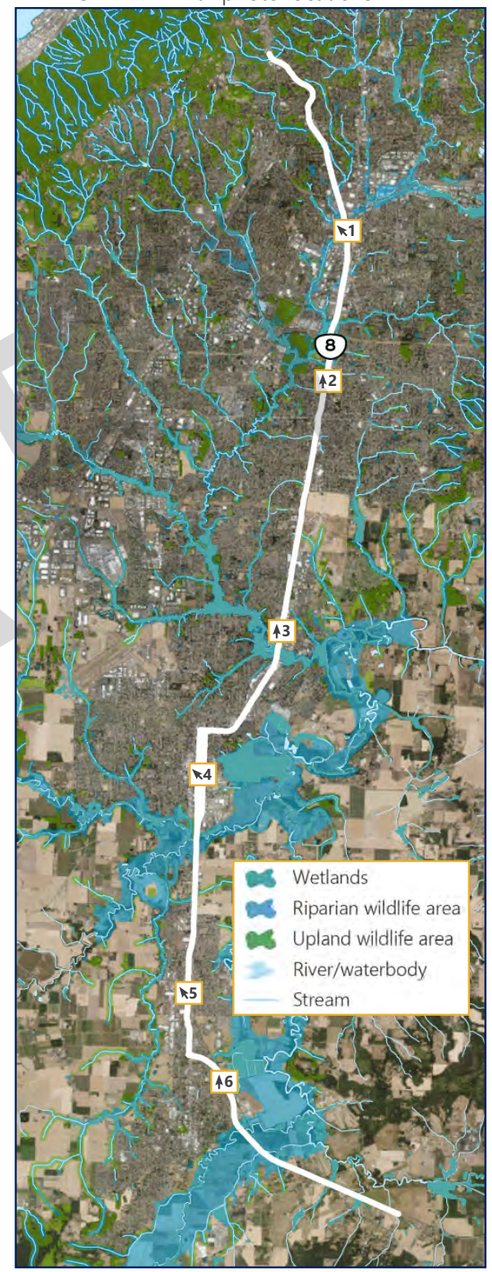
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS

TUALATIN VALLEY HIGHWAY (OR 8 / OR 47)

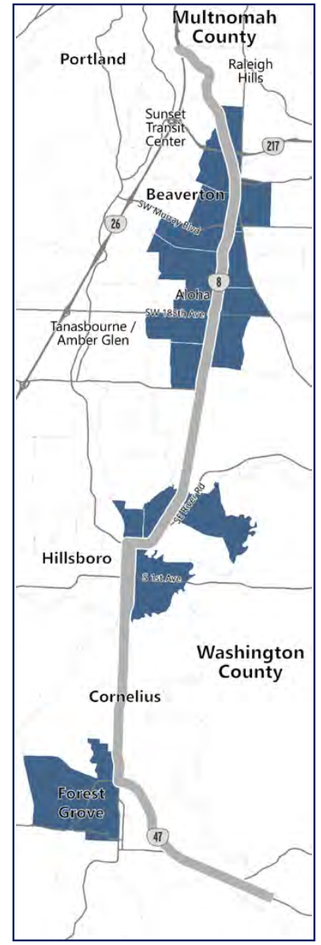
CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 510 ODOT SPIS sites	
Pavement condition	**Poor:**	**Good:**
	MP 0.23 - 2.9	MP 11.28 - 12.53
	MP 3.18 - 4.02	MP 15.22 - 15.36
	MP 4.02 - 5.6	MP 15.53 - 15.72
	MP 5.6 - 8.32	MP 15.9 - 17.46
	MP 8.32-11.28	MP 19.96 - 25.73
	Fair:	**Very Good:**
	MP 2.81 - 3.18	MP 12.41 - 13.5
	MP 14.28 - 17.88	MP 17.88 - 19.96
Bridges and bridge ratings (0-100)	MP 2.8: 0	MP 10.55: 85
	MP 3.28: 80	MP 14.31: 62.3
	MP 4.22: 81.6	MP 19.43: 72.1
	MP 4.97: 85	MP 19.54: 63.3
	MP 5.13: 85	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 15.7 miles • Sidewalk substandard: 12.2 miles • Sidewalk meets standard: 8 miles • Bicycle gaps: 7.3 miles • Bicycle substandard: 14.4 miles • Bicycle meets standard: 8.3 mile • Number of crossings: 48	
Transit frequency	TriMet Line 57: 86% on time	

Corridor information table continues on next page.

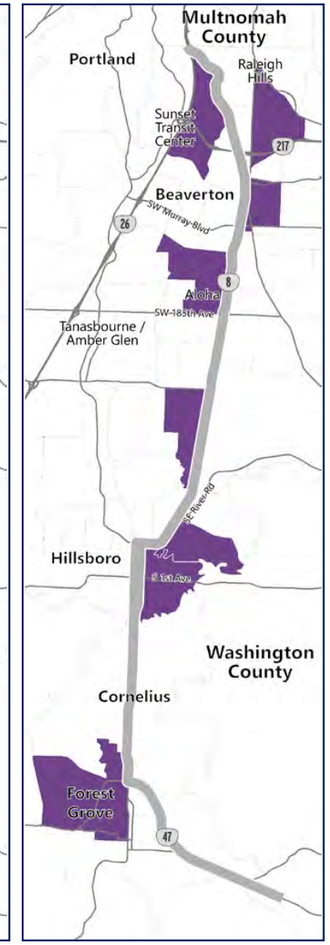
PEOPLE OF COLOR

LOW INCOME

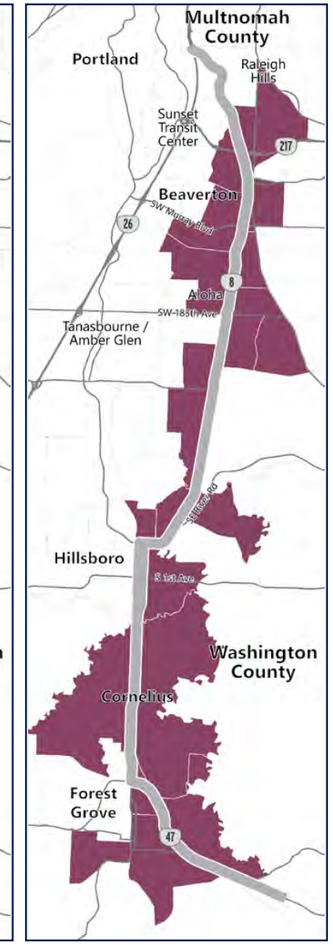


NO VEHICLE HOUSEHOLDS

PEOPLE WITH DISABILITIES



UNEMPLOYMENT



Above regional rates for people of color
At or below regional rates

Above regional rates for low income
At or below regional rates

Above regional rates for no vehicle households
At or below regional rates

Above regional rates for people with disabilities
At or below regional rates

Above regional rates for unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as being above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is above the regional rate as determined by the U.S. Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 1 2
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

TUALATIN VALLEY HIGHWAY (OR 8 / OR 47) 3

CORRIDOR INFORMATION

Capital projects

ODOT STIP 2018-2021

- OR8 at River Rd & OR222 at Lake Rd (20451)
- Region 1 bike ped crossings (20479)
- OR211/OR224/OR26/OR8 curb ramps (21488)
- OR8 SW Adams Ave - SE 10th Ave and SE baseline St - SE Maple St (18004)
- OR8 SW Hocken Ave - SW Short St (18758)
- OR8 at OR219 and SE 44th - SE 45th Ave, Hillsboro (18791)
- OR8 SW 192nd Ave, Aloha - SW 160th Ave, Beaverton (18839)
- OR8 corridor safety & access to transit II (20328)

ODOT STIP 2021-2024

- Region 1 bike ped crossings (20479)
- OR8 SW Hocken Ave - SW Short St (18758)
- OR8 SW Watson Ave - SW 110th Ave, Beaverton (18794)
- OR8 corridor safety & access to transit II (20328)
- OR8 at River Rd (20451)
- OR8 at 174th Ave, Armco Ave, Main St and A&B Row (21608)
- Washington County safety, bike and pedestrian improvements (21615)
- OR8 SE Brookwood Ave - OR217 (21617)

City CIPs

- Beaverton - 209th Avenue (Alexander to Kinnaman)
- Beaverton - 192nd Avenue (FY 2020-22 Pedestrian Improvement)
- Beaverton - Century Boulevard/TV Highway Intersection
- Beaverton - Hocken Ave (RR - TV Hwy) Widening (3408)
- Beaverton - Canyon Rd (Hocken Ave-Short St) Improvements, MTIP (3519A)
- Forest Grove - TV Hwy & Quince (ST.012)
- Hillsboro - Cornelius Pass Road

BEAVERTON-HILLSDALE / FARMINGTON HIGHWAY (OR 10)

4

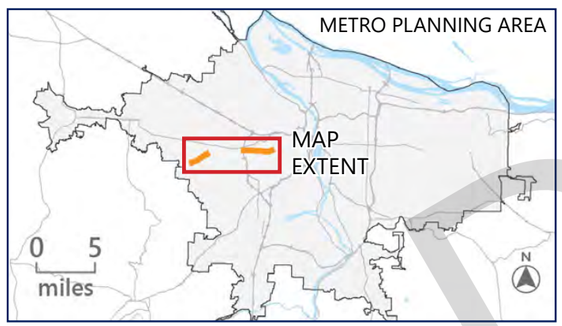
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: District Highway Metro: Major Arterial, 2040 Corridor Local: Arterial (Washington County, Beaverton)
Highway length	4.5 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 52, 54 (FS), 55, 56 (FS), 61, 88 and 92
Freight routes	SW 198th Ave to SW Division St (Metro)
Crash history (2013-2018)	1 pedestrian-involved, 19 cyclist-involved, 998 vehicle
Number of lanes	2-4
Speed limit	30-40 mph
Population	36,379 people

2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.

Employment	19,882 jobs

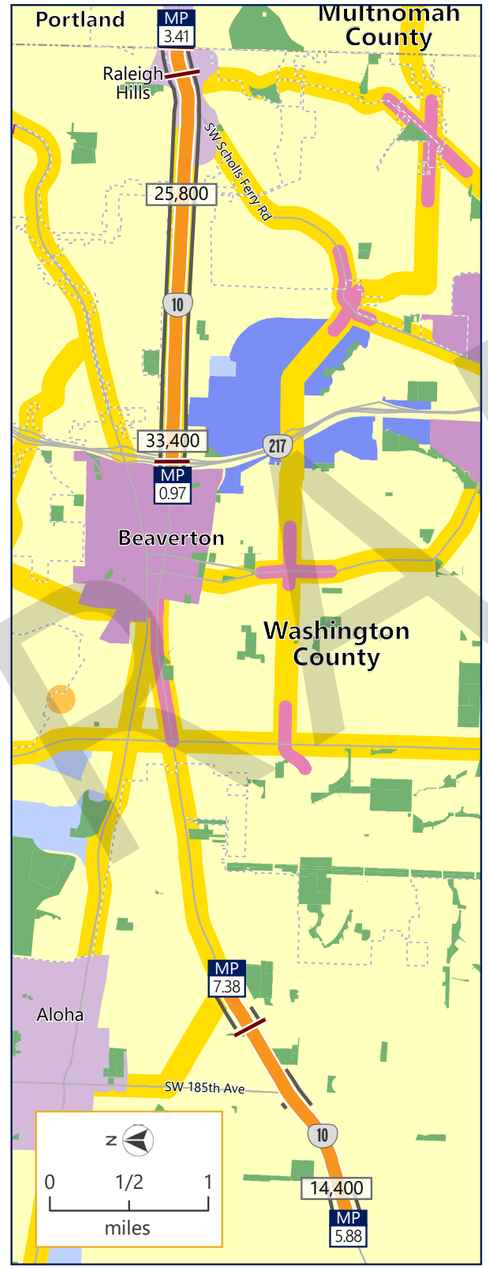
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.



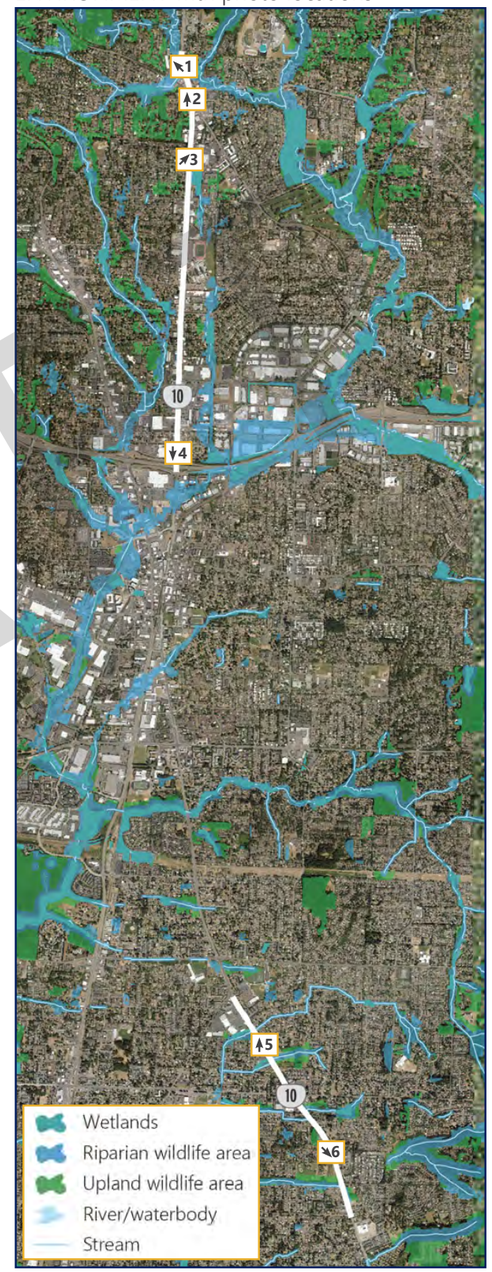
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

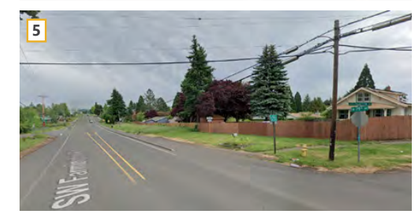
REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS



BEAVERTON-HILLSDALE / FARMINGTON HIGHWAY (OR 10)

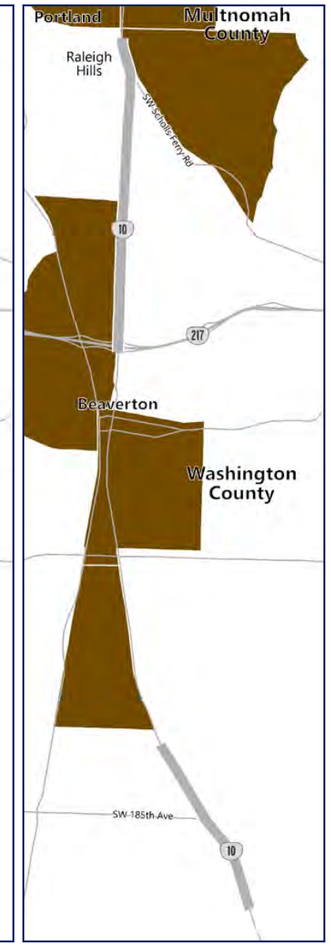
CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 95 ODOT SPIS sites	
Pavement condition	**Poor:** MP 0.97 - 3.41 **Fair:** MP 5.88 - 7.38	**Very Good:** MP 1.42 - 6.73
Bridges and bridge rating (0-100)	MP 3.28: 85 MP 3.31: 85 MP 7.14: 97.1	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 1.3 miles • Sidewalk substandard: 2.8 miles • Sidewalk meets standard: 1.6 miles • Bicycle gaps: 3.8 miles • Bicycle substandard: 0.7 miles • Bicycle meets standard: 0 miles • Number of crossings: 2	
Transit frequency	No current frequent service lines. Planned: TriMet Lines 52, 54, and 88	
Capital projects	**City CIPs** ▪ Beaverton - Rosa Road (FY 2018-2020 URMD Pedestrian Safety) ▪ Beaverton - 179th Avenue (FY 2018-2020 URMD Pedestrian Project) ▪ SW Portland - SW Capitol Highway - Huber to Kerr Parkway Complete Streets Project ▪ SW Portland - SW Capitol Highway: Multnomah to Texas	

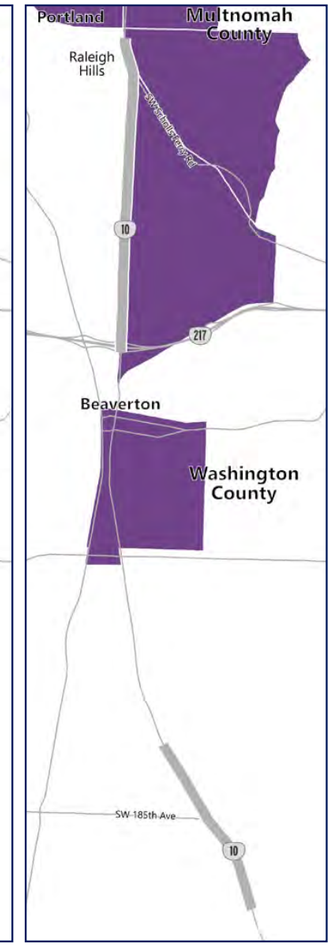
PEOPLE OF COLOR

LOW INCOME

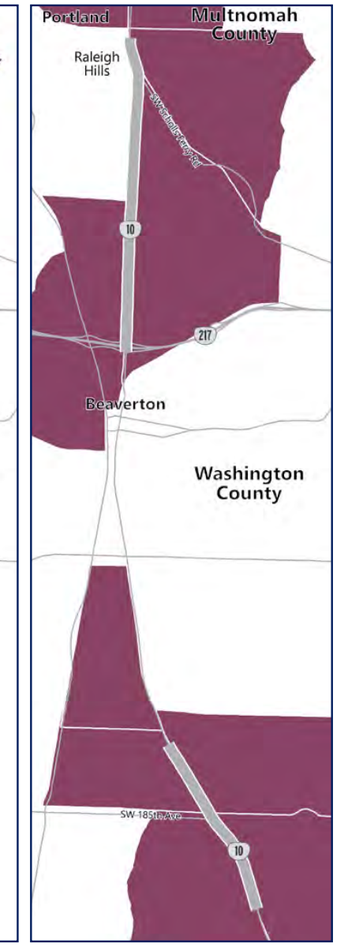
NO VEHICLE HOUSEHOLDS



PEOPLE WITH DISABILITIES



UNEMPLOYMENT



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

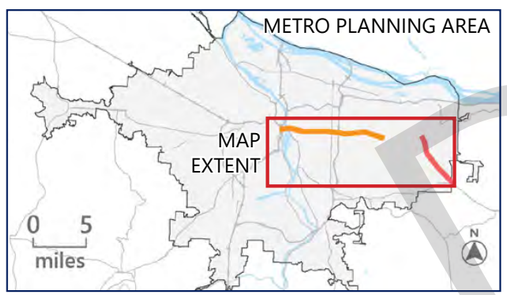
N
0 ½ 1
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

MOUNT HOOD HIGHWAY (US 26)

CORRIDOR INFORMATION

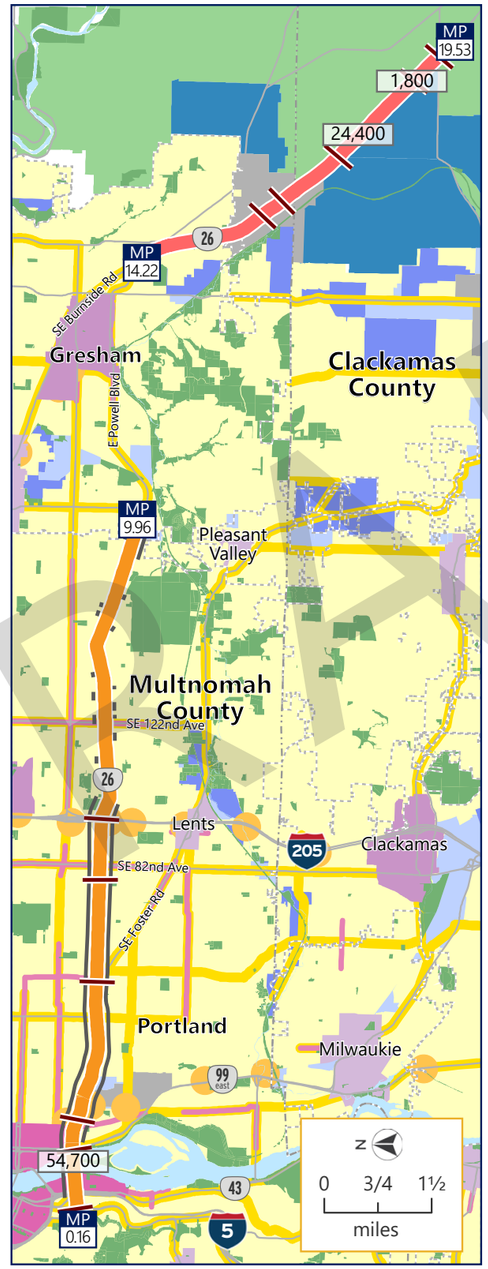
Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: Statewide Highway, District Highway, Seismic Lifeline Route, Safety Corridor, Expressway Metro: Throughway, Major Arterial, 2040 Corridor Local: Interstate/Expressway (Multnomah County), Arterial (Multnomah County and Gresham), Principal Arterial (Clackamas County), Major City Traffic Street (Portland)
Highway length	21.4 miles
Bike network	Bike lanes; wide shoulders (partial)
Transit	TriMet routes 9 (FS), 19, 36, 66, 74 (FS) and 99
Freight routes	Entire corridor (Metro, ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	69 pedestrian-involved, 42 cyclist-involved, 3,394 vehicle
Number of lanes	2-4
Speed limit	35-45 mph
Population	74,559 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	157,490 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



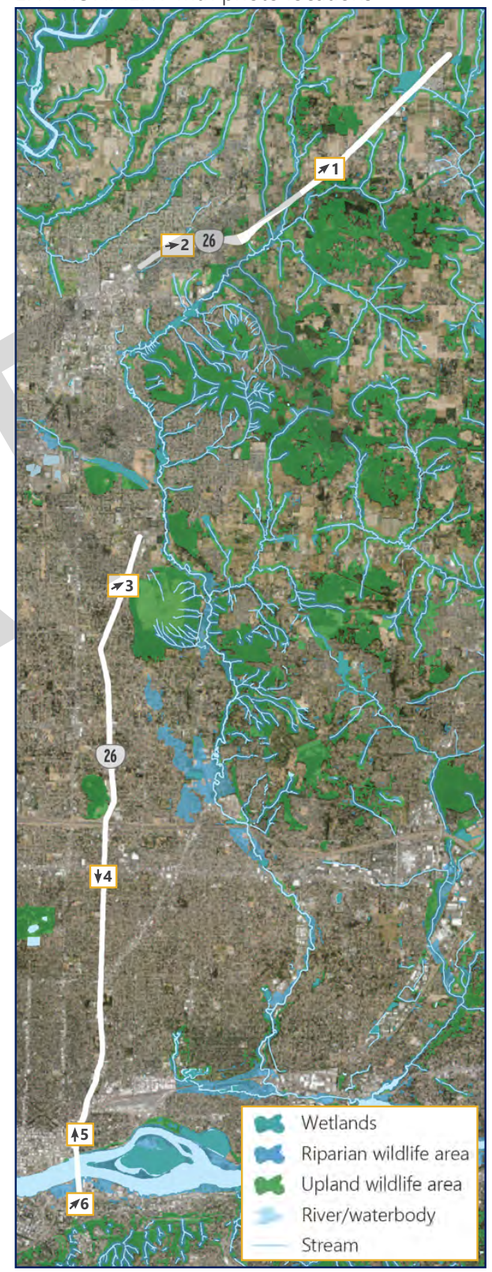
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

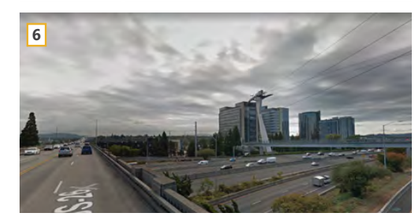
REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS



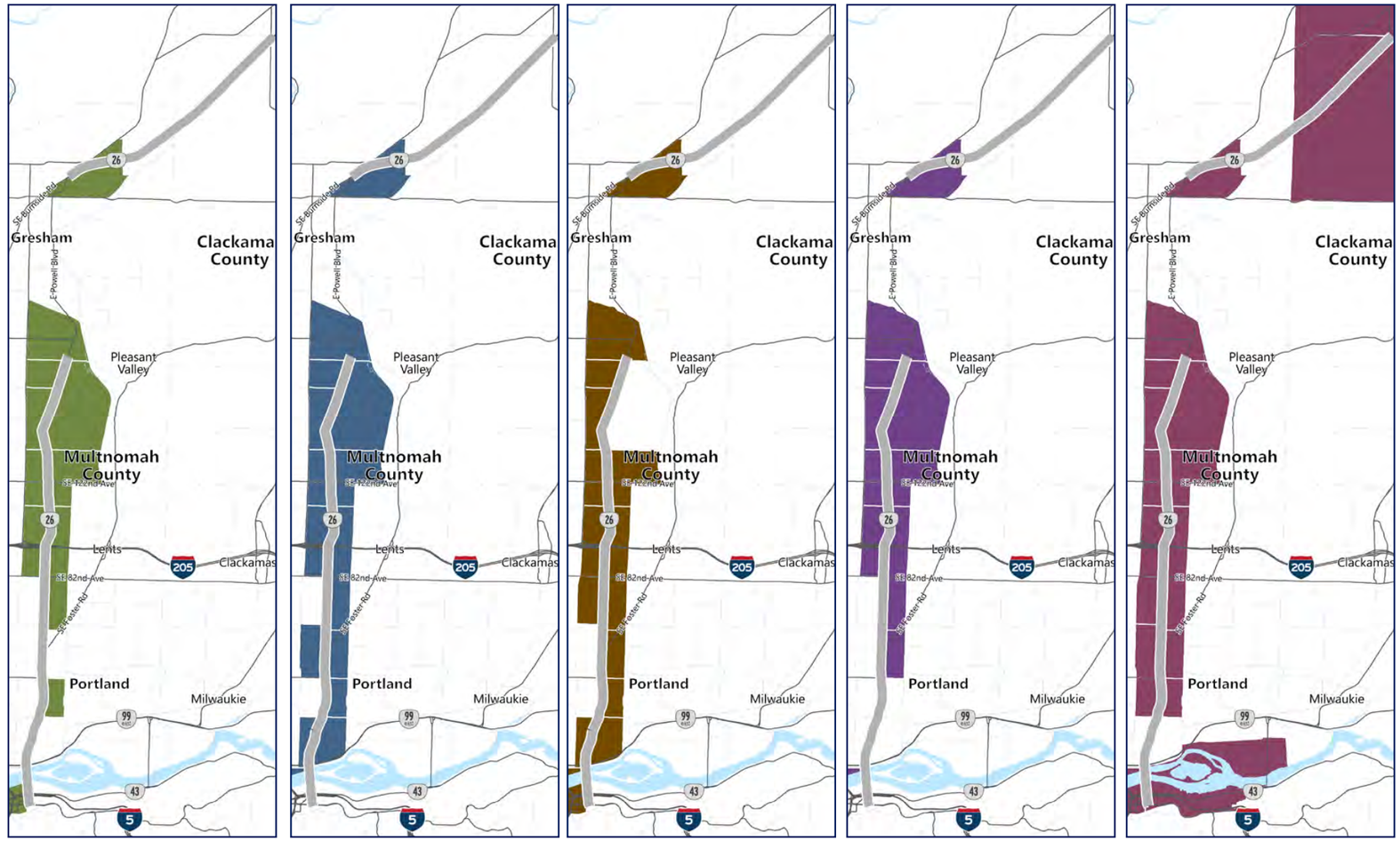
MOUNT HOOD HIGHWAY (US 26)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 496 ODOT SPIS sites	
Pavement condition	**Poor:** MP -0.1 - 0.3 MP 0 - 0.76 MP 1.24 - 1.67 **Fair:** MP 1.24 - 1.67 MP 1.02 - 3.46	**Good:** MP 0 - 0.31 MP 0.3 - 1.02 MP 3.46 - 5.87 MP 5.97 - 9.96 MP 14.22 - 19.96
Bridges and bridge rating (0-100)	MP 0.1: 26.9 MP 0.13: 68.8 MP 0.99: 76.4 MP 1.01: 56.6	MP 16.19: 82.9 MP 16.53: 82.9 MP 19.05: 77.5
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 10.4 miles • Sidewalk substandard: 4.3 miles • Sidewalk meets standard: 6.4 miles • Bicycle gaps: 6.5 miles • Bicycle substandard: 10.6 miles • Bicycle meets standard: 0 miles • Number of crossings: 57	
Transit frequency	TriMet Line 9: 88% on time	

Corridor information table continues on next page.

PEOPLE OF COLOR | LOW INCOME | NO VEHICLE HOUSEHOLDS | PEOPLE WITH DISABILITIES | UNEMPLOYMENT



Above regional rates for People of Color | Above regional rates for Low Income | Above regional rates for No Vehicle Households | Above regional rates for People with Disasbilities | Above regional rates for Unemployment

At or below regional rates | At or below regional rates | At or below regional rates | At or below regional rates | At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 ¾ 1½
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

MOUNT HOOD HIGHWAY (US 26) 8

CORRIDOR INFORMATION

Capital projects

ODOT STIP 2018 – 2021

- US26: Ten Eyck Rd/Wolf Fr – Vista Loop, Sandy (18823)
- US26: Weber – E Cherryville (20210)
- US26 (Powel Blvd): SE 122nd Ave – SE 136th Ave (19690)
- US26 (Powell Blvd): SE 99th Ave – East City Limits (21178)
- US26/OR213 Curb Ramps (21255)
- US26: Little Humbug Creek Bridge (21224)
- US26: Meadow Lakes Dr – Combs Flat Rd, Prineville (20268)

ODOT STIP 2021 – 2024

- US26 (Powell Blvd): SE 99th Ave – East City Limits (21178)
- US26/OR213 Curb Ramps (21255)
- US26: SE 8th Ave – SE 87th Ave (21614)
- US26: Meadow Lakes Dr – Combs Flat Rd, Prineville (20268)

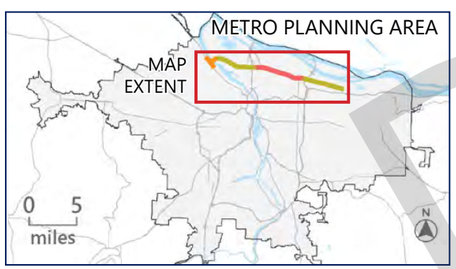
City CIPs

- Boring - SE 282nd Avenue: SE Orient Drive to County Line
- Gresham - SE 267th Avenue: City of Gresham Boundary to End of Road
- Gresham - SE Anderson State Road: SE 267th Avenue (S) to SE 267th Avenue (N)
- Gresham - Jenne Rd to 174th Ave Overlay: 190 ft. south of SE Naegeli Drive to SE Circle Avenue
- Gresham - Palmquist/Hwy 26 (527700)
- SE Portland - East Portland Active Transportation to Transit Project

NORTHEAST PORTLAND HIGHWAY (US 30B)

CORRIDOR INFORMATION

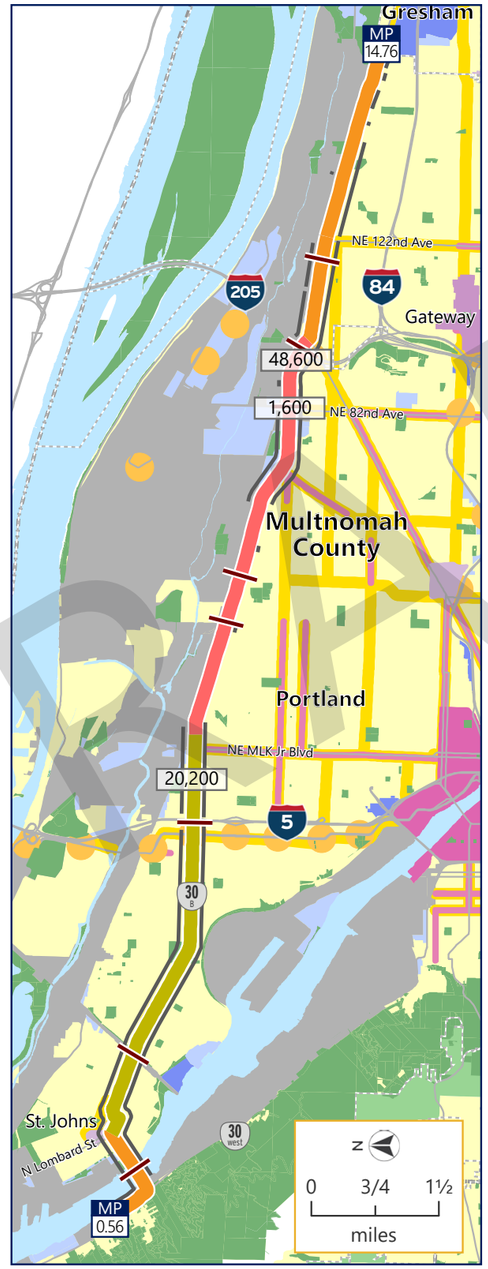
Roadway classification	Federal: Urban Other Principal Arterial, Urban Minor Arterial (NHS) State: Statewide Highway, District Highway Metro: Throughway, Major Arterial, Minor Arterial, 2040 Corridor Local: Arterial (Gresham), District Collector Street (Portland), Major City Traffic Street (Portland), Regional Trafficway (Portland)
Highway length	16.3 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 4 (FS), 16, 21, 72 (FS), 75 (FS)
Freight routes	NW St Helens Rd to N Ivanhoe St and NE MLK Jr Blvd to NE 165th Ave (Metro); NW St Helens Rd to I-5 (ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	54 pedestrian-involved, 46 cyclist-involved, 2,185 vehicle
Number of lanes	2-6
Speed limit	25-40 mph
Population	51,295 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	31,380 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



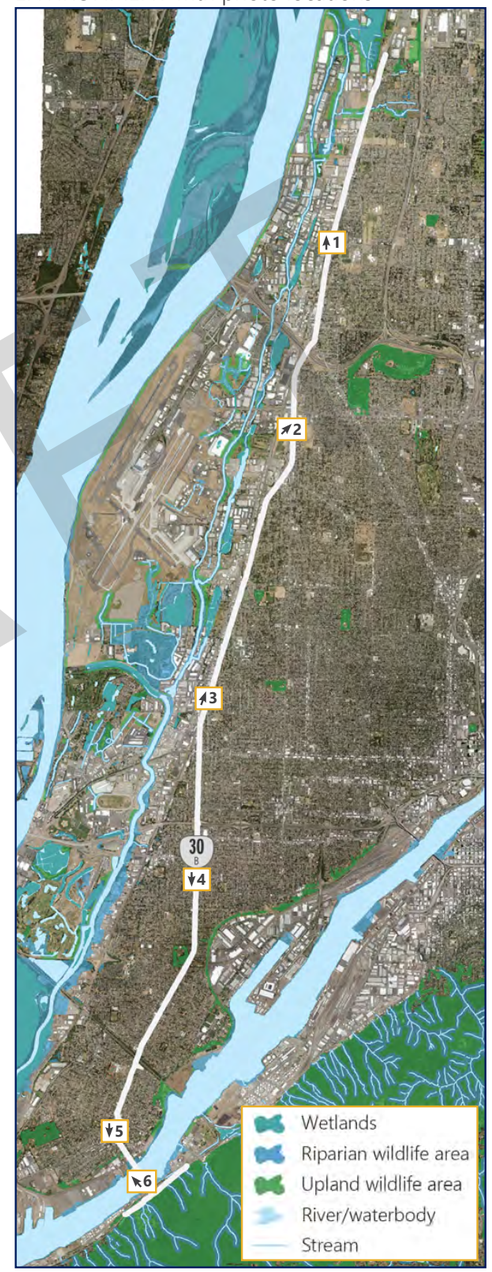
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

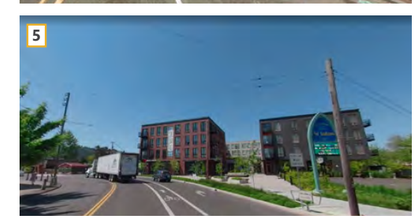
REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS



DRAFT

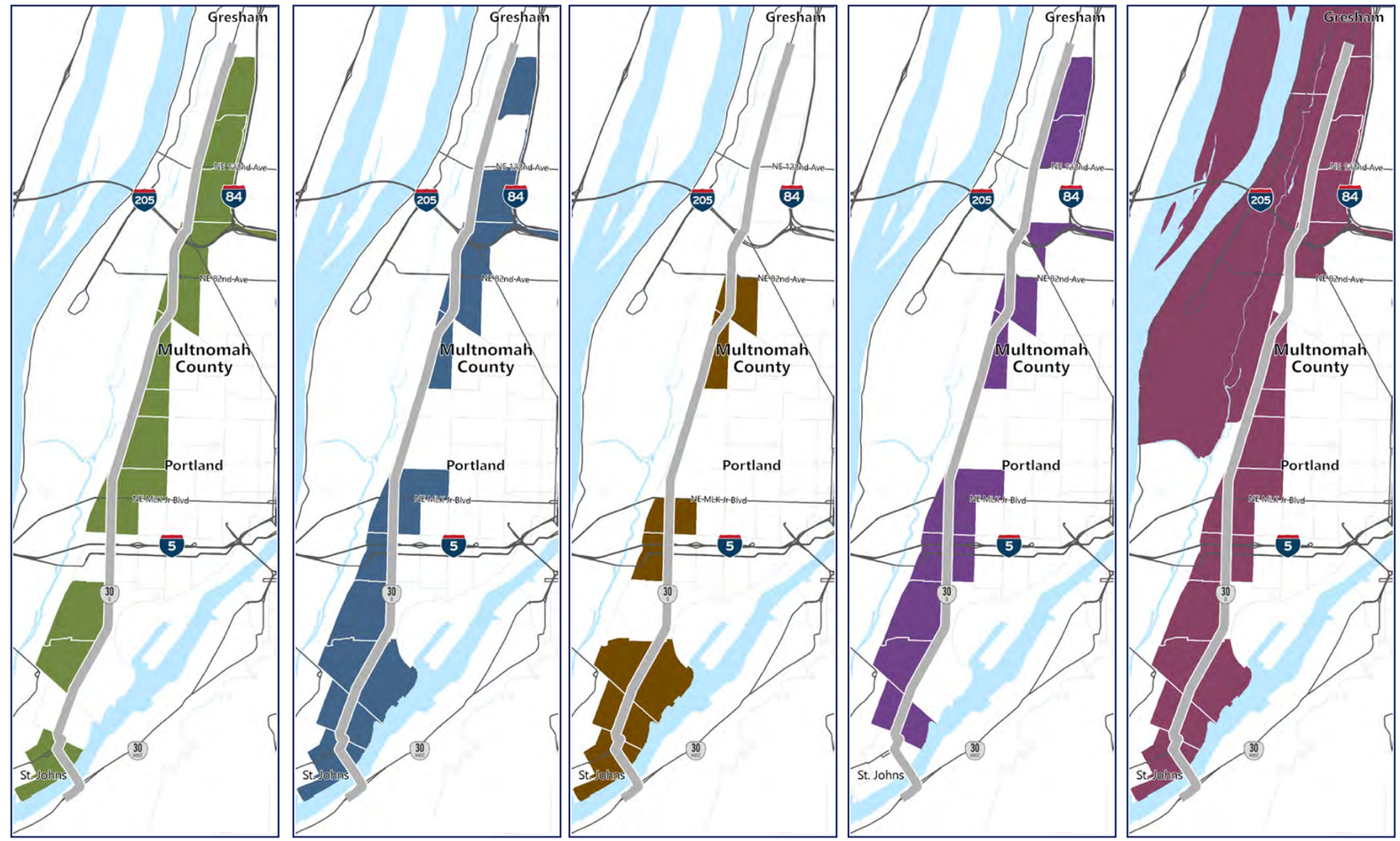
NORTHEAST PORTLAND HIGHWAY (US 30B)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 226 ODOT SPIS sites	
Pavement condition	**Poor:** MP 0 - 0.42 MP 0 - 0.57 MP 1.25 - 1.31 MP 1.31 - 1.73 MP 1.73 - 3.66 MP 3.66 - 5.38 MP 6.15 - 9.2 **Fair:** MP 11.25 - 12.43 MP 13.54 - 14.76	**Good:** MP 0.57 - 1.25 MP 5.38 - 6.15 MP 9.2 - 10.88 MP 10.88 - 11.25 **Very Good:** MP 12.43 - 13.54
Bridges and Bridge Rating (0-100)	MP 0.27: 57.5 MP 0.91: 65 MP 2.4: 48.4 MP 5.33: 71.2	MP 10.41: 80.9 MP 11.12: 87.8 MP 12.43: 78.5
Pedestrian and bicycle network completion	▪ Listed as a Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 5.5 miles • Sidewalk substandard: 3.3 miles • Sidewalk meets standard: 1.6 miles • Bicycle gaps: 7.4 miles • Bicycle substandard: 4.5 miles • Bicycle meets standard: 6.7 miles • Number of crossings: 9	
Transit frequency	TriMet Lines: ▪ 4: 89% on time ▪ 57: 86% on time ▪ 72: 87% on time	

Corridor information table continues on next page.

PEOPLE OF COLOR | LOW INCOME | NO VEHICLE HOUSEHOLDS | PEOPLE WITH DISABILITIES | UNEMPLOYMENT



Above regional rates for People of Color | Above regional rates for Low Income | Above regional rates for No Vehicle Households | Above regional rates for People with Disasbilities | Above regional rates for Unemployment

At or below regional rates | At or below regional rates | At or below regional rates | At or below regional rates | At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 ¾ 1½
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

NORTHEAST PORTLAND HIGHWAY (US 30B) 11

CORRIDOR INFORMATION

Capital projects

ODOT STIP 2018 - 2021

- Portland Metropolitan: Bridge screening and rail retrofit (19918)
- I-405 Fremont bridge to US26 WB connection bridge, Portland (19533)
- US30BY (Lombard) N Fiske Ave - N Boston Ave (20413)
- US30BY (Lombard) at Fenwick (20415)
- US30 Troutdale (Sandy River) Bridge (20703)
- US30 at Bridge Ave ramps (20522)

ODOT STIP 2021 - 2024

- US30 Sandy River - OR35 (21613)
- US30 NW Saltzman Rd - NW Bridge Ave (20208)
- US30 at Bridge Ave ramps (20522)
- OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave (21616)
- US30 Bridge over private driveway, Portland (21704)
- US30 Bridal Veil Falls Bridge (21706)
- US30B St Johns (Willamette River) Bridge (21707)
- US30 Troutdale (Sandy River) Bridge (21710)
- US30 Watson Rd - NW Hoge Ave (21779)

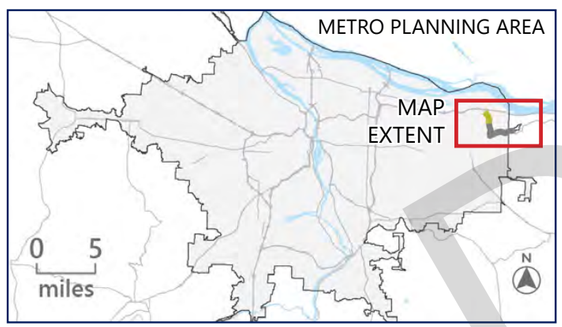
City CIPs

- N Portland - N Denver: Lombard to Watts
- N Portland - St. Johns Truck Strategy - Phase II

HISTORIC COLUMBIA HIGHWAY (US 30E)

CORRIDOR INFORMATION

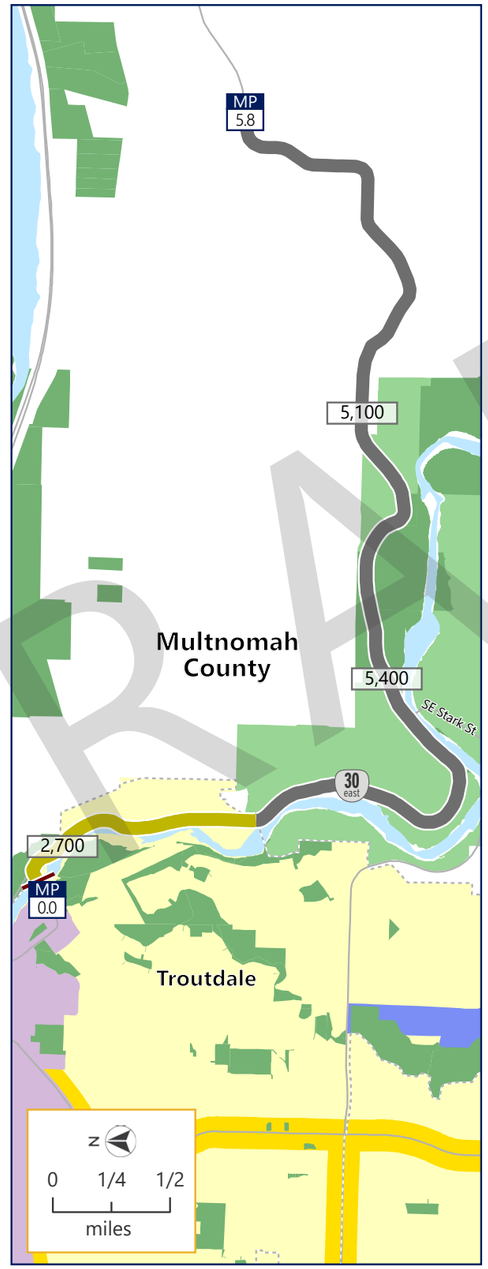
Roadway classification	Federal: Urban Collector State: District Highway Metro: Minor Arterial, Arterial Outside of UGB Local: Arterial (Troutdale, Multnomah County), Collector (Troutdale, Multnomah County)
Highway length	4.2 miles
Bike network	None
Transit	None
Freight routes	None
Crash history (2013-2018)	0 pedestrian-involved, 1 cyclist-involved, 52 vehicle
Number of lanes	2
Speed limit	35 mph
Population	6,588 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	1,660 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

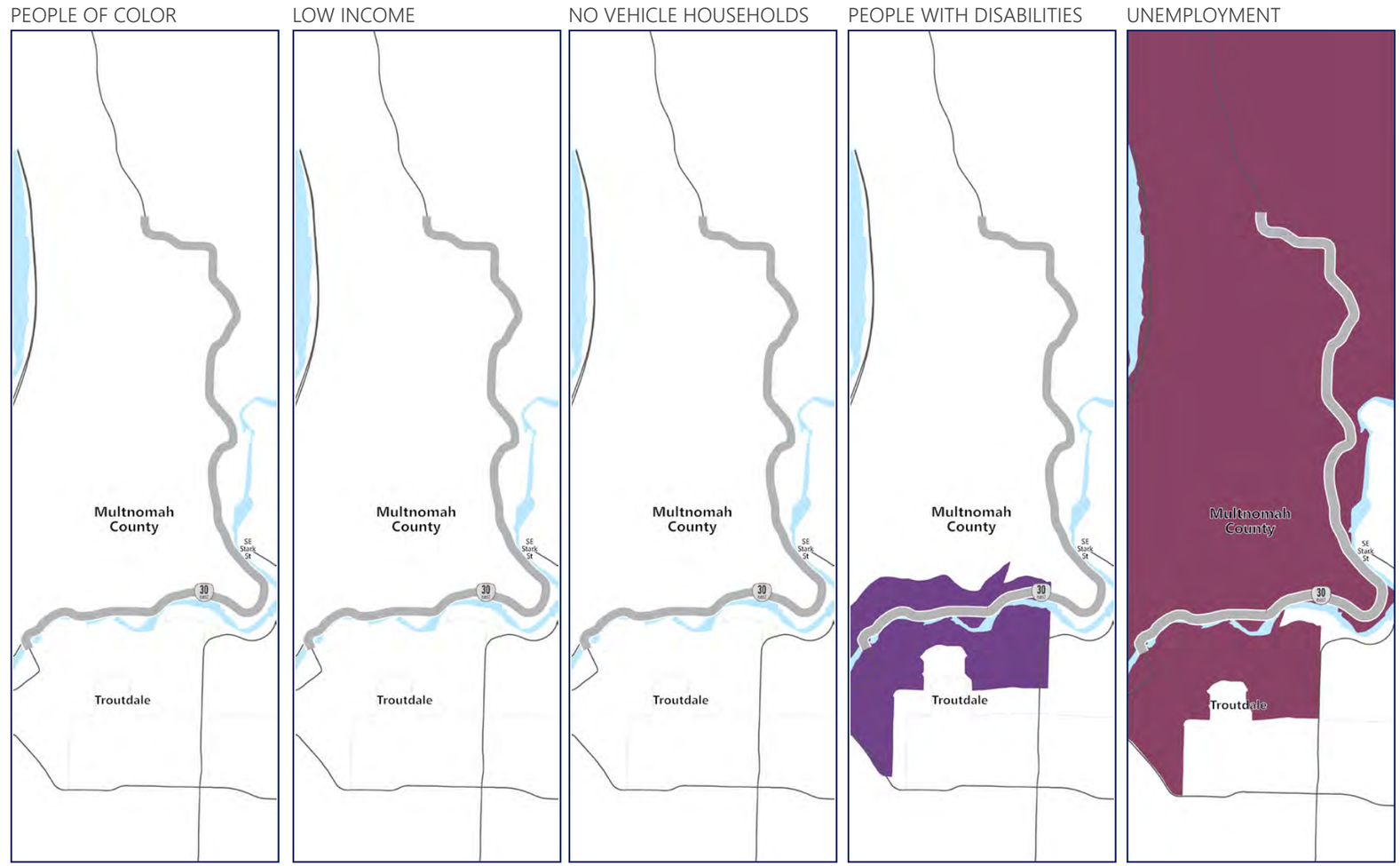
PHOTOS

DRAFT

HISTORIC COLUMBIA HIGHWAY (US 30E)

CORRIDOR INFORMATION

Crash data	9 ODOT SPIS sites	
Pavement condition	**Fair:** MP 0.07 - 3.95 MP 3.95 - 8.76	**Good:** MP 0 - 0.07
Bridges and bridge rating (0-100)	MP 0.03: 48	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor for part of the corridor (>50%) ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 5.6 miles • Sidewalk substandard: 0 miles • Sidewalk meets standard: 0 miles • Bicycle gaps: 5.6 miles • Bicycle substandard: 2.3 miles • Bicycle meets standard: 0 miles • Number of crossings: 0	
Transit frequency	No existing frequent service lines.	
Capital projects	**ODOT STIP 2018 - 2021** ▪ US30 Kittridge - St. johns (20208) ▪ US30 Troutdale (Sandy River) Bridge (20703) **ODOT STIP 2021 - 2024** ▪ US30 Sandy River - OR35 (21613) ▪ US30 NW Saltzman Rd - NW Bridge Ave (20208) ▪ US30 Troutdale (Sandy River) Bridge (21710) ▪ US30 Watson Rd - NW Hoge Ave (21779) **City CIP** ▪ Portland - Sandy Blvd: 13th-47th, NE ▪ Troutdale - Stark Street Bridge ▪ Troutdale - SE Stark Street: SE 35th Street to Stark Street Bridge/E Historic Columbia River Highway	



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

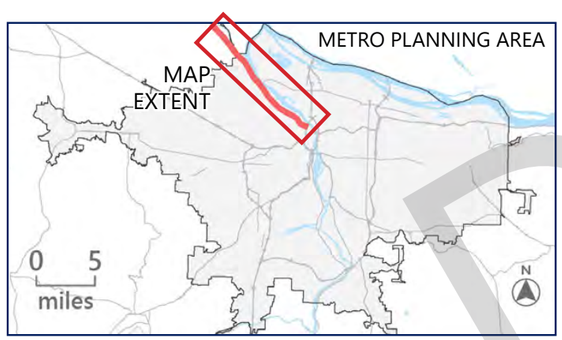
0 ¼ ½
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

LOWER COLUMBIA RIVER HIGHWAY (US 30W)

CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: Statewide Highway, Seismic Lifeline Route Metro: Throughway Local: Arterial (Multnomah County), Interstate/ Expressway (Multnomah County), Major City Traffic Street/Regional Trafficway (Portland)
Highway length	11.9 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 15 and 16
Freight routes	Entire corridor (Metro, ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	5 pedestrian-involved, 8 cyclist-involved, 402 vehicle
Number of lanes	4-6
Speed limit	35-55 mph
Population	35,077 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	158,828 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



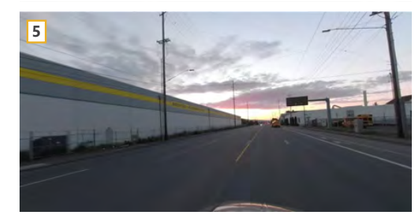
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION

ENVIRONMENT with photo locations

PHOTOS



DRAFT

LOWER COLUMBIA RIVER HIGHWAY (US 30W)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor for part of the corridor (<50%) 35 ODOT SPIS sites	
Pavement condition	**Poor:** MP 4.52 - 6.5 **Good:** MP 0.87 - 1.45 MP 1.45 - 1.87 MP 1.96 - 4.13	**Very Good:** MP 6.5 - 9.65 MP 9.65 - 13.12 MP 13.12 - 17.9
Bridges and bridge rating (0-100)	MP 1.24: 95.4 MP 1.26: 92.4 MP 1.69: 77.4	MP 3.24: 87.9 MP 5.21: 70.8
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 6.2 miles • Sidewalk substandard: 6.1 miles • Sidewalk meets standard: 7.5 miles • Bicycle gaps: 3.5 miles • Bicycle substandard: 2.4 miles • Bicycle meets standard: 6.6 miles • Number of crossings: 14	
Transit frequency	No existing frequent service lines. Planned: TriMet Line 16	
Capital projects	**ODOT STIP 2018 - 2021** ▪ US30 Kittridge - St. johns (20208) **ODOT STIP 2021 - 2024** ▪ US30 Sandy River - OR35 (21613) ▪ Multnomah Falls Viaducts Repair Project (17479) ▪ US30 NW Saltzman Rd - NW Bridge Ave (20208) ▪ US30 Bridal Veil Falls Bridge (21706) ▪ US30 Watson Rd - NW Hoge Ave (21779) **City CIPs** ▪ NW Portland - NW Cornelius Pass Road: Highway 30 - Skyline Boulevard ▪ NW Portland - NW Cornelius Pass Road: Skyline Boulevard to County Line	

Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N
0 ½ 1
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

OSWEGO HIGHWAY (OR 43)

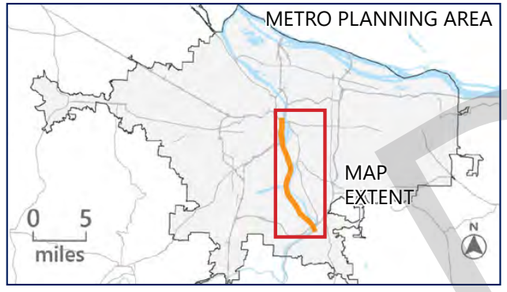
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS), Urban Minor Arterial State: Statewide Highway, District Highway, Seismic Lifeline Route Metro: Major Arterial, 2040 Corridor Local: Major City Traffic Street (Portland); Principal Arterial (Clackamas County), Major Arterial (Clackamas County, West Linn, Oregon City, Lake Oswego)
Highway length	14.9 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 35, 36, 99
Freight routes	None
Crash history (2013-2018)	17 pedestrian-involved, 9 cyclist-involved, 1,000 vehicle
Number of lanes	2-5
Speed limit	25-45 mph
Population	60,086 people

2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.

Employment	158,151 jobs

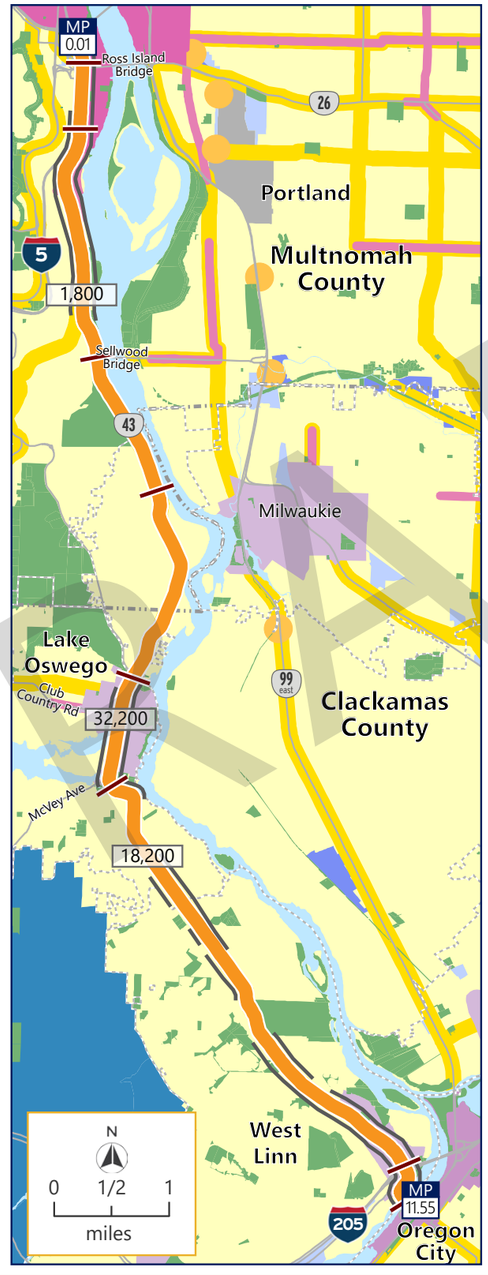
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.



County boundary
City boundary
Arterials
Annual average daily traffic volumes
Sidewalks
Bridge
Milepost termini
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS

DRAFT

OSWEGO HIGHWAY (OR 43)

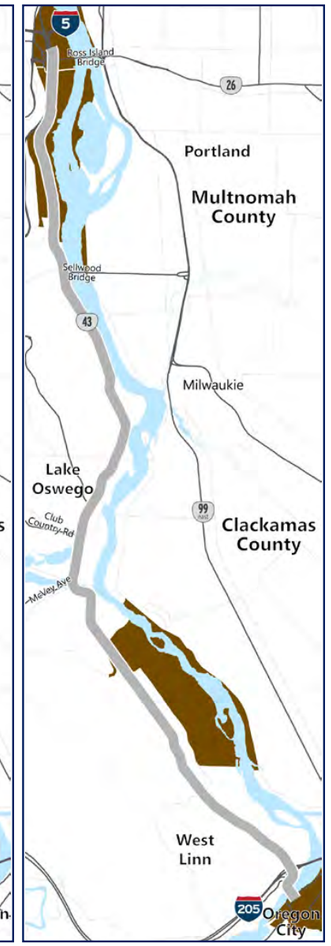
CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor for part of the corridor (<50%) 42 ODOT SPIS sites	
Pavement condition	**Poor:** MP 0 - 0.76 MP 0 - 0.24 MP 0.24 - 0.64 MP 0.64 - 2.53 MP 7.6 - 11.29	**Fair:** MP 5.79 - 6.13 MP 6.13 - 7.6 MP 11.29 - 11.39 **Good:** MP 2.53 - 5.79 MP 11.39 - 11.55
Bridges and bridge rating (0-100)	MP 0.09: 58.2 MP 0.16: 89.6 MP 2.69: 84.5 MP 2.69: 81.7 MP 4: 73.7	MP 5.79: 0 MP 6.76: 56.4 MP 6.82: 80 MP 11.43: 45.2
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 7 miles • Sidewalk substandard: 5.9 miles • Sidewalk meets standard: 2.1 miles • Bicycle gaps: 6.9 miles • Bicycle substandard: 6.5 miles • Bicycle meets standard: 1.5 miles • Number of crossings: 19	
Transit frequency	No existing frequent service lines. Planned: TriMet Line 35	
Capital projects	**ODOT STIP 2018 - 2021** ▪ Portland Metropolitan: Bridge screening and rail retrofit (19918) ▪ OR43 Arbor Dr - hidden springs Rd (20329) **ODOT STIP 2021 - 2024** ▪ OR43 Arbor Dr - Hidden Springs (20329) **City CIPs** ▪ Portland - Dunthorpe Urban Pockets Active Transportation Projects	

PEOPLE OF COLOR

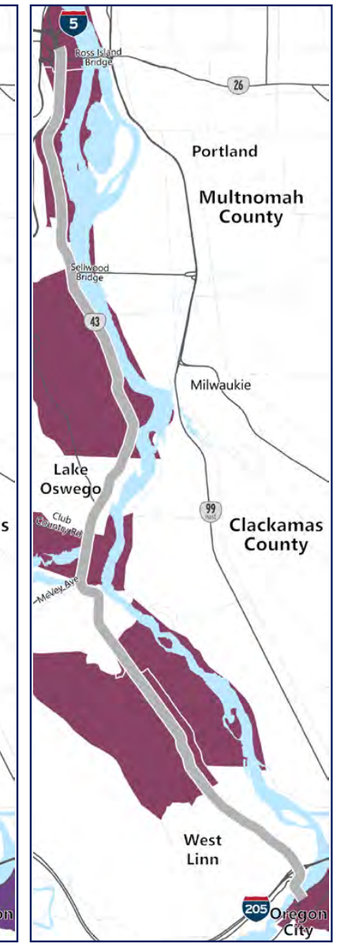
LOW INCOME

NO VEHICLE HOUSEHOLDS



PEOPLE WITH DISABILITIES

UNEMPLOYMENT



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

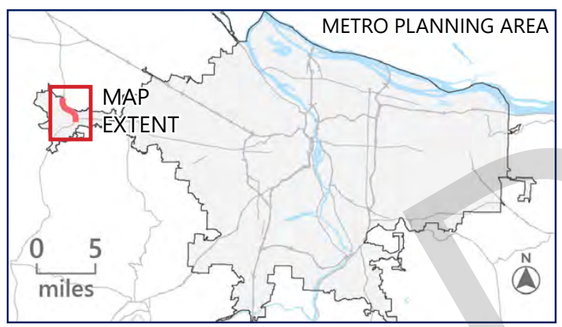
N
0 ½ 1
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

NEHALEM HIGHWAY (OR 47)

CORRIDOR INFORMATION

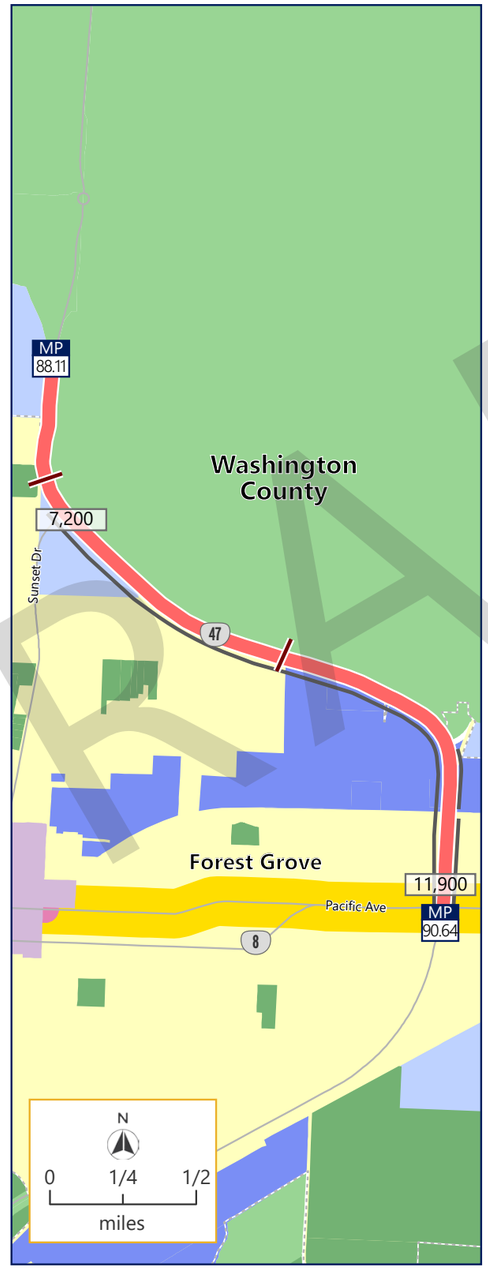
Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: Statewide Highway, District Highway Metro: Throughway Local: Principal Arterial (Forest Grove, Washington County)
Highway length	2.2 miles
Bike network	Bike lanes
Transit	None
Freight routes	Entire corridor (Metro), Reduction Review Route (ODOT)
Crash history (2013-2018)	1 pedestrian-involved, 0 cyclist-involved, 106 vehicle
Number of lanes	2
Speed limit	25-50 mph
Population	11,951 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	5,570 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

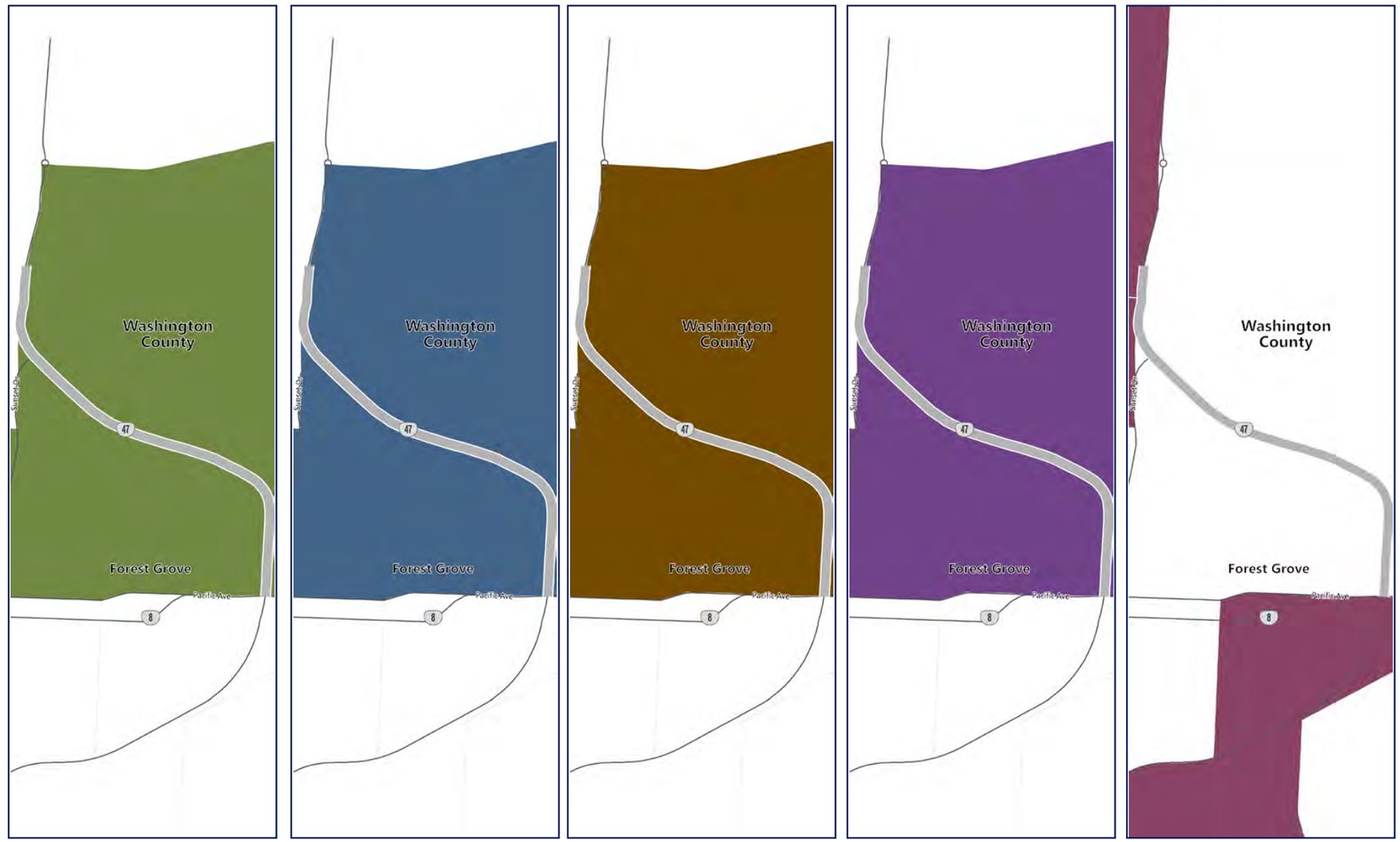
PHOTOS

DRAFT

NEHALEM HIGHWAY (OR 47)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 0 ODOT SPIS sites	
Pavement condition	**Poor:** MP 88.8 - 90.4 **Fair:** MP 90.4 - 90.64	**Very Good:** MP 87.85 - 88.8
Bridges	MP 88.51 - 90.1/100 MP 88.84 - 70/100 MP 89.69 - 99.6/100	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 1.6 miles • Sidewalk substandard: 1 mile • Sidewalk meets standard: 0.7 miles • Bicycle gaps: 0 miles • Bicycle substandard: 6.5 miles • Bicycle meets standard: 0.3 miles • Number of crossings: 2	
Transit frequency	No existing or planned frequent service lines.	
Capital projects	**City CIP** ▪ Forest Grove - TV Hwy & Quince (ST.012)	



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

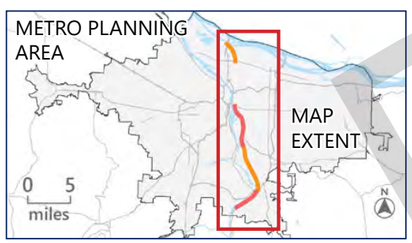
N
0 ¼ ½
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

PACIFIC HIGHWAY EAST (OR 99E)

CORRIDOR INFORMATION

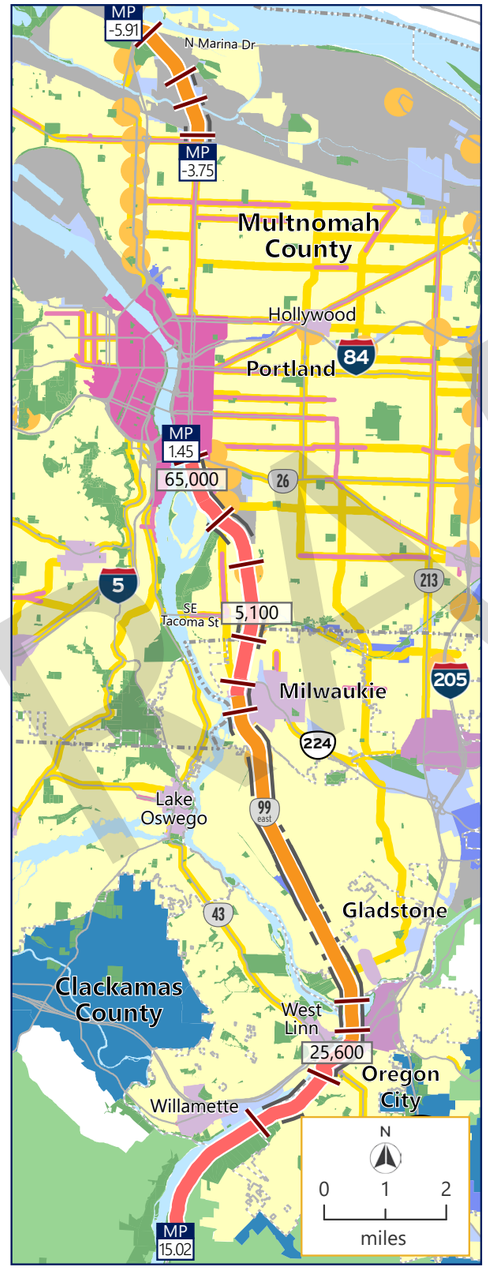
Roadway classification	Federal: Urban Other Principal Arterial (NHS), Urban Minor Arterial State: Statewide Highway, Regional Highway, District Highway, Seismic Lifeline Route Metro: Throughway, Major Arterial, 2040 Corridor Local: Major City Traffic Street/Regional Trafficway (Portland), Principal Arterial (Clackamas County), District Hwy (Gladstone), Regional Route (Milwaukie), Arterial (Milwaukie, Multnomah County), Major Arterial (Clackamas County, Oregon City)
Highway length	26.7 miles
Bike network	Bike lanes; buffered bike lanes (partial)
Transit	TriMet routes 6 (FS), 11, 29, 30, 31, 32, 33 (FS), 34, 35, 79, 99, 154 and 291 Orange Night Bus
Freight routes	Entire corridor (Metro); SE Powell Blvd to OR 224 (ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	61 pedestrian-involved, 39 cyclist-involved, 2,354 vehicle
Number of lanes	2-6
Speed limit	40-55 mph
Population	88,386 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	177,516 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



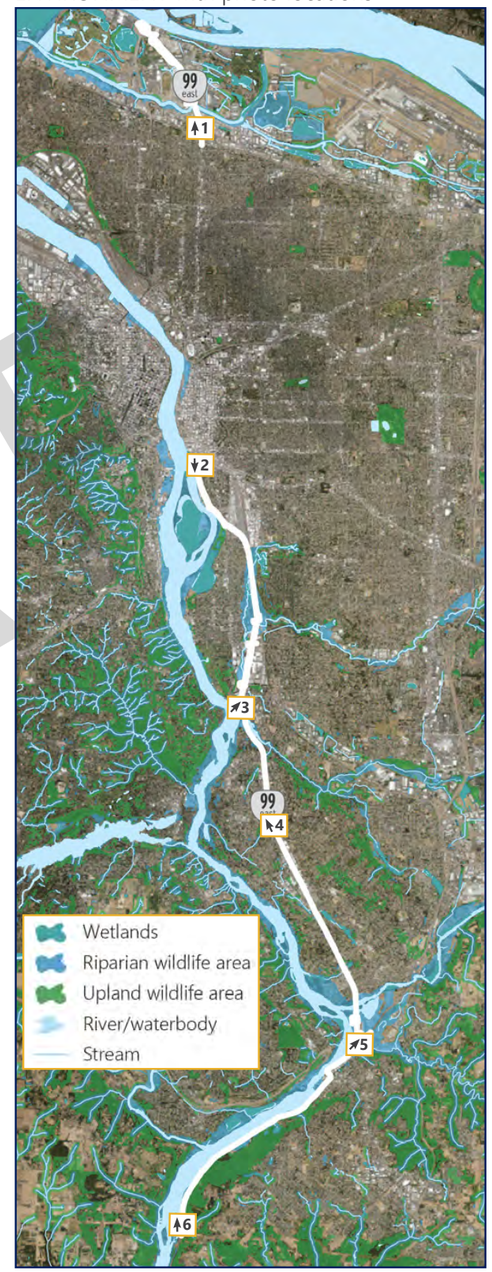
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

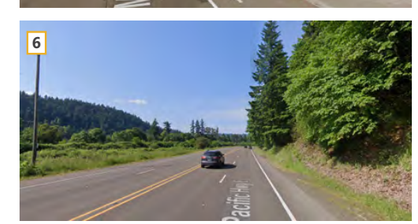
REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS



PACIFIC HIGHWAY EAST (OR 99E)

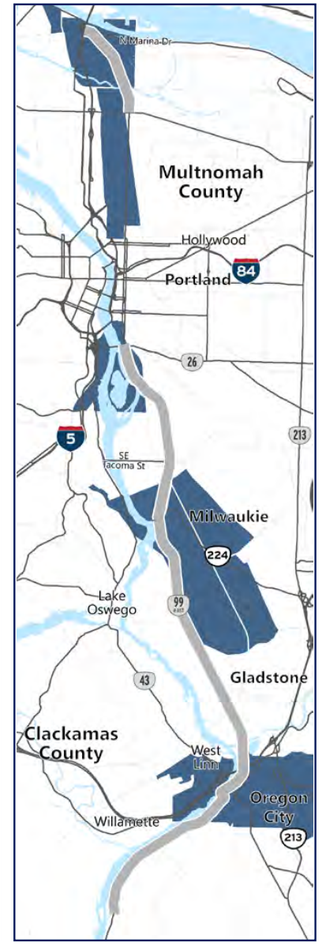
CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 227 ODOT SPIS sites	
Pavement condition	Poor: MP -5.65 - -4.01 MP -4.01 - -3.75 **Fair:** MP -0.01 - 0.09 MP 0.11 - 0.5 MP 5.72 - 9.22 MP 11.73 - 13	**Good:** MP -6.09 - -5.65 MP 1.45 - 3.17 MP 5.46 - 5.72 MP 9.22 - 11.73 MP 13 - 15.01 MP 15.01 - 18.25 **Very Good:** MP 3.17 - 4.24
Bridges and bridge rating (0-100)	MP:5.95: 97.5 MP:5.75: 79.4 MP:4.86: 91.1 MP:4.46: 91.2 MP:4.41: 47.5 MP:3.86: 57.6 MP 3.51: 32.1 MP 4.43: 80.8	MP 4.5: 97.5 MP 5.97: 82.8 MP 11.2: 38.4 MP 11.38: 85.7 MP 12.22: 37.4 MP 12.29: 49.4 MP 13.86: 66
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 10.7 miles • Sidewalk substandard: 4.3 miles • Sidewalk meets standard: 8.5 miles • Bicycle gaps: 9.3 miles • Bicycle substandard: 11.1 miles • Bicycle meets standard: 5.6 miles • Number of crossings: 25	
Transit frequency	TriMet Line 33: 90% on time	

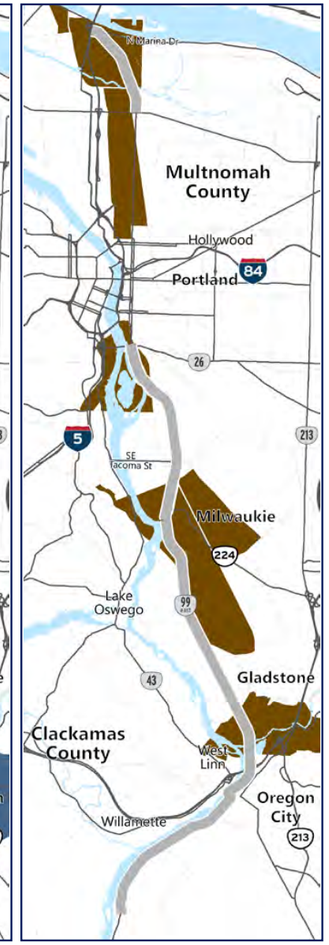
Corridor information table continues on next page.

PEOPLE OF COLOR

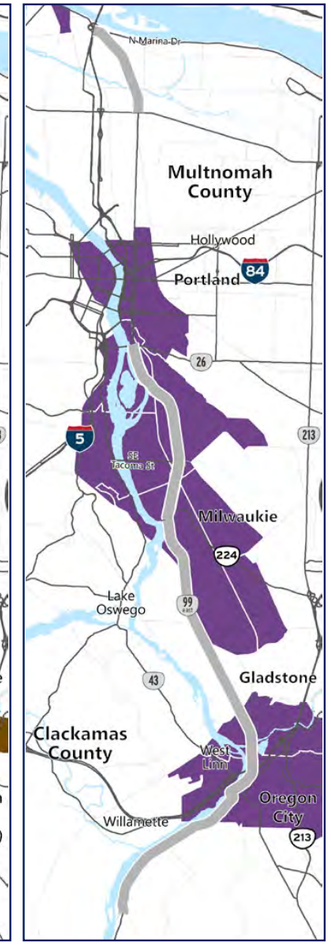
LOW INCOME



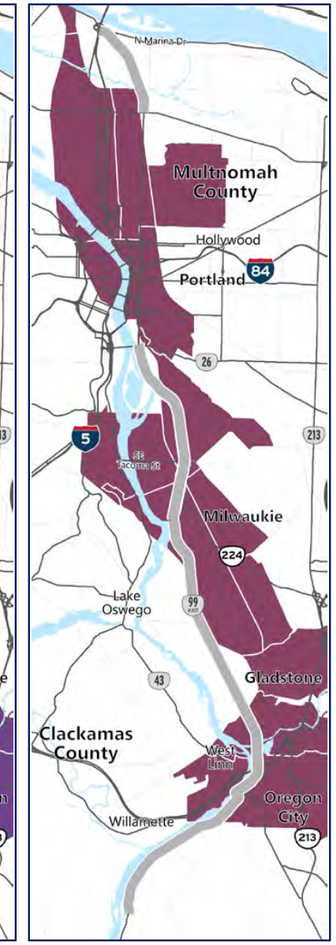
NO VEHICLE HOUSEHOLDS



PEOPLE WITH DISABILITIES



UNEMPLOYMENT



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N
0 1 2
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

PACIFIC HIGHWAY EAST (OR 99E) 22

CORRIDOR INFORMATION

Capital projects	**ODOT STIP 2018 – 2021** ▪ OR99E Railroad tunnel illuminations and ITS (18759) ▪ East systemic signals and illumination (20339) ▪ Region 1 bike ped crossings (20479) ▪ NE Columbia blvd at MLK Jr. blvd (13502) ▪ OR99E over UPRR at Baldwin Street Bridge (20487) ▪ Area 4 and 5 signal improvements (20221) ▪ OR99 Urban upgrade in Cottage Grove (20242) ▪ OR99 @ Woodson in Cottage Grove (20408) **ODOT STIP 2021 – 2024** ▪ East Systemic Signals and Illumination (20339) ▪ OR99E Clackamas River (Mcloughlin) Bridge (20472) ▪ Region 1 bike ped crossings (20479) ▪ OR99E over UPRR at Baldwin Street Bridge (20487) **City CIPs** ▪ Gladstone - Jennings Ave - Sidewalk and Bike lanes ▪ Milwaukie - Main St Crossing Improvements ▪ Milwaukie - Hwy 224 & Hwy 99E Improvements

PACIFIC HIGHWAY WEST (OR 99W)

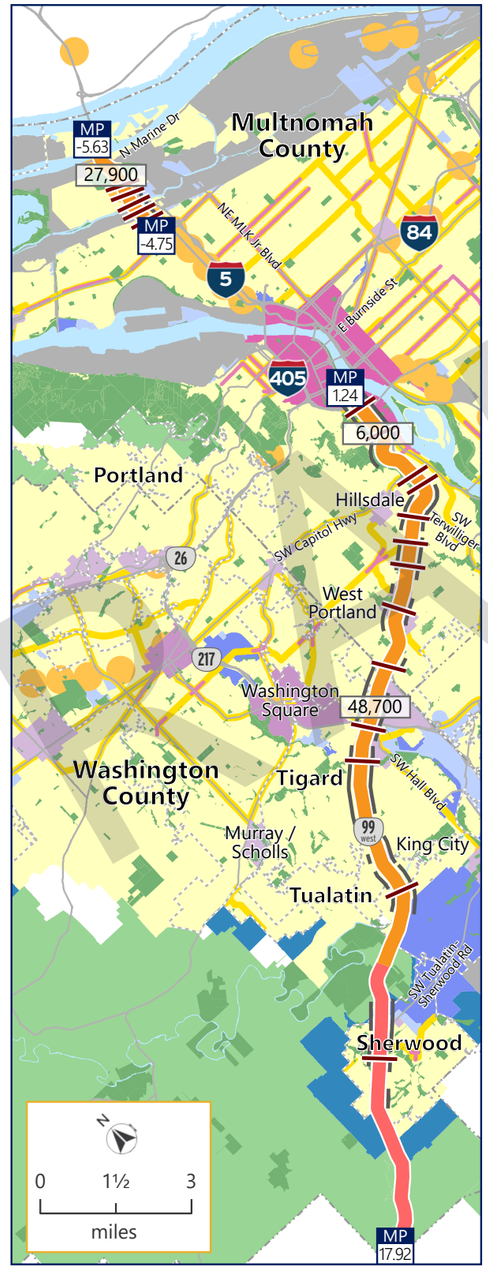
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial, Urban Minor Arterial (NHS) State: Statewide and District Highway, Seismic Lifeline Route Metro: Throughway, Major Arterial, 2040 Corridor Local: Major City Traffic Street (Portland), Regional Trafficway (Portland), Principal Arterial (Sherwood, Tigard, Washington County), Arterial (Washington County), Major Arterial (Tualatin)
Highway length	30.2 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 1, 4 (FS), 8 (FS), 12 (FS), 38, 39, 43, 44, 45, 54 (FS), 55, 56 (FS), 64, 65, 77, 92, 93, 94, MAX Red Line, Blue Line, Yellow Line and Green Line
Freight routes	Entire corridor (Metro); SW 64th Ave to SW Sunset Blvd (ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	52 pedestrian-involved, 49 cyclist-involved, 2,644 vehicle
Number of lanes	4-6
Speed limit	35-55 mph
Population	100,940 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	191,558 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	

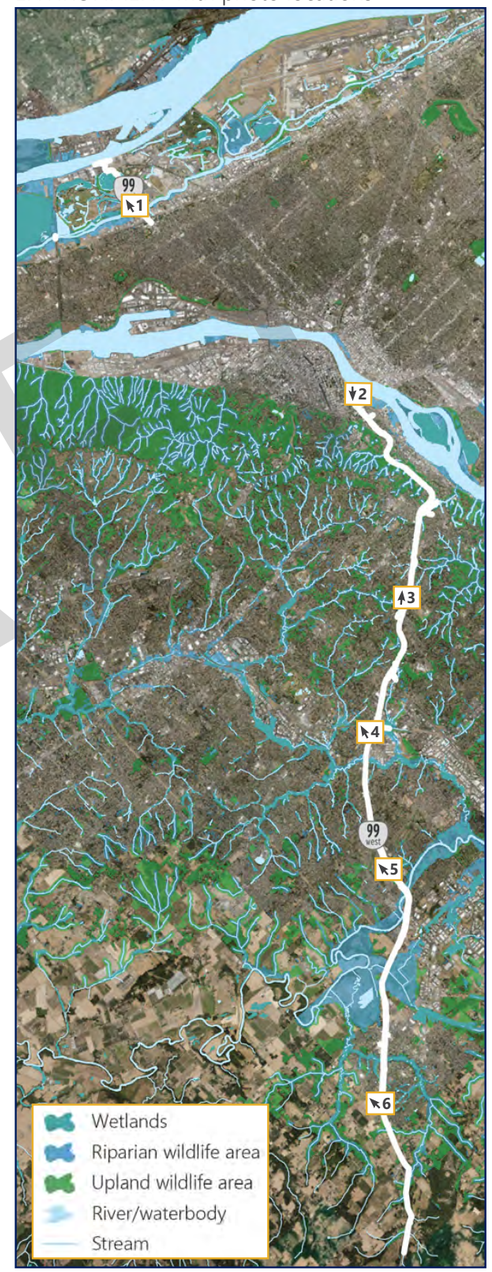
County boundary
City boundary
Arterials
Annual average daily traffic volumes
Sidewalks
Bridge
Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS

PACIFIC HIGHWAY WEST (OR 99W)

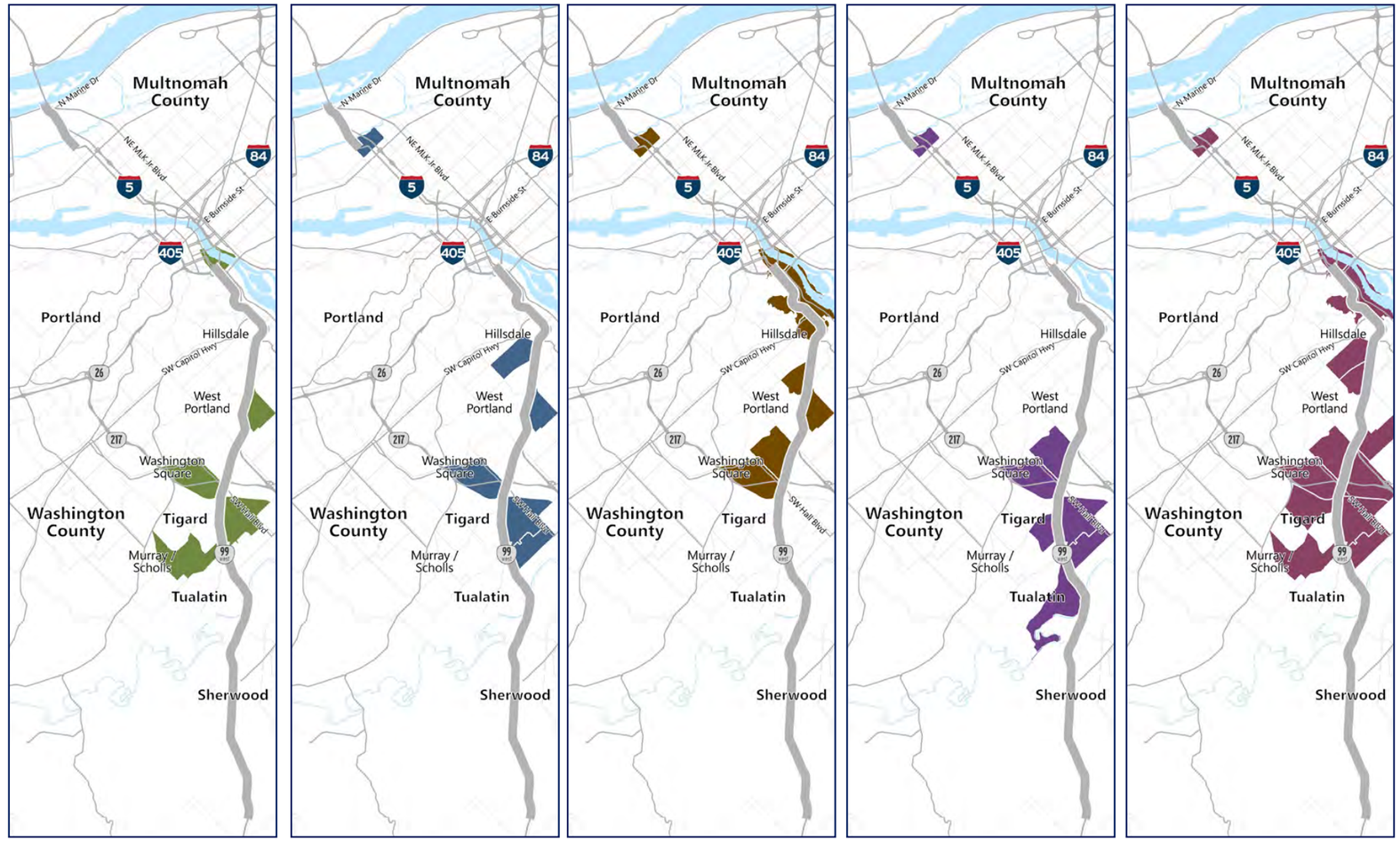
CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 159 ODOT SPIS sites	
Pavement condition	**Poor:** MP 1.24 - 1.67 MP 1.67 - 2.33 MP 3.85 - 4.35 MP 7.42 - 8.67 MP 8.67 - 10.3 MP 10.3 - 12.1 **Fair:** MP 2.33 - 3.85 MP 4.35 - 7.42	**Good:** MP 12.1 - 14.67 MP 14.67 - 15.67 MP 16.67 - 19.44 **Very Good:** MP 15.67 - 16.67
Bridges and bridge rating (0-100)	MP -5.5: 72.3 MP -4.84: 47.1 MP -3.18: 51.4 MP -0.44: 96.1 MP 0.00: 0 MP 1.29: 52.8 MP 1.41: 53.6 MP 1.61: 91.5 MP 1.67: 60.1 MP 1.93: 49.4 MP 3.25: 74.7 MP 3.5: 42.1	MP 4.86: 62.3 MP 5.26: 76.4 MP 6.21: 76.7 MP 6.22: 52.6 MP 7.4: 61.8 MP 7.82: 88.1 MP 8.65: 56.6 MP 9.21: 46.6 MP 9.37: 58 MP 12.18: 60.4 MP 12.2: 60.2 MP 15.62: 74.6
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 12.9 miles • Sidewalk substandard: 5 miles • Sidewalk meets standard: 8 miles • Bicycle gaps: 5.2 miles • Bicycle substandard: 18.4 miles • Bicycle meets standard: 1 mile • Number of crossings: 70	
Transit frequency	TriMet lines: ▪ 12: 87% on time ▪ 54: 82% on time ▪ 56: 86% on time	

Corridor information table continues on next page.

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

PEOPLE OF COLOR | LOW INCOME | NO VEHICLE HOUSEHOLDS | PEOPLE WITH DISABILITIES | UNEMPLOYMENT



Above regional rates for People of Color | At or below regional rates

Above regional rates for Low Income | At or below regional rates

Above regional rates for No Vehicle Households | At or below regional rates

Above regional rates for People with Disasbilities | At or below regional rates

Above regional rates for Unemployment | At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

0 1½ 3
miles

PACIFIC HIGHWAY WEST (OR 99W) 25

CORRIDOR INFORMATION

Capital projects

ODOT STIP 2018 – 2021

- SW Barbur Blvd: SW Caruthers St – SW capitol Hwy (18316)
- OR99W SW lane St, Portland – SW Naeve St, Tigard (18838)
- OR99W SB Ramp to I-5 SB (Capital Highway Interchange) (20702)
- OR99W Tualatin River northbound bridge (20471)
- OR99W I-5 – McDonald St (20435)
- OR99W (Barbur Blvd) MP 8.01 to MP 11.50 (20436)
- OR99W Barbur Blvd. northbound connection bridge over I-5 (20465)
- OR99 Urban upgrade in Cottage Grove (20242)
- OR99 @ Woodson in Cottage Grove (20408)

ODOT SPIS 2021 – 2024

- SW Barbur Blvd: SW Caruthers St – SW capitol Hwy (18316)
- OR99W: OR217 – SW Sunset Blvd & US30B: Kerby – 162nd Ave (21616)
- OR99W I-5 – McDonald St (20435)
- OR99W (Barbur Blvd) MP 8.01 to MP 11.50 (20439)
- OR99W Tualatin River northbound bridge (20471)
- OR99W Rock Creek Bridge (21712)

City CIPs

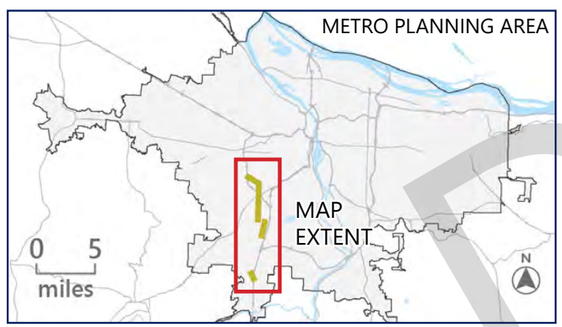
- Sherwood – Tualatin-Sherwood Road (Highway 99W Crossing)
- Sherwood – Elwert Road/Kruger Road Intersection

BEAVERTON-TUALATIN HIGHWAY/SW HALL BLVD (OR 141)

26

CORRIDOR INFORMATION

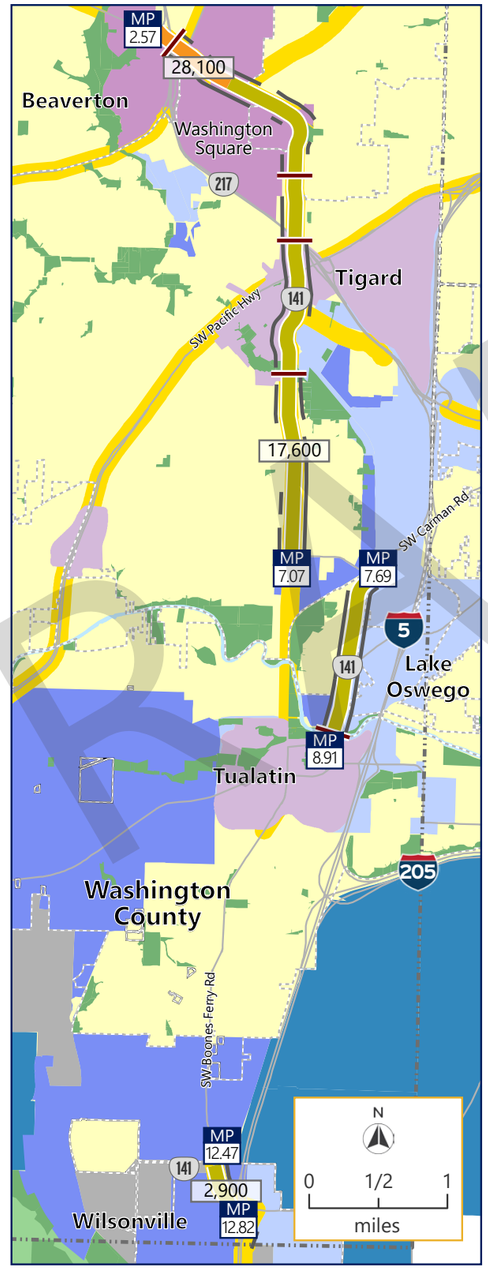
Roadway classification	Federal: Urban Minor Arterial State: District Highway Metro: Major Arterial, Minor Arterial, 2040 Corridor Local: Major Arterial (Tualatin, Wilsonville), Arterial (Tigard, Washington County, Beaverton)
Highway length	8.1 miles
Bike network	Bike lanes
Transit	TriMet routes 42, 43, 45, 56, 76, 78 and 96
Freight routes	SW Pacific Hwy to SW Hunziker Rd, SW Bridgeport Rd to SW Barngrover Way, and SW Day Rd to SW Argyle Ave (Metro)
Crash history (2013-2018)	13 pedestrian-involved, 17 cyclist-involved, 819 vehicle
Number of lanes	2-4
Speed limit	30-40 mph
Population	26,171 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	50,649 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



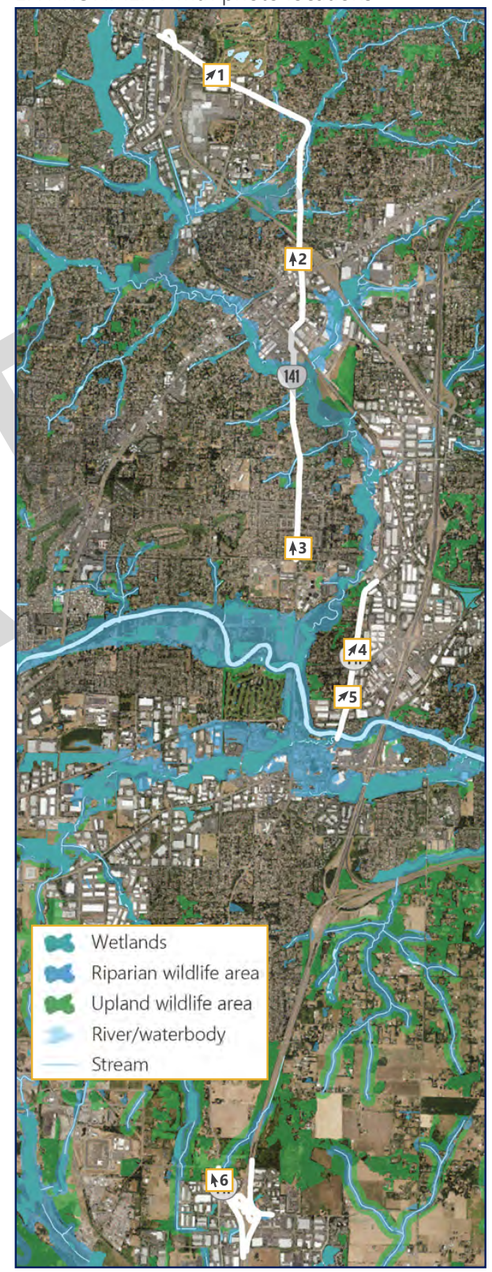
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



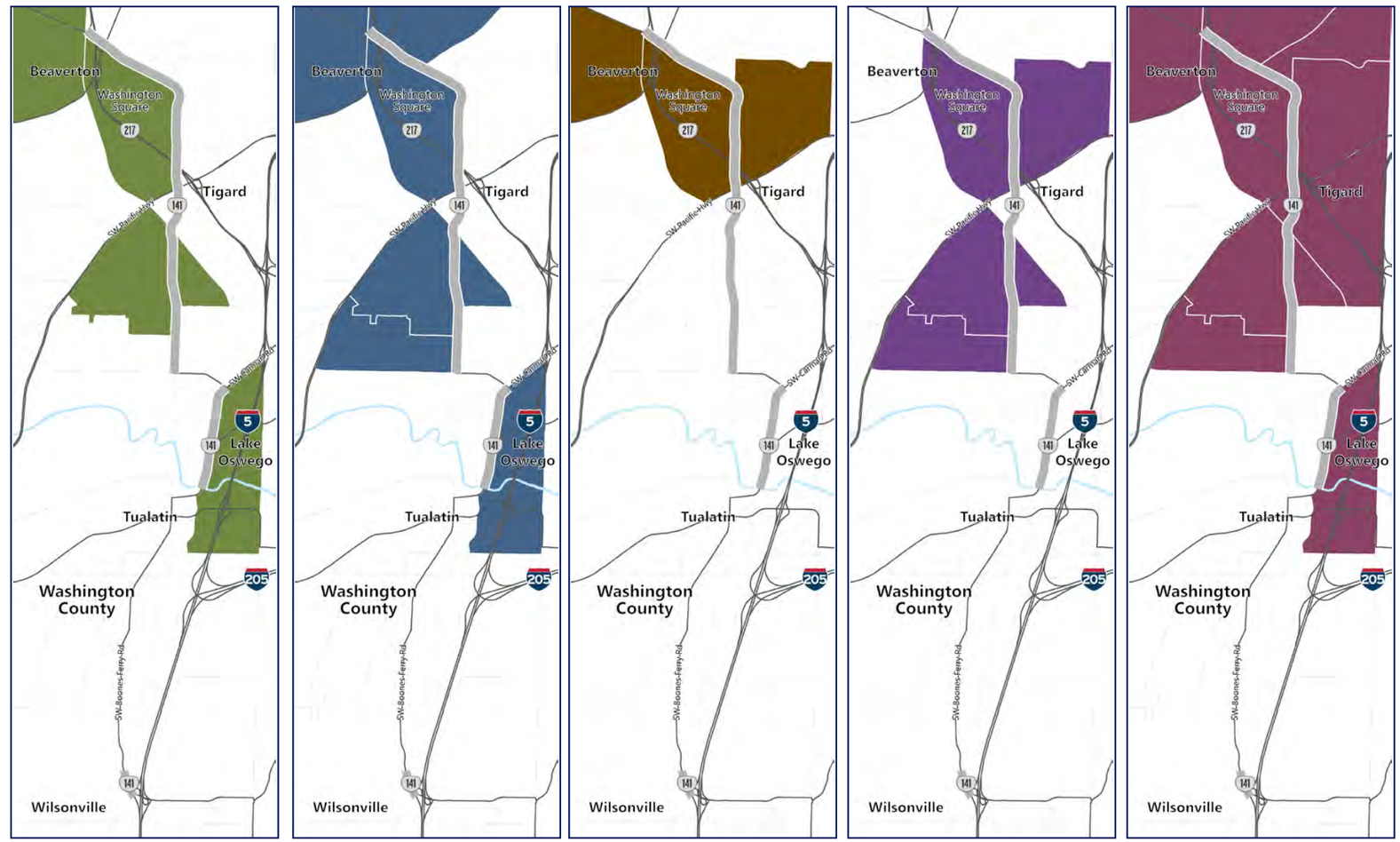
PHOTOS

DRAFT

BEAVERTON-TUALATIN HIGHWAY/SW HALL BLVD (OR 141)

CORRIDOR INFORMATION

Crash data	45 ODOT SPIS sites	
Pavement condition	**Poor:** MP 4.97 - 7.07 MP 3.31 - 4.97 MP 2.57 - 3.31 **Fair:** MP 12.47 - 12.74 MP 12.69 - 12.96	**Good:** MP 7.69 - 8.91 **Very Good:** MP 12.74 - 12.95 MP 12.96 - 13.24
Bridges and bridge rating (0-100)	MP 2.71: 58.1 MP 4.24: 96.2 MP 4.71: 93.5	MP 5.73: 83.6 MP 8.88: 93.7 MP 12.84: 85.9
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor. ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 2.5 miles • Sidewalk substandard: 4.1 miles • Sidewalk meets standard: 0 miles • Bicycle gaps: 1.8 miles • Bicycle substandard: 3.4 miles • Bicycle meets standard: 5.7 miles • Number of crossings: 22	
Transit frequency	No existing frequent service lines. Planned: TriMet Line 76	
Capital projects	**ODOT STIP 2018 – 2021** ▪ OR217 OR10 – OR99W (18841) ▪ OR210 SW Scholls Ferry Rd – SW Hall Blvd ITS (21121) **ODOT STIP 2021 – 2024** ▪ OR217 OR10 – OR99W (18841) ▪ OR210 SW Scholls Ferry Rd – SW Hall Blvd ITS (21121)	



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N
0 ½ 1
miles

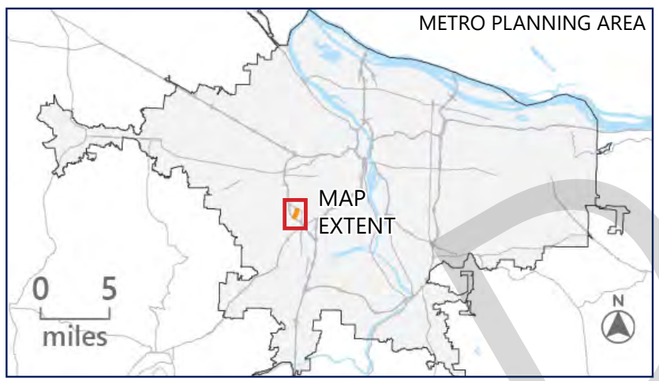
Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

SCHOLLS HIGHWAY/SW SCHOLLS FERRY RD (OR 210)

28

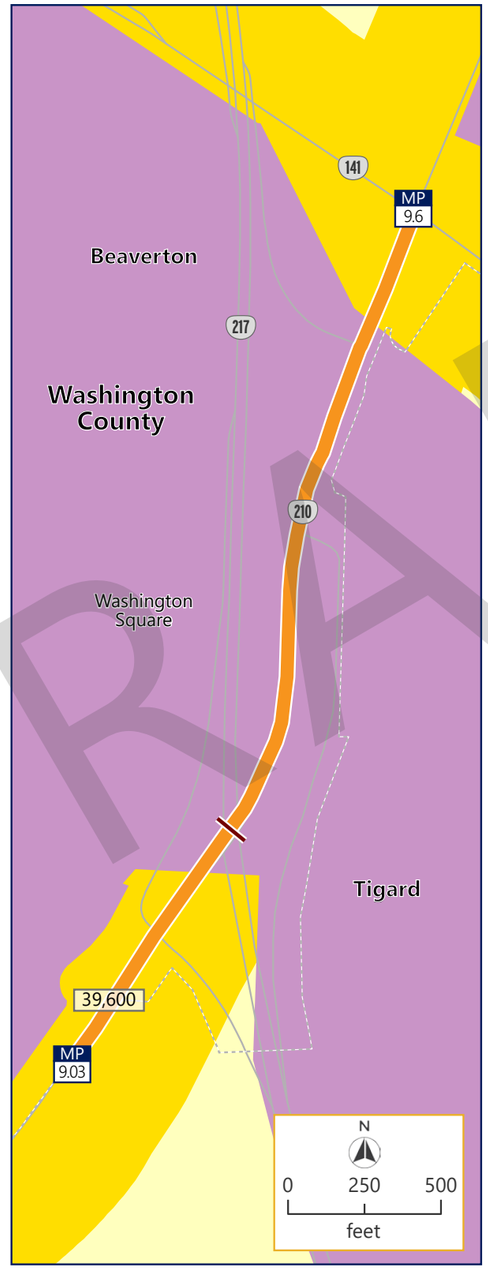
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Minor Arterial State: District Highway Metro: Major Arterial, 2040 Corridor Local: Arterial (Washington County, Beaverton)
Highway length	0.6 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 45, 62 and 92
Freight routes	None
Crash history (2013-2018)	0 pedestrian-involved, 0 cyclist-involved, 48 vehicle
Number of lanes	4-5
Speed limit	35 mph
Population	154 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	9,289 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



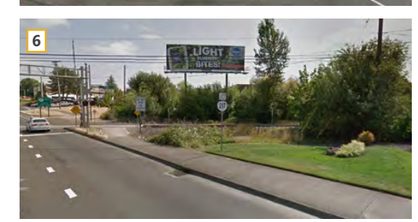
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS



Source: Metro RLIS database and ODOT TransGIS.

DRAFT

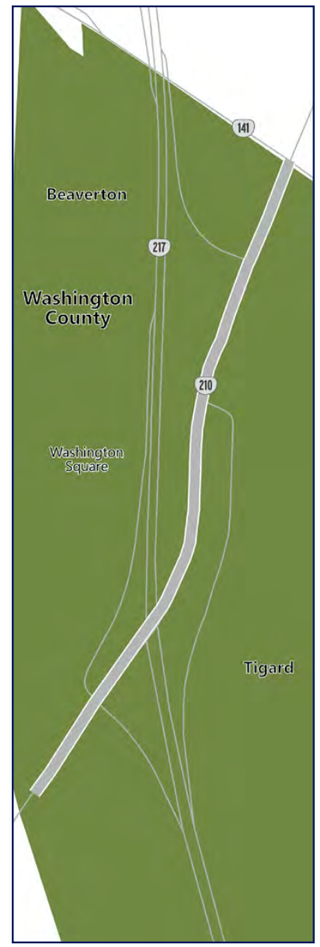
SCHOLLS HIGHWAY/SW SCHOLLS FERRY RD (OR 210)

29

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 23 ODOT SPIS sites	
Pavement condition	**Poor:** MP 9.13 - 9.6	**Very Good:** MP 9.03 - 9.13
Bridges and bridge rating (0-100)	MP 4.27: 80.4	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 0.6 miles • Sidewalk substandard: 0.2 miles • Sidewalk meets standard:0.3 miles • Bicycle gaps: 0.4 miles • Bicycle substandard: 0.4 miles • Bicycle meets standard: 0.6 miles • Number of crossings: 5	
Transit frequency	No existing frequent service lines. Planned: TriMet Line 62	
Capital projects	**ODOT STIP 2018 – 2021** ▪ OR217 OR10 – OR99W (18841) ▪ OR210 SW Scholls Ferry Rd – SW Hall Blvd ITS (21121) **ODOT STIP 2021 – 2024** ▪ OR217 OR10 – OR99W (18841) ▪ OR210 SW Scholls Ferry Rd – SW Hall Blvd ITS (21121) **City CIPs** ▪ Beaverton – Hall Blvd (Ridgecrest Dr – Hwy 217) Overlay (3416) ▪ Tigard – Scholls Ferry and Scholls-Sherwood Roads Intersection	

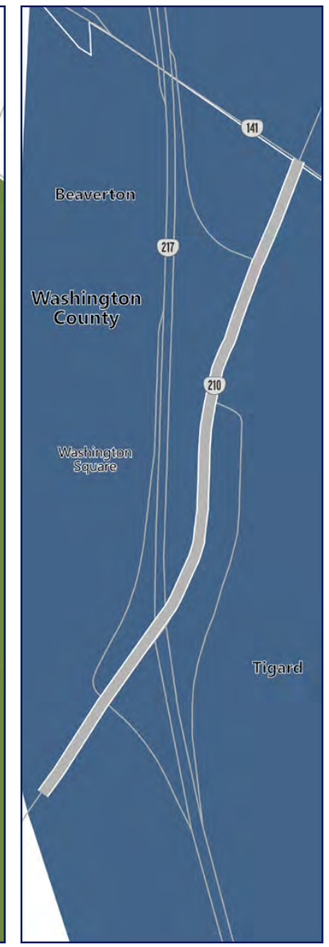
PEOPLE OF COLOR



Above regional rates for People of Color

At or below regional rates

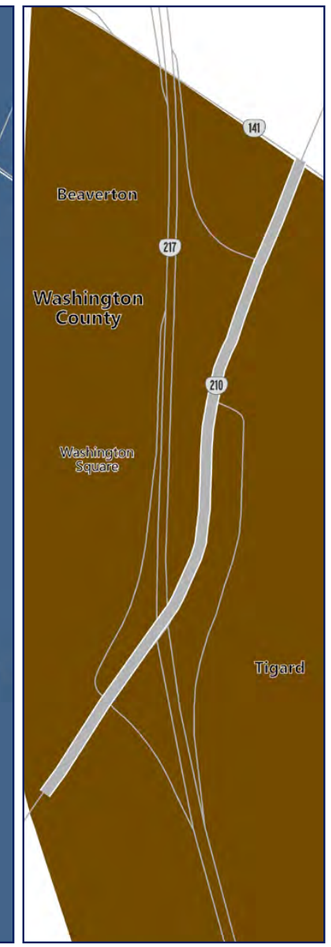
LOW INCOME



Above regional rates for Low Income

At or below regional rates

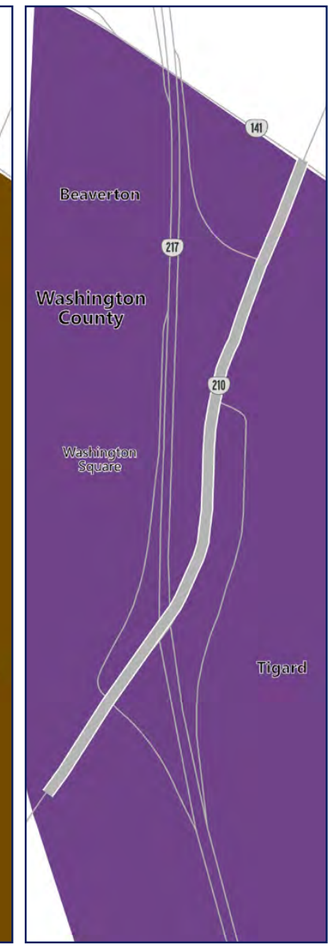
NO VEHICLE HOUSEHOLDS



Above regional rates for No Vehicle Households

At or below regional rates

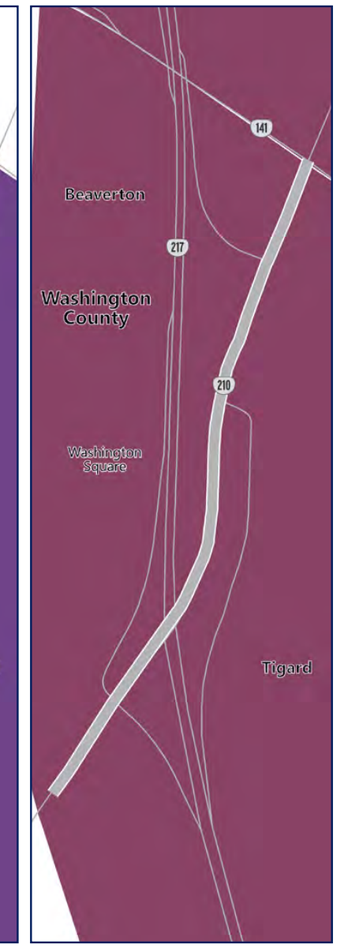
PEOPLE WITH DISABILITIES



Above regional rates for People with Disabilities

At or below regional rates

UNEMPLOYMENT



Above regional rates for Unemployment

At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 250 500

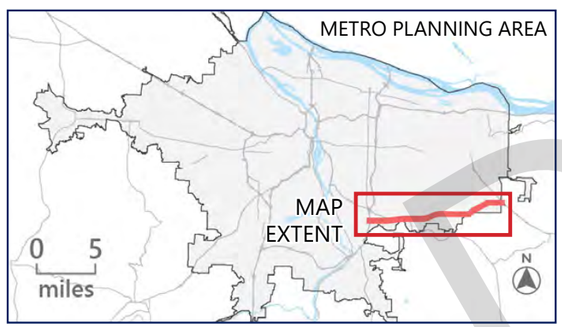
feet

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

CLACKAMAS-BORING HIGHWAY (OR 212)

CORRIDOR INFORMATION

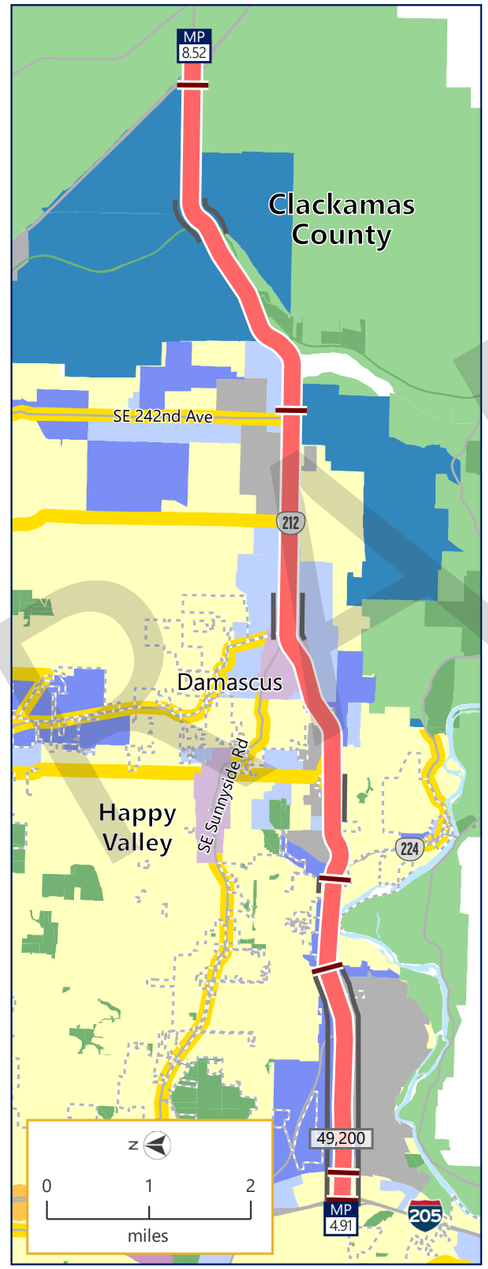
Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: Statewide Highway, Seismic Lifeline Route Metro: Throughway, 2040 Corridor Local: Principal Arterial (Clackamas County), Major Arterial (Happy Valley)
Highway length	16.4 miles
Bike network	Bike lanes; wide shoulders (partial)
Transit	TriMet routes 29, 30, 31, 152 and 156
Freight routes	Entire corridor (Metro, ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	21 pedestrian-involved, 18 cyclist-involved, 1,642 vehicle
Number of lanes	2-5
Speed limit	25-45 mph
Population	15,914 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	13,887 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



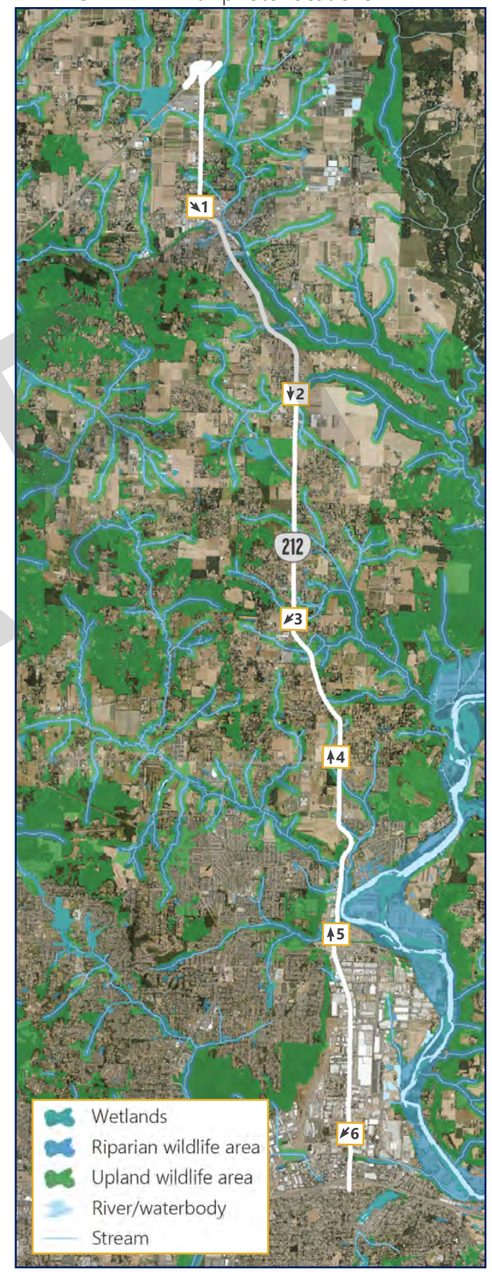
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS

DRAFT

CLACKAMAS-BORING HIGHWAY (OR 212)

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor for part of the corridor (<50%) 88 ODOT SPIS sites	
Pavement condition	**Poor:** MP 5.18 - 6.56 MP 6.56 - 8.16 MP 0.03 - 2.5 MP 2.5 - 4.62 MP 4.62 - 6.84 MP 8.37 - 8.53	**Fair:** MP 4.89 - 5.18 **Good:** MP 8.15 - 8.22 MP 6.84 - 8.37 MP 8.37 - 8.87 MP 8.53 - 8.78
Bridges and bridge rating	MP 0.11: 96.2 MP 0.33: 96 MP 0.38: 84.1 MP 2.64: 61.3 MP 2.68: 100	MP 3.89: 70 MP 4.44: 77.9 MP 4.91: 60 MP 8.47: 89.4
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 5.8 miles • Sidewalk substandard: 1.8 miles • Sidewalk meets standard: 4.8 miles • Bicycle gaps: 3.2 miles • Bicycle substandard: 2.7 miles • Bicycle meets standard: 3.3 miles • Number of crossings: 16	
Transit frequency	No existing frequent service lines. Planned: TriMet Line 31	
Capital projects	**ODOT STIP 2018 – 2021** ▪ OR212 UPRR – US26 (18772) ▪ Portland Metropolitan: Bridge screening and rail retrofit (19918) ▪ OR212/224 Arterial Management (21495) **ODOT STIP 2021 – 2024** ▪ OR212/224 Arterial Management (21495) **City CIP** ▪ Clackamas - Clackamas County Regional Freight ITS Project Phase 1 – Planning and Design and Phase 2 A/B- Construction	

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

PEOPLE OF COLOR

LOW INCOME

NO VEHICLE HOUSEHOLDS

PEOPLE WITH DISABILITIES

UNEMPLOYMENT

Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

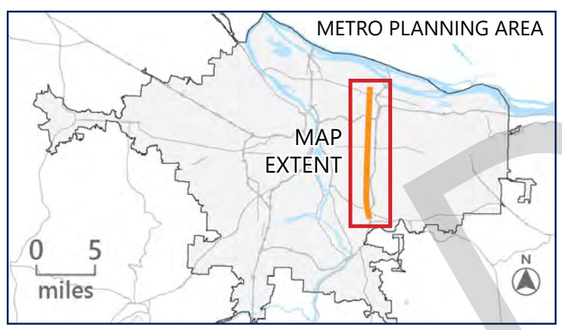
Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N
0 1 2
miles

CASCADE HIGHWAY NORTH (OR 213N)

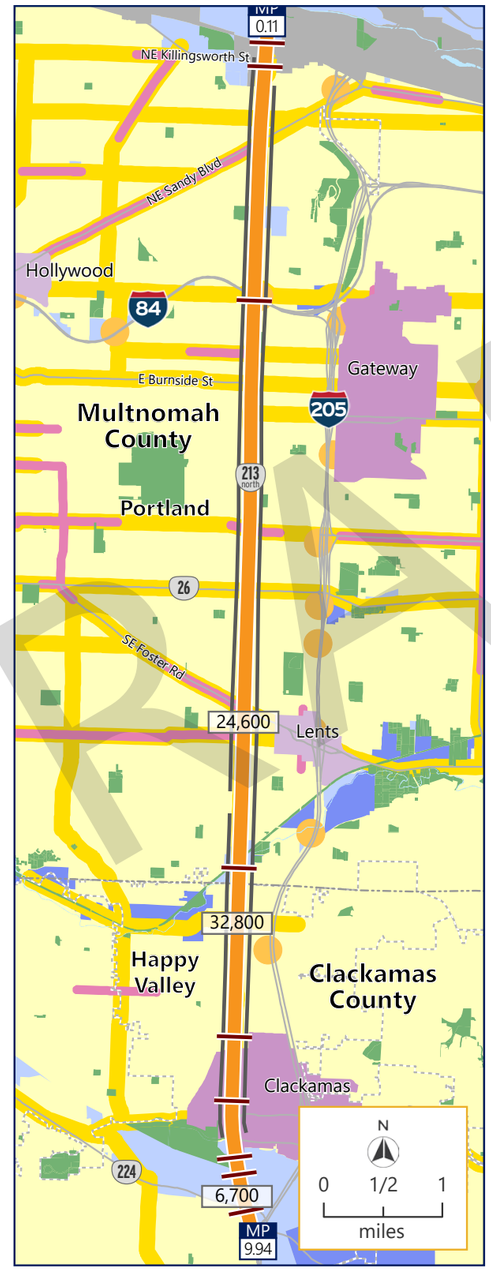
CORRIDOR INFORMATION

Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: District Highway Metro: Major Arterial, 2040 Corridor Local: Principal Arterial (Clackamas County), Major City Traffic Street (Portland)
Highway length	12.9 miles
Bike network	Bike lanes (partial)
Transit	TriMet routes 19, 29, 30, 31, 33, 71, 72 (FS), 79, 152, 272 and PDX Night Bus
Freight routes	NE Holman St to NE Weebster St and at I-205 and OR 224 interchange (Metro)
Crash history (2013-2018)	117 pedestrian-involved, 48 cyclist-involved, 3,270 vehicle
Number of lanes	4
Speed limit	35-50 mph
Population	39,455 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	35,331 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	

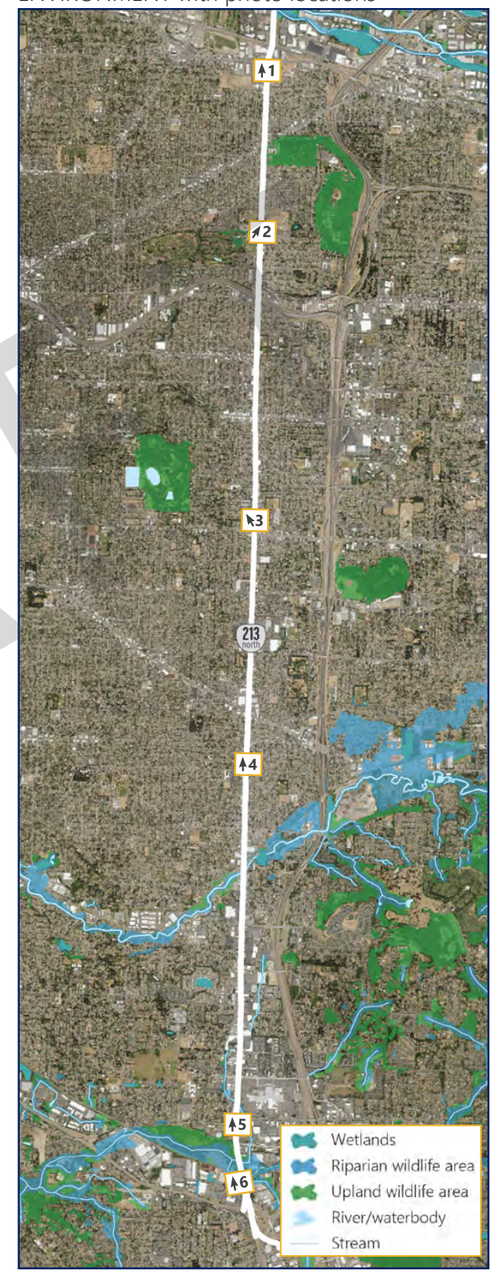


County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

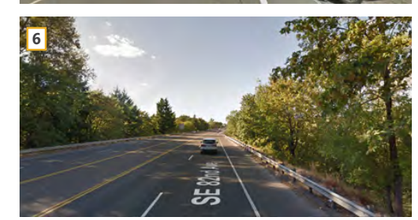
REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS



Source: Metro RLIS database and ODOT TransGIS.

DRAFT

CASCADE HIGHWAY NORTH (OR 213N)

33

CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 301 ODOT SPIS sites	
Pavement condition	**Very Poor:** MP 5.76 - 6.73 MP 4.24 - 5.76 **Poor:** MP 0.44 - 4.24 MP 0.44 - -0.14 MP 6.73 - 7.4	**Good:** MP 7.4 - 8.3 **Very Good:** MP 9.67 - 10.18 MP 8.3 - 9.76
Bridges and bridge rating (0-100)	MP 2.24: 91.8 MP 2.25: 82.4 MP 7.1: 81.6 MP 8.53: 82.2	MP 9.07: 82 MP 9.55: 70 MP 9.67: 61 MP 9.72: 73.6
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 2.1 miles • Sidewalk substandard: 3.4 miles • Sidewalk meets standard: 7.3 miles • Bicycle gaps: 8.5 miles • Bicycle substandard: 2.1 miles • Bicycle meets standard: 0.8 miles • Number of crossings: 55	
Transit frequency	TriMet Line 72: 87% on time	

Corridor information table continues on next page.

Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N
0 ½ 1
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

CASCADE HIGHWAY NORTH (OR 213N) 34

CORRIDOR INFORMATION

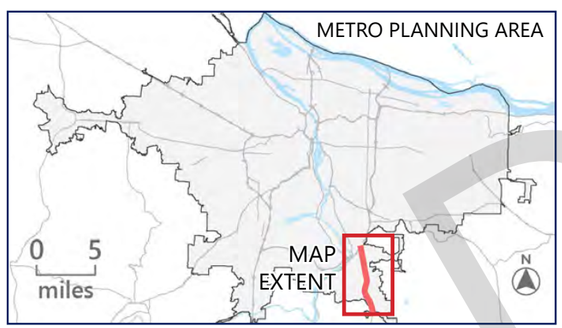
Capital projects	**ODOT STIP 2018 – 2021** ▪ Region 1 bike ped crossings (20479) ▪ OR213 (82nd Ave) SE foster Rd – SE Thompson Rd (21177) ▪ Meyers Rd OR213 – high school Ave in Oregon City (21423) ▪ OR213 (82nd Ave) at Madison High School (20507) ▪ US26/OR213 curb ramps (21255) **ODOT STIP 2021 – 2024** ▪ East Systemic Signals and Illumination (20339) ▪ Region 1 bike ped crossings (20479) ▪ OR213 (82nd Ave) SE foster Rd – SE Thompson Rd (21177) ▪ OR213 I-205 – OR211 (21638) ▪ US26/OR213 curb ramps (21255) ▪ OR213 at NE Glisan St & NE Davis St (21607) **City CIPs** ▪ Clackamas - Johnson Creek Crossing on Linwood Ave ▪ E Portland – 82nd Ave Safety Improvements, SE/NE

CASCADE HIGHWAY SOUTH (OR 213S)

35

CORRIDOR INFORMATION

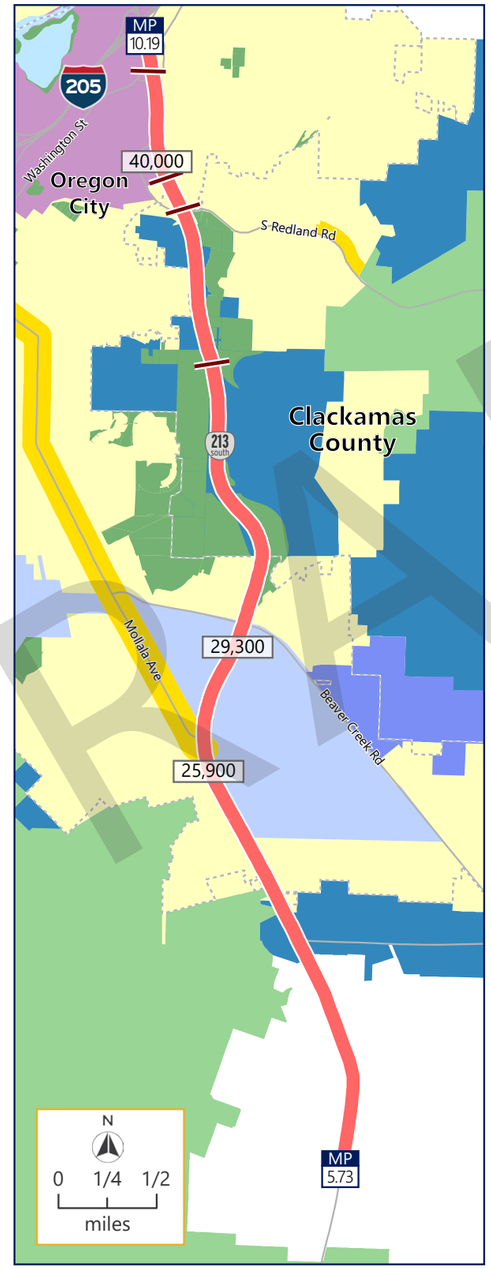
Roadway classification	Federal: Urban Other Principal Arterial (NHS) State: District Highway, Expressway Metro: Throughway Local: Principal Expressway (Clackamas County, Oregon City), Principal Arterial (Clackamas County), Major Arterial (Oregon City)
Highway length	5.8 miles
Bike network	Bike lanes; wide shoulders
Transit	Served by CCC Xpress shuttle
Freight routes	Entire corridor (Metro)
Crash history (2013-2018)	1 pedestrian-involved, 0 cyclist-involved, 186 vehicle
Number of lanes	2-5
Speed limit	45-55 mph
Population	10,707 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	7,874 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



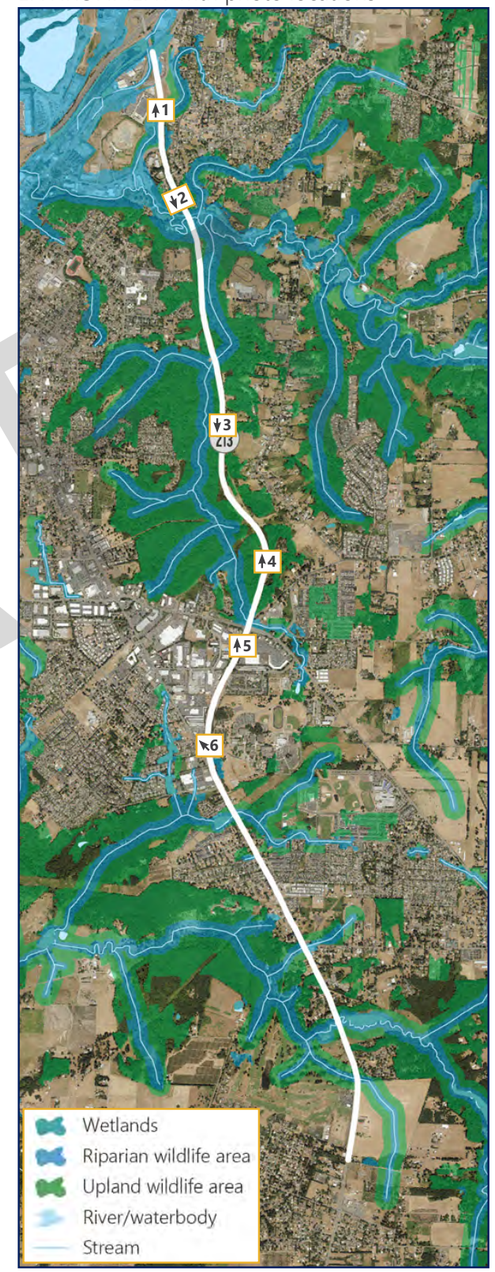
County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations



PHOTOS

DRAFT

CASCADE HIGHWAY SOUTH (OR 213S)

36

CORRIDOR INFORMATION

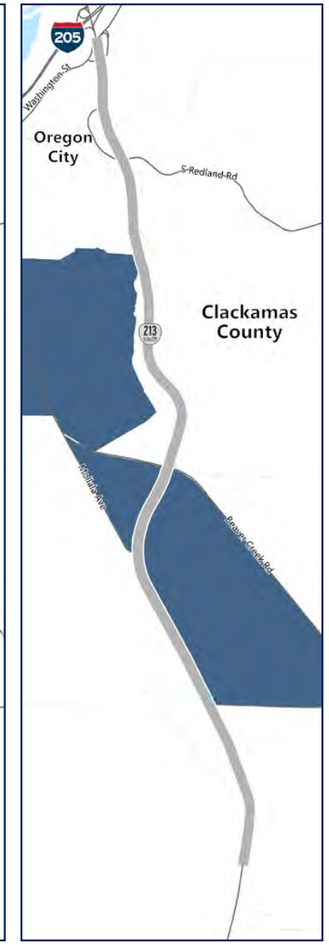
Crash data	58 ODOT SPIS sites	
Pavement condition	**Fair:** MP 3.69 - 4	**Good:** MP 0.33 - 4 MP 4 - 5.73
Bridges and bridge rating (0-100)	MP 0.85: 41.7 MP 1.57: 26 MP 4.77: 72.6	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 10 miles • Sidewalk substandard: .8 miles • Sidewalk meets standard: 0 miles • Bicycle gaps: 3.2 miles • Bicycle substandard: 5.2 miles • Bicycle meets standard: 4.1 miles • Number of crossings: 8	
Transit frequency	No existing or planned frequent service lines.	
Capital projects	**ODOT STIP 2018 – 2021** ▪ East systemic signals and illumination (20339) ▪ Region 1 bike ped crossings (20479) ▪ Meyers Rd OR213 – high school Ave in Oregon City (21423) ▪ US26/OR213 curb ramps (21255) **ODOT STIP 2021 – 2024** ▪ Region 1 bike ped crossings (20479) ▪ US26/OR213 curb ramps (21255) ▪ OR213 at NE Glisan St & NE Davis St (21607)	

PEOPLE OF COLOR

Above regional rates for People of Color

At or below regional rates

LOW INCOME



Above regional rates for Low Income

At or below regional rates

NO VEHICLE HOUSEHOLDS

Above regional rates for No Vehicle Households

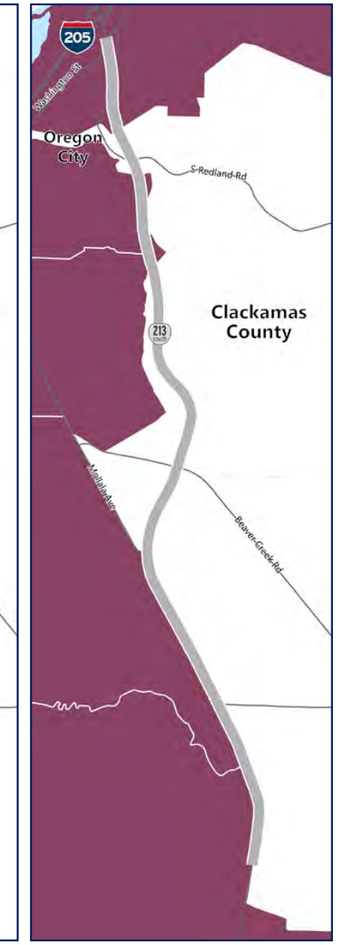
At or below regional rates

PEOPLE WITH DISABILITIES

Above regional rates for People with Disasbilities

At or below regional rates

UNEMPLOYMENT



Above regional rates for Unemployment

At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N

0 ¼ ½

miles

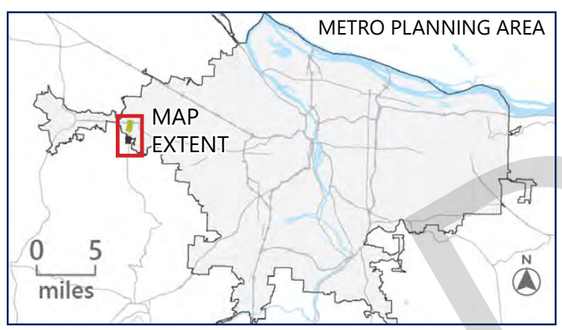
Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

HILLSBORO-SILVERTON HIGHWAY (OR 219)

37

CORRIDOR INFORMATION

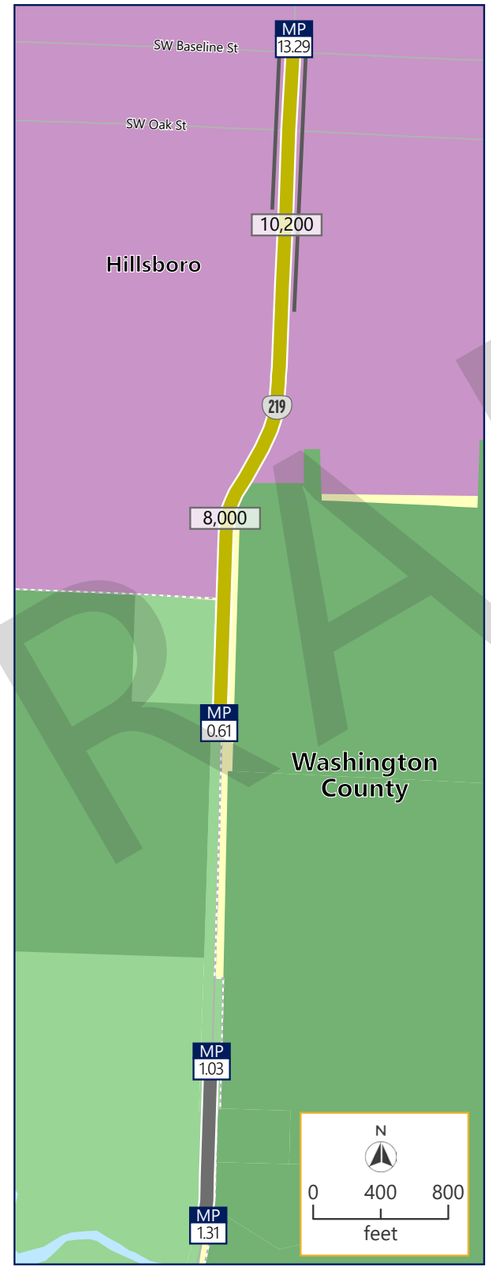
Roadway classification	Federal: Urban Minor Arterial State: District Highway, Seismic Lifeline Route Metro: Minor Arterial, 2040 Corridor, Arterial Outside of UGB Local: Arterial (Washington County, Hillsboro)
Highway length	0.9 miles
Bike network	None
Transit	None
Freight routes	SW Wood St to SW Baseline St (Metro)
Crash history (2013-2018)	5 pedestrian-involved, 1 cyclist-involved, 132 vehicle
Number of lanes	2
Speed limit	25-40 mph
Population	20,368 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	12,212 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	



County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

Source: Metro RLIS database and ODOT TransGIS.

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS

DRAFT

HILLSBORO-SILVERTON HIGHWAY (OR 219)

38

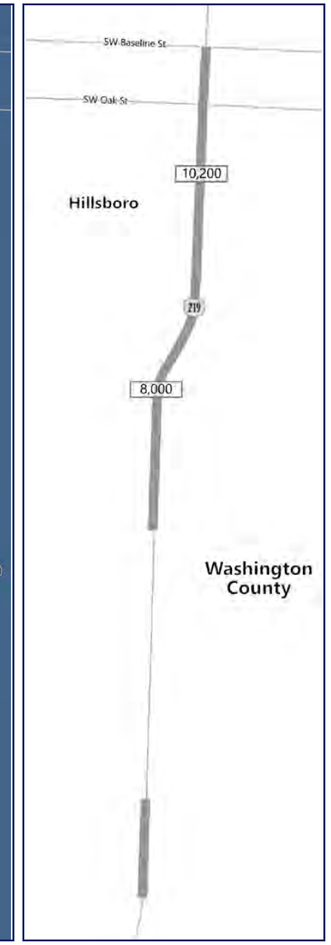
CORRIDOR INFORMATION

Crash data	Metro High Crash Corridor 0 ODOT SPIS sites
Pavement condition	Very Good: MP 0 - 0.37 MP 0.37 - 5.8
Bridges and bridge rating (0-100)	No biridges
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 0.4 miles • Sidewalk substandard: 0 miles • Sidewalk meets standard: 0.3 miles • Bicycle gaps: 0.5 miles • Bicycle substandard: 0 miles • Bicycle meets standard: 0.4 miles • Number of crossings: 2
Transit frequency	No existing or planned frequent service lines.
Capital projects	No capital projects are planned at this time.

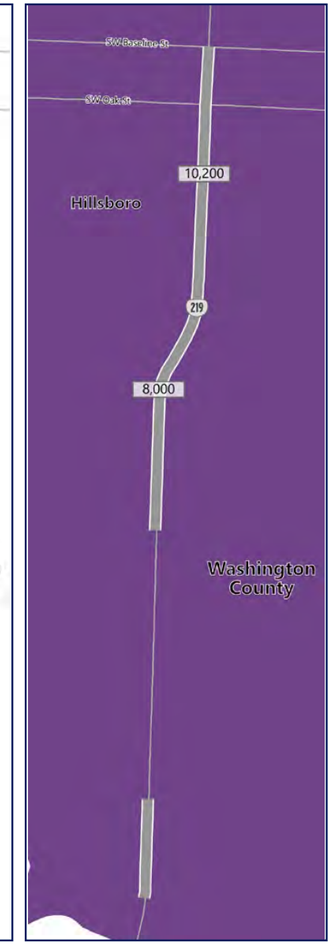
PEOPLE OF COLOR

LOW INCOME

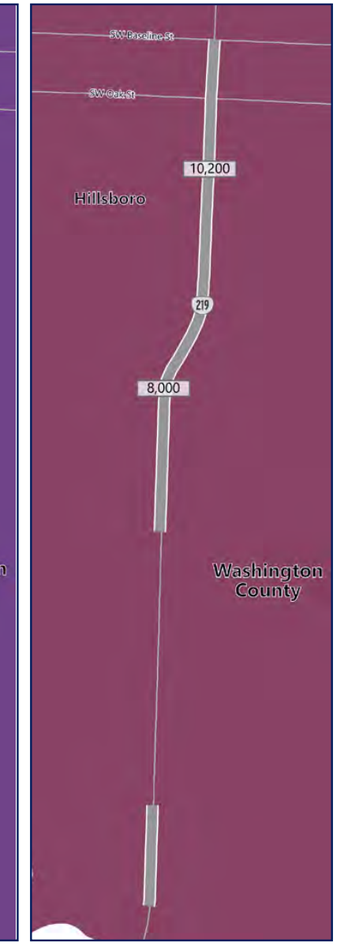
NO VEHICLE HOUSEHOLDS



PEOPLE WITH DISABILITIES



UNEMPLOYMENT



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N
0 400 800
feet

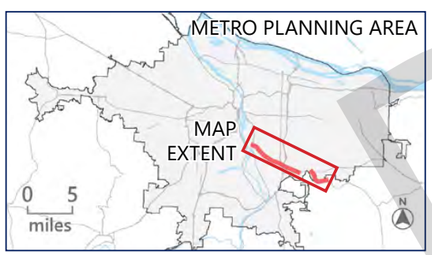
Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

CLACKAMAS HIGHWAY / SUNRISE EXPRESSWAY (OR 224)

CORRIDOR INFORMATION

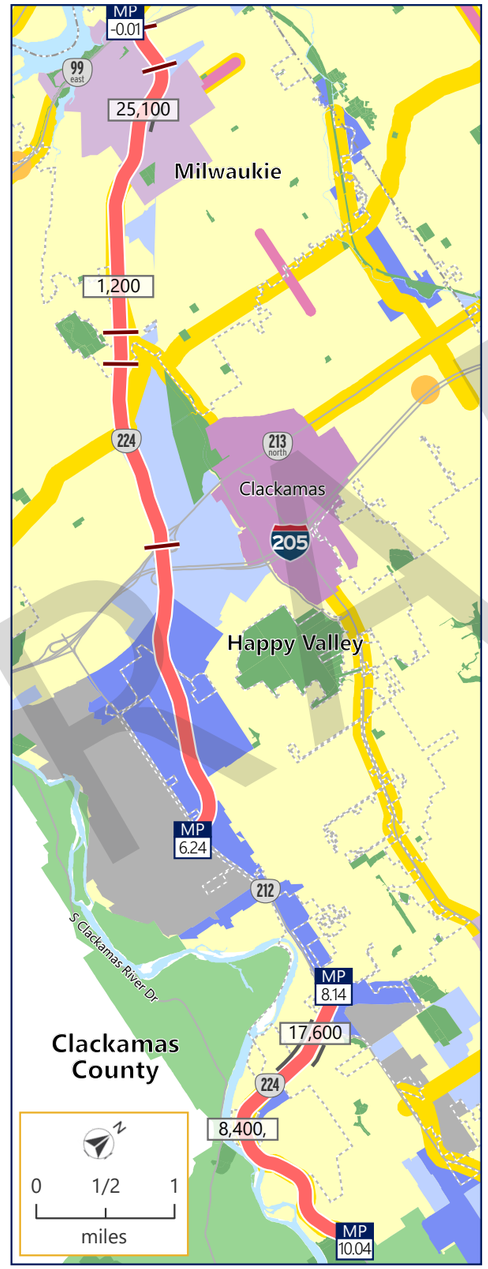
Roadway classification	Federal: Urban Other Freeways and Expressways, Urban Minor Arterial State: Statewide Highway, District Highway, Expressway Metro: Throughway Local: Regional Route (Milwaukie), Principal Arterial (Clackamas County), New Principal Expressway (Clackamas County), Major Arterial (Happy Valley, Clackamas County)
Highway length	8.6 miles
Bike network	Bike lanes (partial)
Transit	TriMet Route 30
Freight routes	OR 212 to OR 99E (ODOT), Reduction Review Route (ODOT)
Crash history (2013-2018)	0 pedestrian-involved, 0 cyclist-involved, 163 vehicle
Number of lanes	2
Speed limit	35-55 mph
Population	29,708 people
2010 U.S. Census data from all intersecting Transportation Analysis Zones (TAZs) and 2040 Centers.	
Employment	39,437 jobs
2015 Longitudinal Employer-Household Dynamics (LEHD) from all intersecting TAZs and 2040 Centers.	

Note: Happy Valley's Transportation System Plan has not been updated to include roadway classification for OR 224 (milepost 8.14 to 10.04).



County boundary
City boundary
Arterials
##,### Annual average daily traffic volumes
Sidewalks
Bridge
MP ## Milepost termini
Not designated
Throughway
Major Arterial
Minor Arterial
Arterial Outside Urban Growth Boundary
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody

REGIONAL LAND USE AND TRANSPORTATION



ENVIRONMENT with photo locations

PHOTOS

Source: Metro RLIS database and ODOT TransGIS.

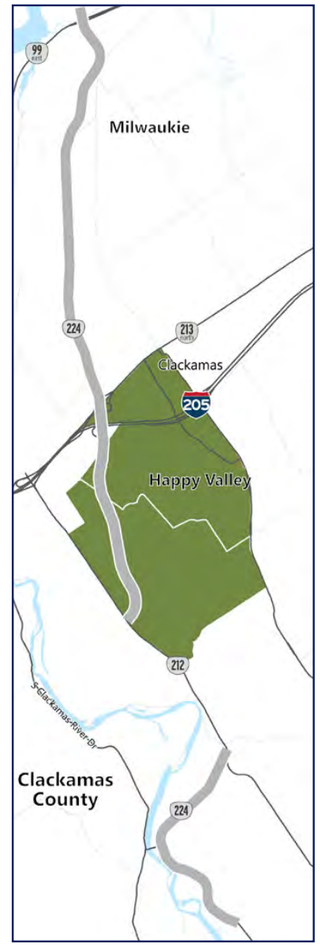
CLACKAMAS HIGHWAY / SUNRISE EXPRESSWAY (OR 224)

CORRIDOR INFORMATION

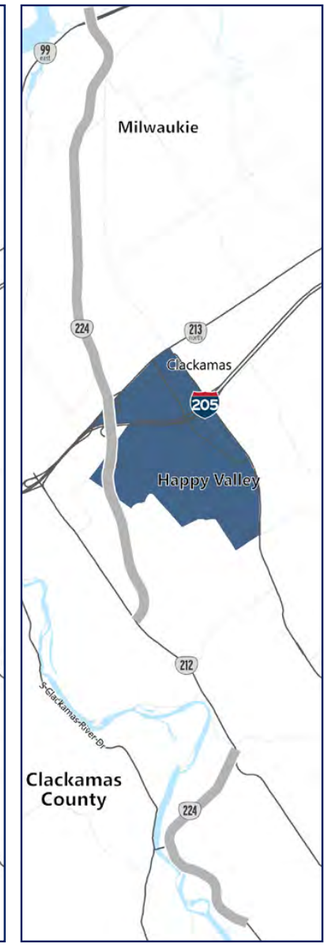
Crash data	Metro High Crash Corridor for part of the corridor (<50%) 10 ODOT SPIS sites	
Pavement condition	Fair: MP -0.01 - 0.11 MP 0.09 - 20.09 MP 20.9 - 3.96 Good: MP 8.15 - 8.22 MP 8.16 - 8.8 MP 8.8 - 13.9	Very Good: MP 4.11 - 6.26
Bridges and bridge rating (0-100)	MP 0.38: 84.4 MP 2.64: 61.5	
Pedestrian and bicycle network completion	▪ Metro bicycle corridor and pedestrian corridor ▪ Region 1 ODOT ATNI: • Sidewalk gaps: 7.6 miles • Sidewalk substandard: 0.1 miles • Sidewalk meets standard: 0 miles • Bicycle gaps: 5 miles • Bicycle substandard: 3.6 miles • Bicycle meets standard: 0 miles • Number of crossings: 12	
Transit frequency	No existing or planned frequent service lines.	

Corridor information table continues on next page.

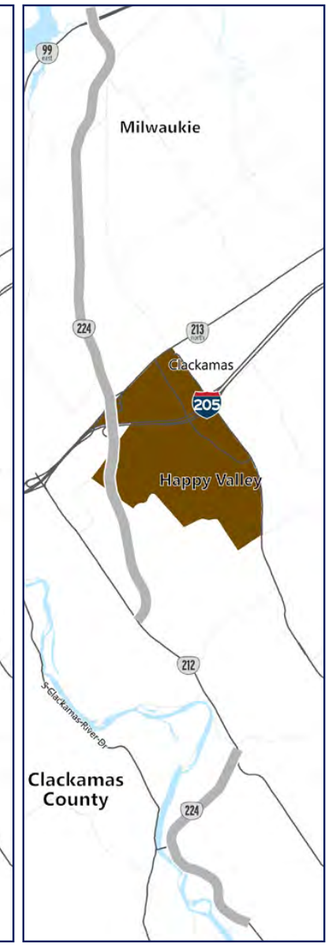
PEOPLE OF COLOR



LOW INCOME

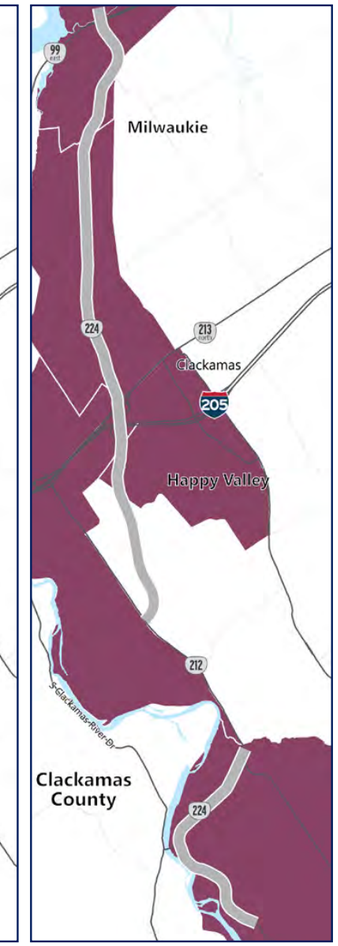


NO VEHICLE HOUSEHOLDS



PEOPLE WITH DISABILITIES

UNEMPLOYMENT



Above regional rates for People of Color
At or below regional rates

Above regional rates for Low Income
At or below regional rates

Above regional rates for No Vehicle Households
At or below regional rates

Above regional rates for People with Disasbilities
At or below regional rates

Above regional rates for Unemployment
At or below regional rates

Regional rates for people of color, low income, no vehicle households, and people with disabilities are defined as above the regional average percent of the population and twice the density as determined by the Metro 2018 Equity Evaluation. Unemployment is determined as above the regional rate as determined by the Bureau of Labor Statistics. See Atlas Index for regional rates.

N
0 ½ 1
miles

Source: Metro RLIS database, ACS 2017, U.S. Bureau of Labor Statistics

CLACKAMAS HIGHWAY/SUNRISE EXPRESSWAY (OR224) 41

CORRIDOR INFORMATION

Capital projects	**ODOT STIP 2018 – 2021** ▪ East systemic signals and illumination (20339) ▪ OR8 at River Rd & OR222 at Lake Rd (20451) ▪ OR212/OR224 Arterial management (21495) ▪ Portland Metropolitan Bridge Screening and rail retrofit (19918) **ODOT STIP 2021 – 2024** ▪ East Systemic Signals and Illumination (20339) ▪ OR212/224 Arterial Management (21495) ▪ OR224 SE 17th Ave – OR213 (21598) ▪ OR224 at SE Monroe St (21606) ▪ OR224 SE 17th Ave – Rainbow Campground (21612) **City CIPs** ▪ Milwaukie - Clackamas County Regional Freight ITS Project Phase 1 – Planning and Design and Phase 2 A/B- Construction ▪ Milwaukie - Hwy 224 & Hwy 99E Improvements

ATTACHMENT B - Policy Framework

Attachment B

REGIONAL FRAMEWORK FOR HIGHWAY JURISDICTIONAL TRANSFER

Policy Framework

Date: September 19, 2019

Subject: Policy Framework Memo

1. Introduction

1.1 Purpose of the Regional Framework for Highway Jurisdictional Transfer

The purpose of the Regional Framework for Highway Jurisdictional Transfer Study (Study) is to identify which state-owned routes in the Portland metropolitan region should be evaluated and considered for jurisdictional transfer, identify gaps and deficiencies on those routes, to regionally prioritize the routes, and address some of the barriers and opportunities to transfer the prioritized routes from state ownership to local ownership. Jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing the ownership of a roadway. The decision framework will serve as a tool for state, region, and local jurisdiction leaders to identify good candidate roadways for transfer and facilitate successful transfer of roadway ownership. The Study is convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

ODOT owns and maintains some roadways in greater Portland that were originally constructed to provide connections from farmland to the city (referred to as "farm-to-market" roads) and grew to become highways. In 1956, the federal government began building the Interstate Highway System (known as the Dwight D. Eisenhower National System of Interstate and Defense Highways), and between 1960 and 1980, the highway system in Portland was built. It included limited access facilities such as Interstate (I-)5, I-205 and Highway (HWY) 26 which provided more efficient long-distance travel options and replaced the function of the existing state system. As a result, many of these roads now serve a different purpose, providing short-distance travel for vehicles, transit and people walking and biking. The roadways have not only diversified in terms of types of travel, but also in the types of travelers. Today, in the Portland region, a concentration of people of color, low-income or limited-English speakers live and travel along some of these arterials that used to function as highways, such as 82nd Avenue and Tualatin Valley (TV) Highway.

While their function has changed, for many, their roadway classification and their physical design has not; those that remain state highways retain the same classification identified in the 1999 Oregon Highway Plan, as amended (OHP). Transferring non-limited access state highways that function as urban arterials to local jurisdictions would allow them to be operated and maintained consistent with local design standards that may respond better to modern transportation uses and mobility options, land use and development patterns. For this reason, local jurisdictions experience an opportunity cost of the status quo, given underperforming economic development that is often correlated with the condition of these roads.

1.2 Purpose of the Memorandum

This memorandum summarizes the legal, regulatory and policy framework for highway jurisdictional transfers in Oregon. The memorandum also identifies major constraints to the transfer process and provides best practices based on examples of completed roadway transfers in Oregon.

In this memorandum, highway jurisdictional transfer refers to the process of transferring ownership of a highway right of way from ODOT to a local jurisdiction – a City or County. A jurisdictional transfer can also be the transfer of ownership from a local jurisdiction to ODOT.

This memorandum is organized to give decision-makers the overarching policy framework, relevant case studies and best practices needed to identify, analyze and implement jurisdictional transfers in the region:

Section 1: Introduction
Section 2: Policy Framework
Section 3: Case Studies
Section 4: Best Practices

2. Policy Framework

2.1 Relevant Policies and Roadway Classifications

Roadway classifications are categorizations given to a roadway by the federal, state, regional or local government to help delineate differences in roadway purpose and design.[1] A single roadway may have multiple classifications (e.g., federal, state, regional and local) and multiple policy overlays (e.g., expressways, land use, statewide freight routes, scenic byways, lifeline routes, etc.). Roadway classifications define the purpose of a road and its function within the larger transportation network. Classifications are based on how many people use a road, how often they use it, why they use it, and their experience while using it. A roadway's design standards, planning, engineering, maintenance and operations are all influenced by its classification. In general, the classification designated by the owner of the roadway most significantly impacts roadway design. Roadway classifications are delineated in plans and policies. The following sections describe relevant federal, state, regional and local policies, including roadway classifications.

2.1.1 Federal

As part of the National Highway System Designation Act of 1995, Congress adopted highway routes in the National Highway System (NHS). The Federal Highway Administration (FHWA) oversees the NHS and has established the following functional classifications:

- Principal Arterial (all sub-categories are recognized in both urban and rural forms)
  - Interstate
  - Other Freeways & Expressways
  - Other
- Minor Arterial
- Collector (all sub-categories are recognized in both urban and rural forms)
  - Major
  - Minor

[1] Policy Brief: Route Designations and Classifications. Oregon Department of Transportation. n.d.

- Local

The federal classification hierarchy identifies how roadways meet intended travel objectives. These objectives range from serving long-distance passenger and freight needs to neighborhood travel. The coordinated and systemic maintenance of an effective roadway functional classification system supports the strategic allocation of Federal Aid funds to the roadways with the greatest need and enables people and goods to move fluidly through the transportation system.

Functional classification has come to assume additional significance beyond identifying the role of roadways in moving vehicles through a network of highways. Functional classification directly impacts roadway design, funding opportunities, the evaluation of system performance and investment decisions. Expectations about roadway design, access control, operations, capacity and a roadway's relationship to existing land use and future development and redevelopment is associated with functional classification. Federal legislation continues to use functional classification to determine funding eligibility under the Federal-Aid program. Transportation agencies describe roadway system performance, benchmarks and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification is an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety.[2]

The following federal functional classifications exist on roadways in the Portland metropolitan area:

- **Urban Interstates** are designed and constructed for vehicular mobility and long-distance travel. Roadways in this category are officially designated by the U.S. Secretary of Transportation and all routes that comprise the National System of Interstate and Defense highways belong to this classification.
- **Urban Other Principal Arterials** serve major centers of metropolitan areas and provide a high degree of mobility. They directly serve adjacent land uses.
- **Urban Minor Arterials** serve relatively smaller geographic areas and provide connectivity to the higher Arterial system. They serve trips of moderate length to augment the higher Arterial system and provide intra-community continuity.
- **Urban Collectors** serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network.
- **Urban Local Roads** are not intended for use in long distance travel, except at the beginning or end of trips. They are designed to discourage through traffic. Local Roads are classified by default; once all Arterial and Collectors are identified, all remaining roadways are classified as Local Roads.

While functional classifications of some roadways can and do change over time, the vast majority of roadways maintain their federally designated classifications. Because of this, the FHWA advises States to focus their efforts on identifying roadways where the functionality has changed. A functional change can occur to the roadway itself, such as an extension or widening, or to surrounding land, such as new development or residential growth.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment and reducing delays in project delivery. The Fixing America's

[2] Highway Functional Classification Concepts, Criteria and Procedures. U.S. Department of Transportation, Federal Highway Administration. 2013 ed.

Surface Transportation Act (FAST Act) builds on the changes made by MAP-21 by improving mobility on America's highways, creating jobs and supporting economic growth, and accelerating project delivery and promoting innovation. The FAST Act provides long-term funding for surface transportation infrastructure planning and investment.[3]

The FAST Act directed FHWA to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of the U.S. freight transportation system. The NHFN includes four subsystems of roadways:

- **Primary Highway Freight System (PHFS)** is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. In Oregon, I-5 and I-84 are part of the PHFS.
- **Other Interstate portions not on the PHFS** consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities.
- **Critical Rural Freight Corridors (CRFCs)** are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs)** are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

States and in certain cases, Metropolitan Planning Organizations (MPOs), are responsible for designating public roads for the CRFCs and CUFCs in accordance with section 1116 of the FAST Act.[4]

The U.S. Department of Transportation also designates NHS freight connectors. These are the public roads that connect major intermodal terminals to the highway network. Several criteria are considered when designating an NHS connector including the level of activity of an intermodal terminal and its importance to a state's economy. In the greater Portland area, NHS freight connectors link to intermodal facilities such as the Portland International Airport, Portland Union Station, Portland Greyhound Bus Terminal, Port of Portland, Albina Yards, Brooklyn Yard, NW Industrial Area, and Swan Island Ship Repair Yard.[5]

When a roadway transfer occurs and results in a change in state classification, federal classifications remain, unless the agencies follow the federal process for classification change. Additional research may be required on a case-by-case basis to understand if and how federal designations affect potential transfers.[6]

2.1.2 State of Oregon

The 1999 Oregon Highway Plan (OHP) applies general directives to the state highway system. The plan emphasizes:

- efficient management of the system to increase safety, preserve the system and extend its capacity;
- increased partnerships, particularly with regional and local governments;

[3] Fixing America's Surface Transportation Act of "FAST Act": A Summary of Highway Provisions. Federal Highway Administration. 2016.
[4] National Highway Freight Network. Freight Management and Operations. Federal Highway Administration. 2018.
[5] Intermodal Connectors, Oregon. Federal Highway Administration. 2018.
[6] Highway Functional Classification Concepts, Criteria and Procedures. Federal Highway Administration. 2013.

- links between land use and transportation;
- access management;
- links with other transportation modes and travel demand management; and
- environmental and scenic resources.

The OHP has three main elements: the Vision, the Policy Element, and the System Element. The Policy Element contains goals, policies and actions.

Goal 1 of the OHP is System Definition. This goal is to maintain and improve the safe and efficient movement of people and goods and contribute to the health of Oregon's local, regional and statewide economies and livability of its communities. The System Definition policies define a classification system for state highways to guide management and investment decisions. Policy 1A divides state highways into five categories based on function:

- Interstate
- Statewide
- Regional
- District
- Local

Four special-purpose classifications supplement this foundational hierarchy: land use, statewide freight routes, scenic byways and lifeline routes. They address the special expectations and demands placed on portions of the highway system by land use, the movement of trucks, the Scenic Byway designation and significance as a lifeline or emergency response route. Information contained in these special designations is used to guide management, needs analysis and investment decisions on the highway system.

The following four classifications exist within the Portland metropolitan area:

- **Interstate Highways** provide connections to major cities, regions of the state, and other states. In urban areas, they provide connections for intraregional trips as a secondary function.
- **Statewide Highways** provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports and major recreation areas. They also provide connections for intra-urban and intra-regional trips.
- **Regional Highways** provide connections to regional centers, statewide or interstate highways or economic and activity centers of regional significance.
- **District Highways** provide connections between small urbanized area, rural centers and urban hubs. They serve local access and traffic.[7]

The 2015, 2018, and 2019 Oregon Legislative Sessions included bills that focused on jurisdictional transfer. While the Oregon Legislature did not pass the following bills, they provide insight on the intentions of the Legislature moving forward.

2015

- Senate Bill (SB) 117 would have created a 12-member Task Force on Jurisdictional Transfers to evaluate and recommend potential transfer of state highways to cities or counties or transfer of county roads or city streets to the state highway program.
- SB 326 would have modified the state modernization program to make projects that facilitated jurisdiction transfers eligible for funding.
- House Bill (HB) 3302 would have allocated about $27 million per year for 10 years to fund jurisdiction transfer projects.

2018

- HB 4060 modified and added laws related to transportation, including transferring jurisdiction of specified highways.

2019

- HB 2846 would have required regions to conduct jurisdictional transfer evaluation and present a report on the evaluations to the Joint Committee on Transportation.

[7] Oregon Highway Plan. Oregon Department of Transportation. 1999. Pg. 37.

Expressways are a subset of the Statewide, Regional and District Highways classifications. They are complete routes or segments of existing limited-access two-lane, multi-lane, and planned multi-lane highways that provide for safe and efficient high-speed and high-volume traffic movements. Their primary function is to provide interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide long-distance and intra-urban travel in metropolitan areas.

System Management, Goal 2 of the OHP, encourages coordination between the State, local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to the development, operation, and maintenance of the highway and road system that:

- safeguards the state highway system by maintaining functionality and integrity;
- ensures that local mobility and accessibility needs are met; and
- enhances system efficiency and safety.

Additionally, Policy 2C (Interjurisdictional Transfers) requires the State of Oregon to consider, in cooperation with local jurisdictions, interjurisdictional transfers that:

- rationalize and simplify the management responsibilities along a roadway segment or corridor;
- reflect the appropriate functional classification of a roadway segment or corridor; and/or
- lead to increased efficiencies in the operation and maintenance of a roadway segment or corridor.[8]

The State classification system recognizes that some roads, which are currently state highways, often function as local roads. Policy 2C of the OHP states that ODOT will develop a process to identify roads that may be transferred to local jurisdictions in accordance with Policy 2C.

Goal 4 of the OHP, Travel Alternatives, addresses travel modes such as walking, biking, and transit, and transportation demand management strategies that support reductions in single-occupancy vehicle demand on the highway system. ODOT's Highway Design Manual (HDM) provides technical guidance and standards to guide the design of walking, biking, and transit facilities on ODOT owned and managed facilities. In addition, the HDM provides information regarding design exceptions that some jurisdictions pursue to include desired facility designs on ODOT highways in urban areas. A city may pursue a jurisdictional transfer of a state highway to support implementation of pedestrian or bicycle facility designs that would not otherwise be feasible via the HDM.

ODOT's Blueprint for Urban Design provides direction on designing ODOT facilities in various urban and suburban state highway contexts in Oregon. It seeks to align planning and design work for urban transportation projects by developing comprehensive design targets to address the unique needs of urban environments. The effort considers all modes of transportation including motor vehicle, freight, public transit, pedestrian, bicycle and rail.

2.1.3 Regional

Oregon Metro's 2018 Regional Transportation Plan (RTP) is the blueprint to guide investments for all forms of travel in greater Portland. The RTP prioritizes policies, planning and projects identified and adopted by the Joint Policy Advisory Committee on Transportation (JPACT), and approved by FHWA and Federal Transit Administration (FTA) as the region-wide transportation plan. It identifies the region's most urgent transportation needs and priorities for investments over the next 25 years. In 2018, JPACT and Metro Council identified four priority areas: traffic safety, equity, congestion relief and reducing

[8] Oregon Highway Plan. Oregon Department of Transportation. 1999.

impacts to Climate Change. During the development of the RTP 2018, stakeholders and jurisdictions called for a jurisdictional transfer study. As planning for jurisdictional transfers moves forward, the 2018 RTP lays the foundation for successful implementation.

Chapter 3 of the 2018 RTP establishes regional classifications for roadways within the Portland metropolitan area. These classifications categorize roads for each identified regional modal network (pedestrian, bicycle, transit, freight and motor vehicles). Like federal and state classification systems, the RTP's classifications are hierarchical and provide a vision for the modal networks. Each classification describes the volume and type of trips most suited for the group of roadways. The RTP classifications, by modal network, include:

- **Pedestrian**: pedestrian parkway, regional pedestrian corridor, local pedestrian connectors
- **Bicycle**: bicycle parkway, regional bikeway, local bikeways
- **Transit**: existing light rail, commuter rail, enhanced transit corridor, street car, High Capacity Transit (HCT) in progress, future HCT, intercity high-speed rail, frequent bus, regional and local bus
- **Freight**: main roadway routes, regional intermodal connections, roadway connections
- **Motor Vehicle**: throughways, major arterial, minor arterial

Chapter 8 of the RTP establishes the Jurisdictional Transfer Assessment Program as part of the ongoing and future efforts to implement the RTP. Metro created this program as part of near-term planning efforts to apply the plan at the regional scale (section 8.2.3.4 of the RTP).

Chapter 6 identifies ten near-term capital program investment priorities to address greater Portland's most pressing transportation challenges. Of these priorities, Metro Council identified four to act as the pillars of the RTP. These four priorities provide critical guidance and direction for the Study. They will be integrated at each step of the jurisdictional transfer process, from identifying candidates to implementing a transfer. The priorities are:

- Equity – reduce disparities and barriers faced by communities of color and other historically marginalized communities
- Safety – reduce fatal and severe injury crashes, particularly focusing on the High Crash Corridor network
- Climate change – expand transit and active transportation networks, and leverage emerging technology to meet Climate Smart Strategy goals
- Congestion relief – manage congestion and travel demand through low-cost, high value solutions.

2.1.4 Local

At the local level, cities and counties use Transportation System Plans (TSPs) and local code to designate roadway classifications and their design standards. Pursuant to Oregon Administrative Rule (OAR) 660-012-0015, all TSPs require a road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Roadway classifications in city and county TSPs are also required to be consistent with regional and state classifications.[9] Local classifications often use different systems and/or terminology but are fundamentally consistent in policy.

[9] OAR 660-012-0020.

2.2 Legal Considerations

The jurisdictional transfer process includes completing and approving two documents that can address specific legal issues if they arise: the Jurisdictional Transfer Agreement and the intergovernmental agreement.

The **jurisdictional transfer agreement** should clearly spell out maintenance responsibilities to prevent confusion about which agency performs maintenance and to what standard. In particular, highways that have been constructed or improved using federal funds may still have federal requirements dictating maintenance levels for long periods of time, usually the useful life of the facility. If the highway is not property maintained, FHWA will hold ODOT responsible for rectifying the situation, regardless of whether the state or a local government has jurisdiction over the roadway. From the local government perspective, local governments are often taking on a large financial liability, especially as it relates to potential future tort claims, so it is important for the local jurisdictions to have clarity on whether they have autonomy in determining the level of maintenance needed and other engineering improvements. Therefore, it is in the best interest of all parties to clearly define maintenance responsibilities for roadways that used federal funds.[10]

The **intergovernmental agreement (IGA)** should clearly state the process and timing for transfer and identify the responsibilities of the State and local jurisdiction to address three common legal issues:

- Tort liability;
- Americans with Disabilities Act (ADA) claims; and
- Right-of-way designations.

The IGA addresses tort claims by identifying who assumes liability (i.e., liability for a wrongful act, not including breach of contract or trust, that results in injury to another person's property or the like and for which the injured party is entitled to compensation). Because agencies have six months to respond to tort claims, the involved agencies would likely know of any outstanding claims related to the segment for jurisdictional transfer. The IGA should lay out a clear timeframe for transfer and identify agency roles to prevent liability issues.

Second, the IGA should clearly identify timing and agency responsibilities to ensure federal or state ADA claims relevant to the highway being transferred are appropriately addressed. Unlike tort claims, ADA claims require immediate response from the responsible agency.

Third, the IGA should clearly identify the precise right of way being transferred. The ownership of roadways is complex; in some instances, ODOT maintains the road from curb to curb, while the city owns and maintains the roadway from the curb to the right of way line. The IGA should ensure the ownership of the right of way, and where they right of way is located, is clear to prevent confusion on ownership and liability.

Lastly, the IGA often identifies a cost and source of funding for the transfer that is mutually agreed to by all parties.

2.3 The Legal Process for Transfer in Oregon

Best practice indicates that transferring ownership of a state highway requires years of intentional planning and collaboration among the involved parties. Once a roadway is selected, the formal process that legally transfers property from ODOT to a local jurisdiction can begin. The legal mechanism for this

[10] Transferring Roads: A Handbook For Making Jurisdictional Transfers. Oregon Department of Transportation. 2003.

transfer is a contract between the parties. This is referred to as the jurisdictional transfer process. The following three steps summarize the legal process. There is a more comprehensive overview of the legal process in ODOT's Transferring Roads Handbook (2003).[11]

2.3.1 Step 1: Jurisdictional Transfer Agreement

If the jurisdictional transfer involves one or more local governments, ODOT and the partnering local government(s) begin preliminary negotiations regarding the highway segments to be transferred and/or retained. Based on these negotiations, the appropriate ODOT Region and local agency work together to prepare a draft agreement, along with a preliminary map of the highway segments involved. The agreement describes the necessary terms and conditions, including State and local jurisdiction obligations and general provisions. After the Jurisdictional Transfer Agreement has been approved, ODOT and the local agency sign the agreement to implement the transfer process.

2.3.2 Step 2: Jurisdictional Transfer Conveyance Documents

Negotiating a contract for jurisdictional transfer takes into account several things.

First, the parties must agree to the asset being transferred. The ODOT Right of Way Section, Acquisition Unit, prepares right of way documents, based on the terms of the agreement, and attaches the final exhibit map that clearly defines highway segments to be retained and/or transferred. The local government's Right of Way section will review and coordinate with ODOT's Right of Way section. When right-of-way is not clear or needs specificity, clauses relating to on-going maintenance of assets that are related or connected to the roadway, such as utilities and lighting, may be included in the contract.

The document will clarify roles and responsibilities after the transfer, especially as it relates to ongoing liability and indemnification. Once the agreement is in place and the terms and conditions have been mutually agreed upon by all parties, the formal resolutions and transfer documents finalizing the process are prepared for signature.

Once signed, the document transferring the right of way, with a reversionary clause, is recorded with the county, with the exhibit map attached. These two documents are a Resolution Eliminating a Section of Highway from the State Highway System and Minor Amendment to the Oregon Highway Plan, and a recorded Jurisdictional Transfer Document. The Resolution is the Oregon Transportation Commission's (OTC) formal decision documenting the transfer and amendment to the OHP. The Jurisdictional Transfer Document is a formal legal document finalizing the transfer. This step can also include agreements related to roles and responsibilities for future operations and maintenance of the roadway, liability, claims, and right of way.

2.3.3 Step 3: Changes to the Oregon Highway Plan

The 1999 OHP is the highway element of the state transportation system plan required by the Transportation Equity Act for the 21st Century and the state Transportation Planning Rule. It is a statement of state policy developed and adopted by the OTC and has legal status. A jurisdictional transfer involves a change to the highway system that is noted on the OHP highway map and the OHP list of state-owned highways. The OHP must be amended accordingly, which requires OTC approval.[12]

[11] Transferring Roads: A Handbook For Making Jurisdictional Transfers. Oregon Department of Transportation. 2003.
[12] Ibid.

2.3.4 Changes to the Regional Transportation Plan

The Regional Transportation Plan must be amended if the jurisdictional transfer results in any changes to RTP functional classifications (on the motor vehicle, transit, bicycle, pedestrian or freight system maps) or any changes to the RTP project list.

2.3.5 Relevent Oregon Statutory Authority

Jurisdictional transfers are based on language in state statute and require OTC approval to complete the transfer. Oregon Revised Statute (ORS) gives OTC the authority to "select, establish, adopt, lay out, locate, alter, relocate, change and realign primary and secondary state highways."[13] Oregon statute (ORS 366.290) also allows ODOT to add or remove roads from the state highway system and its considerations are listed below.

> (*1) In the selection of highways or roads to be included in the state highway system the department shall give consideration to and shall select such county roads or public roads as will contribute to and best promote the completion of an adequate system of state highways. Thereafter the construction, improvement, maintenance and repair of such roads shall be under the jurisdiction of the department.*
>
> *(2) In the selection of highways or roads to be included in the state highway system the department shall give consideration to and shall select such county roads or public roads as will contribute to and best promote the completion of an adequate system of state highways.*
>
> *(3) (a) With the written agreement of the county in which a particular highway or part thereof is located, the department may, when in its opinion the interests of highway users will be best served, eliminate from the state highway system any road, highway, road segment or highway segment. The road, highway or segment becomes a county road or highway, and the construction, repair, maintenance or improvement, and jurisdiction over the road or highway will be exclusively under the county in which the road or highway is located.*[14]

Oregon statutes related to jurisdictional transfers include the following:

- ORS 366.340 establishes the highway purposes that ODOT may have for acquiring real property.
- Pursuant to ORS 366.395, the state may relinquish title to any of its property not needed for highway purposes to any other governmental body or political subdivision within the State of Oregon, subject to such restrictions, if any, imposed by deed or other legal instrument or otherwise imposed by the state.
- Pursuant to ORS 373.010, when the route of a state highway passes through a city, the state may locate, relocate, reroute, abandon, alter, or change such routing when in its opinion the interests of the motoring public will be better served.
- Pursuant to ORS 373.020, jurisdiction of streets taken over by the Department of Transportation extends from curb to curb or over the portion of the right of way utilized by the department for highway purposes.

[13] ORS 366.215, Creation of state highways.
[14] ORS 366.290, Adding to or removing roads from state highway system.

3. Case Studies

Since 1993, ODOT has transferred 12 facilities in Region 1 to local jurisdictions. Mandated by Keep Oregon Moving (House Bill 2017), ODOT is currently studying the cost to upgrade and transfer Inner Powell to the City of Portland, and is upgrading Outer Powell to transfer to the City of Portland. ODOT and the City of Portland are also discussing transfer of 82nd Avenue and 99W (Barbur Boulevard). Each jurisdictional transfer is a unique negotiation between ODOT and the receiving jurisdiction. Transfer conditions and agreements are influenced by community input, the local government funding capacity, the state of repair of the roadway and the roadway's relationship to the larger transportation network.[15]

Additional jurisdictional transfers between ODOT and a local jurisdiction authorized by Keep Oregon Moving include:

- Pacific Highway West (Highway 91) from Beltline Highway to Washington Street, and Walnut Street to Interstate 5 from ODOT to the City of Eugene*
- Springfield Highway (Highway 228) from ODOT to the City of Springfield
- The section of Territorial Highway (Highway 200) that is located within Lane County from ODOT to the County*
- Springfield-Creswell Highway (Highway 222) from Jasper-Lowell Road to Emerald Parkway from ODOT to Lane County*
- Delta Highway from Interstate 105 to Randy Pape Beltline from Lane County to ODOT
- Cornelius Pass Road from Highway 30 to Highway 26 from Multnomah and Washington County to ODOT

**ODOT will retain jurisdiction of identified bridges*

3.1 Case Studies: Themes

Case studies of completed highway jurisdictional transfers illustrate a range of conditions and outcomes from past projects, providing useful information for future planning and pursuits. Three themes emerge from the review of several case studies:

Theme 1: Incentive and mutual benefits
Theme 2: Roadway maintenance and design standards
Theme 3: Consistency with current land use

The following sections describe the themes and present case studies that support each theme.

3.1.1 Theme 1: Incentives and Mutual Benefit

Jurisdictional transfers are initiated when the State and local jurisdiction have incentive to execute the transfer. Case studies indicate that local jurisdictions are motivated by the community's desire for an improved roadway and when a change in roadway function will prioritize non-automobile travel modes, to improve traffic safety or support desired land use outcomes. Transfer is easiest when funding is available (for example, through the State Legislature) to upgrade the road prior to transfer. Frequently, transfers reduce maintenance costs and liability for the State, providing long-term financial incentive for the State to complete a transfer.

Once incentives are established, the State and local jurisdiction are motivated to complete a transfer by the prospect of mutual benefits. Because the jurisdictional transfer process is grounded in negotiations, transparent and frequent communication ensures that both parties will receive some type of benefit – a financial benefit or outcome that supports the agency's mission.

Table 1 presents examples where financial incentives and the prospect of mutual benefits motivated the State and local jurisdictions to complete highway jurisdictional transfers.

[15] 82nd Avenue of Roses Implementation Plan: Jurisdictional Transfer Explanation and Case Studies. CH2M. 2016.

Table 1. Case studies - incentive and mutual benefit

Roadway	Transfer to	Transfer from	Year	Reason for transfer	Outcome
Martin Luther King, Jr. Boulevard from Lombard Street to SE Division Street	City of Portland	ODOT Region 1	2002	The roadway served local commercial districts and residential neighborhoods. The community wanted to transform the highway into a boulevard-style roadway that was not consistent with ODOT Highway Design Manual standards. ODOT wanted to transfer the liability and associated maintenance costs to another jurisdiction.	The Portland Bureau of Transportation (PBOT) took full jurisdiction and maintenance of the highway. PBOT added on-street parking, pedestrian islands, crosswalks, and curb-side street trees. As part of the agreement, ODOT turned over easements and lease rights on the East Bank Property and Holman Building. ODOT also rebuilt the viaduct.
Scholls Ferry Road (milepost 0.0 – 5.5)	Washington County	ODOT Region 1	2003	The road served mainly local functions and served as a major county arterial. It needed major improvements to address congestion issues that were not ODOT funding priorities.	The County and ODOT agreed that if the state provided 50 percent funding, the county would take over jurisdiction. County design standards were used to reduce costs, although the cities were able to incorporate some of their unique standards.

3.1.2 Theme 2: Roadway maintenance and design standards

Jurisdictional transfers frequently occur to improve a roadway's maintenance or change its design standards. ODOT design standards are consistent with the Highway Design Manual, and many local jurisdictions use design standards with more flexibility for urban design. Design standards are dictated by a road's classification and may not be consistent with current or future uses of the roadway.

Classifications also can relate to the level of funding a roadway receives from the State; often in the context of limited funding, ODOT invests in maintenance of Interstates or Statewide Highways first.

Table 2 presents examples where jurisdictional transfers were motivated by a need to improve roadway maintenance and change design standards.

Table 2. Case studies - roadway maintenance and design standards

Roadway	Transfer to	Transfer from	Year	Reason for transfer	Outcome
Lafayette Avenue	City of McMinnville	ODOT Region 2	2003	The roadway was a two-lane arterial with no sidewalks and drainage. Pavement conditions varied from fair to poor. The City tried to improve the road through the STIP process. Under ODOT's ownership, the desired project could not be designed to state standards because of the narrow right of way. The project was ineligible for federal funding because it did not follow federal design guidelines.	The City agreed to put general fund money towards the project in addition to bond and systems development charge money to transfer the road. Without having to adhere to ODOT design standards, the City implemented the desired project.
Oregon 47	City of Forest Grove and Washington County	ODOT Region 1	2003	The local community wanted the road brought up to urban design standards and was willing to fund part of the project with property taxes.	ODOT constructed a new state highway bypass, designed to ODOT standards. Part of OR 47 was transferred to the County and part to the City of Forest Grove; Washington County completed the design work and acquired the right of way.
Martin Luther King, Jr. Boulevard Viaduct	City of Portland	ODOT Region 1	2003	A design for upgrading the 1936 viaduct was not compatible with PBOT and community vision for the Central Eastside, specifically around accommodation for pedestrians and bicyclists.	The Design Review Advisory Committee selected a design that did not meet ODOT or FHWA standards, prompting the negotiation for jurisdictional transfer. ODOT agreed to build the selected design if ownership was transferred. The City acquired maintenance and operations in 2011.

3.1.3 Theme 3: Consistency with current and future land use

While jurisdictional transfers often occur to update physical conditions of a roadway, they also occur when a roadway's function is not consistent with current and future land use. Transferring road ownership to a local jurisdiction can help support development or redevelopment by aligning transportation and adjacent land use. The transfer process itself can facilitate development when the negotiation process results in a design that supports adjacent land uses. Negotiation also leads to

creativity and compromise, resulting in an outcome for the roadway that may have otherwise been undiscovered.

Table 3 presents examples where jurisdictional transfer helped align roadway functions with current and future land use.

Table 3. Case studies - consistency with land use

Roadway	Transfer to	Transfer from	Year	Description	Outcome
Sandy Boulevard from Grand Avenue to 99th Avenue	City of Portland	ODOT Region 1	2003	Two segments of Sandy Blvd operated differently from the remainder of the road, with greater mixing of modes as the roadway moved east. The transfer was intended to support redevelopment and growth within the Hollywood Town Center and Main Street improvements.	Under City ownership, the Sandy Boulevard Resurfacing and Streetscape Project made multimodal improvements and changed the streetscape. In 2008, the City prepared a report that found the project to be widely successful. The transfer reduced ODOT's maintenance costs, regional through traffic is served by I-84.
Siskiyou Boulevard	City of Ashland	ODOT Region 3	2003	Located between the library and Southern Oregon University, the state highway functioned as a downtown city street. There was heavy pedestrian and bicycle traffic and safety concerns. The City requested a widening project, but there was disagreement on design issues.	ODOT made the modernization project in the STIP contingent upon the City building the project and taking over jurisdiction along a segment of the boulevard. The biggest issue in the transfer was establishing valuation for maintenance and finding adequate funding.
Interstate Avenue	City of Portland	ODOT Region 1	1993	The City wanted to transfer the road to help construct the new light rail transit line. The Light Rail could not be constructed under ODOT's jurisdiction.	Interstate Avenue was transferred to the City without the exchange of funds. The light rail line was constructed after transfer.

3.2 Major Constraints

Major constraints, as illustrated in the case studies, can delay or limit the ability to achieve the preferred outcome, even if both parties agree a transfer is the best option. However, identifying and addressing constraints early and effectively helps shape expectations for the involved parties. It encourages compromise and creativity to develop a mutually beneficial agreement. Constraints differ on a case-by-

case basis, but can generally be categorized into two categories: fiscal constraints and physical constraints.

3.2.1 Fiscal Constraints

The case studies indicate funding is a major constraint to transferring highway jurisdiction. Transfers hinge on the capacity of the local jurisdiction to incur the costs of roadway maintenance and sometimes the costs to upgrade the facility and/or take on future liabilities. The State and most local jurisdictions in Oregon do not have a dedicated funding source for transfers and, as the case studies illustrate, use a range of creative funding mechanisms, such as bonds.

The state gas tax is the primary source of transportation funding for state and local governments. Oregon's State Highway Fund collects resources from three main sources: taxes on motor fuels, taxes on heavy trucks and driver and vehicle fees. Under the Oregon Constitution, these fees and taxes must be spent on roads, including bikeways and walkways within the highway right of way. State funds can be used for both construction projects and maintenance and operation of state roads. The OTC allocates "fix it" funding for the operation and maintenance of the entire state-owned highway system, including roadways and bridges. Funding is limited.

OTC and ODOT have prioritized maintenance of the Interstate Highway system, which is very expensive.[16] Allocating funds to facilitate and process a highway transfer of an arterial street is challenging. Before the formal process begins, funding availability will likely influence the selection of highways for jurisdictional transfer.

Similarly, local government's ability to raise funds or receive federal or state gas tax funds is not keeping up with the rate of decline of the local roadway system, inflation and the cost of construction. Many local jurisdictions cannot afford to maintain their current transportation assets, in addition to their other aging assets such as utilities and water systems. Often, local governments cannot afford to finance the transfer of the roadway.

3.2.2 Physical Constraints

As part of the process, both parties work towards an agreement on the roadway design and the standards that apply to that design standards, and consider the physical elements of the roadway. In some cases, the parties agree to improvements before the transfer, and other cases, the focus of the negotiations is focused on post-transfer.

If the highway is on the NHS system, whether it is under state or local jurisdiction, the federally-approved design standards apply (in Oregon, ODOT design standards must be used). When the roadway is not on the NHS system, the design standards are determined by the owning agency. To achieve the desired vision, the Transfer Agreement should have clear provisions for the timing and circumstances for turning over the jurisdiction of the roadway.

The transfer process and desired outcomes can be constrained by the physical conditions and elements of the roadway. The following list should be considered when setting expectations for transfer and producing achievable goals.

- **Local zoning and local access**. The local government often oversees the local zoning along the corridor, owns the local streets, and in some cases, issues local building permits to businesses

[16] More information about ODOT's paving projects can be found here: https://www.oregon.gov/ODOT/Pages/ConstructionMap.aspx

and residences along the street. The transfer should take into local comprehensive plans, local zoning, local corridor plans and existing land uses.

- **Outdoor advertising.** The state is required by state law to maintain control of outdoor advertising signs visible to state highways if the section of highway is on the NHS or was part of the Federal aid primary system in existence on June 1, 1991. If the section of highway was not a Federal-aid primary system highway on June 1, 1991, then responsibility for outdoor signage is transferred to the local jurisdiction.
- **Rail crossings.** The jurisdiction whose roadway crosses a rail line is responsible for the crossing markings and the pavement up to the rail line. The owner of the intersecting roadway is responsible for adhering to all the rail stipulations assigned to the former road authority.
- **Highway condition and maintenance.** Parties must mutually agree to the condition of the asset and its state of repair. This includes pavement, bridges, and other features as well as maintenance responsibilities. Highways that have been constructed or improved using federal funds may still have federal requirements or conditions that require maintenance to a standard and for a particular period of time, usually the useful life of the facility. Therefore, any transfer agreement should clearly spell out existing maintenance conditions and on-going maintenance responsibilities.
- **Route designations and signs.** When a highway route number moves from one state-owned road to another, the contract should include a clause regarding ODOT's removal of the signs and replacement by the local jurisdiction.
- **Traffic signals and illumination**. ODOT and the partnering agency may need to renegotiate any existing intergovernmental agreements regarding power, operations and maintenance of signals and illumination. The agreement should define who has power, maintenance and signal timing responsibilities, who has cost responsibility, and how and when any changes take place.

4. Best Practices

The following section presents best practices for highway jurisdictional transfer. These best practices should be followed throughout the entire transfer process –from selection to implementation.

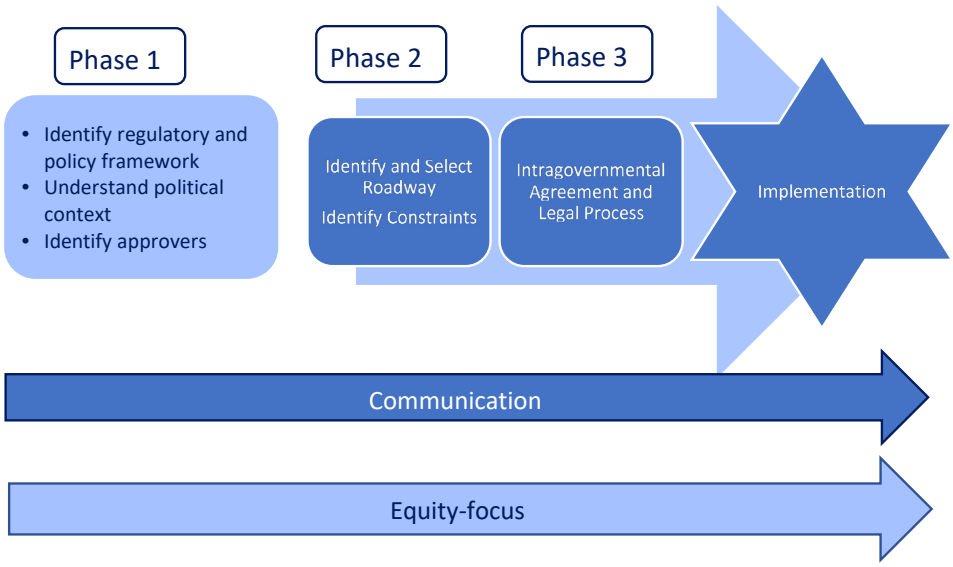
4.1 Follow a Process

The jurisdictional transfer process typically begins years prior to the formal legal process, starting with regional and statewide planning, and continuing through highway selection to implementation of the Transfer Agreement. From initiation to completion, jurisdictional transfers should follow a clear process to enable the State and local jurisdiction(s) to effectively address issues before they become sticking points that prevent or delay the transfer.

Importantly, a fair, equitable process helps jurisdictional transfers meet community goals. Throughout the process, the involved agencies should prioritize community needs and values. In the Portland region, 56% of state-owned arterial highways are located in Historically Marginalized Communities (*areas with higher than average number of people of color, English language learners, and/or lower-income people).* It is imperative for the involved agencies to develop a process and identify equitable outcomes to ensure the results of jurisdictional transfer reduce barriers for people of color and marginalized communities and is consistent with Metro Council's Regional Equity Strategy, which is being carried out across Metro's planning department.

Figure 1 provides an overview of the comprehensive jurisdictional transfer process.

Figure 1. Jurisdictional Transfer Process



4.1.1 Phase 1: Preparing for the transfer

The first phase is preparing for the transfer. During this phase, the involved agencies should:

- identify a regulatory and policy framework;
- understand the political context; and
- identify approvers early.

Identifying a regulatory and policy framework allows the involved agency staff and stakeholders to understand the basis for jurisdictional transfer. The jurisdictional transfer process is rooted in state statute, but it includes intricacies at the federal, regional and local levels. A regulatory and policy framework helps navigate these complexities, such as, roadway ownership, classifications, relevant policies and legal requirements. It also helps involved staff and stakeholders to become familiar with relevant terminology and concepts. This step provides the same information to the involved agencies, ensuring they enter the transfer process with a shared understanding of the applicable regulations and policies.

Understanding the political context in the region and within and among the State and local jurisdiction(s) will help identify funding opportunities, develop a process for transfer and set expectations for the transfer process. Developing a knowledge of the political context, including agency and community priorities, helps determine if highway jurisdictional transfer is the right tool to accomplish the desired outcomes. Jurisdictional transfer can help achieve community goals and result in mutual benefits – but it is not always the most effective route to achieving desired outcomes for the roadway under consideration.

Once a roadway is selected, taking inventory of each agency's priorities, elected officials' interests, and community goals will support a more successful process. Agency priorities will vary and are often influenced by elected officials. Understanding the overall political context will help set expectations for the formal transfer process, ensuring the process and desired outcomes are achievable. Agency

priorities will impact candidate roadways for transfer, available funding sources and levels, and the interests each agency brings to the negotiating table. All these elements should be documented and understood before entering Phase 2 and 3.

Last, identifying the final decision-makers for jurisdictional transfer sets expectation, helps identify realistic outcomes and helps navigate the process to achieve desired outcomes. The decision-makers include those who will agree to enter into negotiations, and those who will sign the transfer documents to formalize the transfer. Section 2.2 describes the necessary steps and documentation. Identifying the approvers early will ensure the process is on track to complete the jurisdictional transfer and avoid backpedaling down the road. It will also set outcomes that are expected to be approved.

4.1.2 Phase 2: Identify and select roadway and identify constraints

Once the foundation for transfer has been established, the agencies are set to identify and select a roadway and identify the constraints to transferring it from one agency to another. Identifying a roadway may hinge on available funding, but best practice indicates that roadways should be selected based on community needs and values. The 2018 RTP recommends the following steps to select roadways for transfer:

- identify state owned routes that the community and stakeholders would like to evaluate and consider for jurisdictional transfer;
- identify gaps and deficiencies on these roadways,
- tier the roadways; and
- address some of the barriers and opportunities to transfer the prioritized routes from state ownership to local ownership.

After the roadway has been selected, constraints should be identified, including both fiscal and physical. Section 3.2 describes common constraints.

4.1.3 Phase 3: Establish intragovernmental agreement and follow the legal process

After the roadway is selected, the agencies can enter into the formal process which implements an intergovernmental agreement. Phase 3 is explained in Section 2 of this memorandum.

4.2 Communicate

Communication is central to carry out a jurisdictional transfer process that results in shared desired outcomes. Best practices include:

- Identify clear roles within ODOT and within the involved local jurisdiction(s), such as a jurisdictional transfer specialist, asset manager, agreements specialist, traffic engineer and financial and support services staff. This will allow staff to develop expertise in the process and foster relationships among the involved staff.
- Set expectations for clear, open and frequent communication among each agency's departments and between agencies.
  - Compromise and creativity between the State and local agencies leads to a fair and acceptable agreement. Communication is particularly pertinent during negotiation.
- Conduct early outreach with the impacted communities.
  - The partnering agencies should do their due diligence to understand the community's needs. Early engagement will lead to a smoother process by preventing tension and backpedaling during negotiation and agreement.

5. Next Steps

As part of this Study, the Study team is developing a Jurisdictional Transfer Atlas to inventory state-owned highways that might be candidates for jurisdictional transfer. Using the Atlas and OHP roadway classification definitions as references, the Study team will prepare recommendations to the OTC to consider potential updates to OHP roadway classifications based on changes in how the roadway now functions. The team will also develop a toolkit that will include methodologies for how to select individual corridor segments for further study and how to estimate costs for jurisdictional transfer. The toolkit will establish a regional approach for how to assess needs and deficiencies for facilities under consideration for transfer and prepare assessments for each corridor segment. The team will rank corridor segments and address the capacity and readiness of a local agency to receive a facility ODOT for those corridors that are most ready. The team will then prepare a final report that describes points of regional consensus as well as the priorities held by individual partners.

Appendix A. List of Acronyms

ADA	American with Disabilities Act
CRFCs	Critical Rural Freight Corridors
CUFCs	Critical Urban Freight Corridors
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HB	House Bill
HCT	High Capacity Transit
HDM	Highway Design Manual
HWY	Highway
I-	Interstate
IGA	Intergovernmental agreement
JPACT	Joint Policy Advisory Committee on Transportation
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPOs	Metropolitan Planning Organizations
NHFN	National Highway Freight Network
NHS	National Highway System
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
ORS	Oregon Revised Statute
PBOT	Portland Bureau of Transportation
PHFS	Primary Highway Freight System
ROW	Right of way
RTP	Regional Transportation Plan
SB	Senate Bill
Study	Regional Framework for Highway Jurisdictional Transfer Study
TSP	Transportation System Plan
TV	Tualatin Valley

This page intentionally left blank.

ATTACHMENT C - Corridor Segment Selection Methodology and Evaluation Results

Attachment C

METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

Corridor Segment Selection Methodology and Evaluation Results

Date: June 2020

1 Introduction

1.1 Purpose of the Regional Framework for Highway Jurisdictional Transfer

The purpose of the regional framework for highway jurisdictional transfer study (study) is to identify which state-owned routes in greater Portland should be evaluated and considered for a jurisdictional transfer, sort them based on regional priorities, and address some of the opportunities and barriers to transfer the routes. For the purposes of this study, jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing ownership of a highway right of way from the State to a local jurisdiction – a city or county. The decision framework will serve as a tool for state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership. The study is convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as a necessary step to help the region meet its equity, safety and multimodal goals. In greater Portland, ownership patterns of streets, roads and highways reflect historical patterns, but do not necessarily reflect current transportation, land use and development needs.

Several arterials in greater Portland were originally constructed to provide connections from farmland to the city (referred to as "farm-to-market" roads). Over time, they grew to become highways. In 1956, the federal government began building the Interstate Highway System (known as the Dwight D. Eisenhower National System of Interstate and Defense Highways) and between 1960 and 1980 the highway system in the Portland area was built. It included limited access facilities such as Interstate (I-)5, I-205 and Highway 26, which provided more efficient long-distance travel options and replaced the function of the existing state system. Since then, much of the land surrounding these highways has evolved to accommodate population growth, new development and diversified land use. As a result, many of the original roads now serve multiple travel needs, providing space for people walking and biking, transit and short-distance travel for vehicles. Roadway designs that were useful last century do not always work for our communities today. Managing these roads that used to function as highways to meet the needs of our communities, especially people of color, people with low-incomes, or limited-English speakers has become increasingly complex due to historic lack of investment in areas serving communities of color or communities with lower incomes.

While their function has changed, for many, their roadway classification and physical design has not; those that remain state highways retain the same classification identified in the 1999 Oregon Highway Plan (OHP), as amended. Transferring non-limited access state highways that function as urban arterials

to local jurisdictions could provide the opportunity for them to be re-constructed and operated consistent with local design standards that may respond better to modern transportation uses and mobility options, land use and development patterns, and community needs.

1.2 Purpose of the Memorandum

First, this memorandum describes the methodology to evaluate and select the most promising arterial highways in greater Portland as potential candidates for highway jurisdictional transfer. This overall methodology describes the methods for two different evaluations: the technical evaluation and the readiness evaluation. The technical evaluation examines segments using technical considerations related to the existing and future function of the roadway. Starting with a technical perspective allows considerations about the function of a roadway to inform conversations about jurisdictional transfer. The readiness evaluation examines the same universe of segments using readiness considerations related to local support and interest, including characteristics such as jurisdictional capacity, leadership interest, or experience with jurisdictional transfers.

Second, this memorandum describes the results of both the technical evaluation and the readiness evaluation.

Third, this memorandum discusses next steps.

2 Corridor Segment Selection Methodology

The corridor segment selection methodology is framed and informed by the four pillars of Metro's 2018 RTP. The RTP identifies ten near-term capital program investment priorities to address greater Portland's most pressing transportation challenges; of these priorities, Metro identified four to act as the RTP pillars. The four pillars, listed below, reflect regional values and provide a basis for the methodology.

- Climate change – expand transit and active transportation networks, and leverage emerging technology to meet Climate Smart Strategy goals
- Equity – reduce disparities and barriers faced by communities of color and other historically marginalized communities
- Safety – reduce fatal and severe injury crashes, particularly focusing on the High Crash Corridor network
- Congestion relief – manage congestion and travel demand through low-cost, high value solutions

The methodology consists of two parallel processes, each consisting of one screening round and one evaluation round, to determine the most promising corridor segments for transfer from ODOT to a local jurisdiction. For the purposes of this evaluation, a corridor segment is defined as a portion of an arterial highway within a single jurisdiction in the Portland Metropolitan Planning Area (MPA).[1, 2]

- Round 1: Preliminary screening of all ODOT-owned arterial highway corridor segments in the Portland MPA to screen out segments that are not viable candidates for jurisdictional transfer because of their intended vehicle throughput function

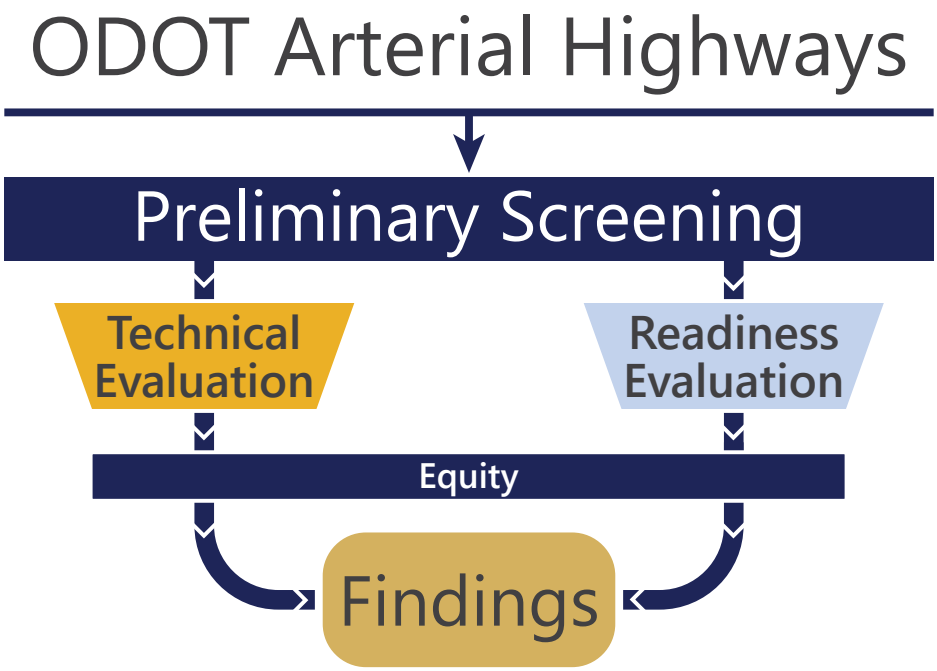
[1] The MPA is a federally-mandated boundary designated by Metro and encompasses all cities in the metropolitan area.

[2] Corridor segment definitions are for this evaluation only. Highway transfer recommendations may combine or split corridor segments based on what makes sense at the time of a transfer.

- Round 2a: Technical evaluation of the remaining segments from Round 1 to select promising segments for potential transfer
- Round 2b: Readiness evaluation of the remaining segments from Round 1 to select promising segments for potential transfer

The results from Round 1, preliminary screening, equally informed subsequent evaluation rounds. After Round 1, the study team evaluated the remaining corridor segments to identify the most promising segments as candidates for jurisdictional transfer from two perspectives: technical (Round 2a) and readiness of the local jurisdictional to accept an arterial (Round 2b). The readiness evaluation lagged the technical evaluation to allow roadway function to inform transfer discussions. The team completed Round 1 and Round 2a in fall 2019, and completed Round 2b in spring 2020. The team will next evaluate and compare results from Round 2a and Round 2b to develop recommendations for consideration. These recommendations will be developed in summer 2020. Figure 1 illustrates this process.

Figure 1: Technical Evaluation and Readiness Evaluation Process



2.1 Round 1: Preliminary Screening Methods

The purpose of Round 1 was to perform a preliminary screening of all ODOT-owned arterial highway corridor segments in the Portland MPA to screen out segments that are not viable for jurisdictional transfer because of their intended vehicle throughput function.

Round 1 had one yes/no question that identified significant barriers to jurisdictional transfer. The study team applied the question to each corridor segment. Corridor segments that did not “pass” Round 1 did not move to Round 2a or 2b. Corridor segments with a “no” answer to the screening question moved on to Round 2a and 2b. The study team documented the results of the Round 1 evaluation in a matrix. The Round 1 screening question, including rationale, is listed below.

Question 1: Does the segment have an Expressway (OHP) and/or Throughway (RTP) designation?

- If no, the segment moved to Round 2 of the evaluation and selection process.

Expressway and Throughway designations indicate that a roadway or corridor segment has statewide or regional significance and describes the function of the roadway.

Expressways, as designated by the OHP, are excluded as candidates for transfer because they have statewide significance as their primary purpose is to provide travel between cities and connections to ports and major recreation areas. They also serve long distance, intra-urban travel within metropolitan areas. Expressways are meant to provide safe travel for high speed and high-volume traffic with minimal interruption. Clackamas Highway/Sunrise Expressway (OR 224) is an example of an expressway.

Throughways, as designated by the RTP, are excluded as candidates for transfer because they have statewide and regional significance and serve as mobility routes with little or no property access and as connections between major destinations across the region and state. They generally span several jurisdictions and link greater Portland with neighboring cities, other parts of the state, other states and Canada. They also connect major activity centers within the region, including the Central City, regional centers, industrial areas and intermodal facilities. Lower Columbia River Highway (US 30W) is an example of a throughway.

2.2 Round 2a: Technical Evaluation and Selection Methods

The purpose of Round 2a was to evaluate the remaining corridor segments with a consistent set of technical criteria that reflect regional values (i.e., consistent with the RTP and its four pillars).

The study team evaluated and selected corridor segments using the matrix shown in Table 1. The matrix includes four categories: criteria, measure, rating/definition, and RTP pillar. The RTP pillar columns indicate which of the four RTP pillars each criterion addresses. The team measured the corridor segment's performance for each criterion by answering the measure questions according to the rating/definition provided in the matrix. Using professional expertise, the team intentionally developed measures and corresponding questions to avoid complicated technical analysis, allowing any jurisdiction to evaluate its own roadways.

Each measure was rated as high, medium, or low. A "high" rating means that the evaluated segment is more promising for jurisdictional transfer; a "medium" rating is somewhat promising for jurisdictional transfer; and a "low" rating is less promising for jurisdictional transfer under the technical evaluation criterion. The rating/definition is color coded so that high = dark blue, medium = blue, and low = light blue. The results allow the study team and partners to visually identify patterns and outliers. It is important to note that the criteria are listed in *no particular order* and are *not weighted*, providing a more flexible process and accounting for differences among local jurisdiction context and preferences.

After the study team evaluated the corridor segments, they used the results to select segments that appeared most promising for jurisdictional transfer, from a technical perspective. The evaluation was based on the overall results, so that the segments receiving more "high" and "medium" ratings were selected. The study team presented the selected corridor segments at Workshop #2 on December 18, 2019 to receive feedback from partners. Technical evaluation and selection results are included in Section 3.1 of this memorandum.

Table 1. Round 2a Technical Evaluation Methods Matrix

Criteria	Measure	Rating/Definition	RTP Pillar			
			Climate Change/ 2040 Growth Concept	Equity	Safety	Congestion Relief
Local plans	Does the segment have a plan or vision?	**High**: Yes **Low**: No	✓			
Access to business and housing	Is the segment located within a 2040 designated Central City, Regional Center, Town Center, Station Community or Main Street?	**High**: Yes, one or more **Low**: No	✓	✓		
Historically marginalized communities[1]	Is the segment located within a historically marginalized community (communities that exceed the regional rate for low income, people of color, or limited English proficiency)?	**High**: Yes, 50% or more of the segment **Medium**: Yes, less than 50% of the segment **Low**: No		✓		
Crash frequency	Is the segment identified on Metro's High Injury Corridors and Intersections in Greater Portland map and what is the density of Safety Priority Index System (SPIS) sites per mile?	**High**: The segment is identified on High Injury Corridors/ Intersection Map OR has 20 or more SPIS sites per mile **Medium**: The segment is not identified on High Injury Corridors/ Intersection Map and has 10 – 19 SPIS sites per mile **Low**: The segment is not identified on High Injury Corridors/ Intersection Map and has fewer than 10 SPIS sites per mile			✓	

Criteria	Measure	Rating/Definition	RTP Pillar			
			Climate Change/ 2040 Growth Concept	Equity	Safety	Congestion Relief
Density of conflict points	What is the segment's driveway density per mile?	**High**: 25 or more per mile **Medium**: 10 to 24 per mile **Low**: Less than 10 per mile			✓	✓
Freight connection[2]	Is the segment not listed as a designated National Highway System (NHS) freight connector or RTP freight route?	**High**: Yes **Low**: No				✓
Pedestrian system priority	Is the segment part of the regional pedestrian network?	**High**: Yes, 50% or more of the segment is classified as pedestrian parkway or regional pedestrian corridor **Medium**: Yes, less than 50% of the segment is classified as pedestrian parkway or regional pedestrian corridor **Low**: No	✓	✓	✓	✓
	Does the segment intersect with one or more regional pedestrian district(s)?	**High**: Yes **Low**: No	✓	✓	✓	✓
Bicycle system priority	Is the segment part of the regional bicycle network?	**High**: Yes, 50% or more of the segment is classified as bicycle parkways or regional bikeways **Medium**: Yes, less than 50% of the segment is classified as bicycle parkways or regional bikeways **Low**: No	✓	✓	✓	✓

Criteria	Measure	Rating/Definition	RTP Pillar			
			Climate Change/ 2040 Growth Concept	Equity	Safety	Congestion Relief
	Does the segment intersect with one or more regional bicycle district(s)?	**High**: Yes **Low**: No	✓	✓	✓	✓
Transit Priority	Is there existing frequent[3] transit service or major transit investments planned along the segment?	**High**: Yes, one or more existing frequent service lines or major transit investments planned **Medium**: No, one or more standard or peak-hour service lines **Low**: No transit lines	✓	✓	✓	✓
	If yes, do the transit stops exist within ¼ mile of a Central City, Regional Center, Town Center, Station Community or Main Street?	**High**: Yes, multiple stops that serve different lines or at least one stop that serves multiple lines **Medium**: Yes, one or more stops that serve one line **Low**: No	✓	✓	✓	✓
Redundant route	Is the segment redundant to an RTP Throughway?	**High**: Yes **Low**: No				✓

Notes:
[1] Community engagement would be necessary to validate that any proposed roadway improvements are consistent with the community's vision and needs.
[2] Note that some segments may be designated Oregon Revised Statute (ORS) 366.215 routes. These routes must permanently retain existing vertical and horizontal clearance dimensions ("hole in the air") to accommodate oversize freight vehicles, unless ODOT grants an exception.
[3] TriMet defines frequent service as transit that runs every 15 minutes or better most of the day, every day.

2.3 Round 2b: Readiness Evaluation and Selection Methods

The purpose of Round 2b was to evaluate the remaining segments (after Round 1) with a consistent set of readiness criteria. This was the same group of segments evaluated in Round 2a. The project team evaluated the corridor segments using the matrix shown in Table 2. Measures with an asterisk in Table 2 were evaluated where possible via an interview with a staff representative from the local jurisdiction

where the highway segment is physically located. Professional judgment was used in cases where an interview response was not available. The interview guide is included as Appendix B.

The matrix includes three categories: criteria, measure, and rating/definition. The team measured the corridor segment's performance for each criterion by answering the measure questions according to the rating/definition provided in the matrix. Using professional expertise, the team intentionally developed measures and corresponding questions to avoid complicated analysis, allowing any jurisdiction to evaluate its own roadways. Each readiness measure is rated as high, medium, or low. A "high" rating means that the evaluated segment is more promising for jurisdictional transfer; a "medium" rating is promising for jurisdictional transfer; and a "low" rating is less promising for jurisdictional transfer. The rating/definition is color coded so that high = dark blue, medium = blue, and low = light blue. The results allowed the study team and partners to visually identify patterns and outliers. It is important to note that the criteria are listed in *no particular order* and are *not weighted*, providing a more flexible process and accounting for differences among local jurisdiction context and preferences.

After the study team evaluated the corridor segments, they used the results to select segments that appeared most promising for jurisdictional transfer, from a readiness perspective. The evaluation was based on overall results, so that the segments receiving more "high" and "medium" ratings were selected. Readiness evaluation and selection results are included in Section 3.2 of this memorandum.

Table 2. Round 2b Readiness Evaluation Methods Matrix

Criteria	Measure[1]	Rating/Definition
Jurisdiction Interest	Is there known local support for a jurisdictional transfer (political interest, risk tolerance, etc.)? *	**High:** Lots of support **Medium:** Some support **Low:** Opposition to transfer
Segmentation	Does the segmentation make sense?*	**High:** Yes **Medium:** Somewhat **Low:** No
Funding capacity	What dollar amount (in 2018-2021 or 2021-2024 STIP, MTIP or local CIP) of capital investment is committed to the segment that could be used as leverage for jurisdictional transfer? [2]	**High**: More than $10M/mile funding **Medium**: Funding greater than $0/mile but less than $10M/mile **Low**: $0/mile funding
	How familiar is the jurisdiction with delivery of a larger-scale project?*	**High:** Very familiar **Medium:** Some experience/familiarity **Low:** Not familiar/no experience
Maintenance capacity	Are there currently or could there be resources, staff capacity or agreements to maintain the segment?*	**High:** Yes **Medium:** Maybe **Low:** No

Criteria	Measure[1]	Rating/Definition
Existing conditions and state of maintenance	What is the current condition of the existing roadway assets?*	**High:** Very good to good **Medium:** Fair **Low:** Poor to very poor
	What is the pavement condition of the segment?	**High:** Very good to good **Medium:** Fair **Low:** Poor to very poor
	How many lane miles of pavement are there in the segment? [2]	**High:** Up to 15 lane miles **Medium:** 15-30 lane miles **Low:** Over 30 lane miles
Bridges/structures	Do bridges or structures exist on the segment? [2]	**High:** Less than four **Medium:** four to eight **Low:** More than 8
Environmental	Does the segment pass through an environmentally sensitive areas (defined as wetlands, riparian or upland habitats, such that any ground disturbance would trigger a need for environmental permits?	**High:** Less than 25% (linear feet of segment) **Medium:** 25% to 75% (linear feet of segment) **Low:** More than 75% (linear feet of segment)
Land use	Are there active land use change discussions in the area (e.g., plan, development code, pedestrian-friendly design, etc.)?*	**High:** Yes **Low:** No

Notes:
[1]Measures with an asterisk (*) were evaluated where possible via an interview with a staff representative from the local jurisdiction where the highway segment is located. Professional judgment was used in cases where interview responses were not available.
[2]The high, medium and low splits for the funding measure, lane miles and bridges were all defined by the natural break in the data.

2.4 Segment Selection Recommendation Methods

After the project team completes the evaluations described in Sections 2.1, 2.2, and 2.3, the team will compare the results of the technical evaluation (Round 2a) and the readiness evaluation (Round 2b). This comparison will be informed by the project team's Equity Considerations analysis, which evaluated highway corridors for levels of people of color, low-income households, people who are unemployed and people with limited English proficiency and/or disabilities. The project team will select a minimum of the six segments with the highest scores from each of the evaluations (for a minimum total of 12 segments) as recommendations for the most promising candidates for jurisdictional transfer. The team will also consider other segments for reasons such as roadway designation continuity, equity, relatively higher scores in each evaluation, etc. for a full recommendation.

3 Evaluation and Results

3.1 Round 1: Evaluation and Results

As described in Section 2.1, the purpose of Round 1 was to perform a preliminary screening of all ODOT-owned arterial highway corridor segments in the Portland MPA to screen out segments not viable for jurisdictional transfer because of their intended vehicle throughput function.

Table 3 lists each of the 77 highway segments and identifies if the segment is classified as either an OHP Expressway or as an RTP Throughway. Thirty segments are classified as RTP Throughways, OHP Expressways, or both. These segments are shaded in gray and did not move on to the Round 2a or 2b evaluation. Figure 2 also shows these segments.

Table 3. Round 1: Preliminary Screening Results: RTP Throughways and OHP Expressways on ODOT Arterial Highways in the Portland MPA

Segment ID[1]	Mile Point begin[2]	Mile Point end[2]	Jurisdiction	Throughway	Expressway
OR 8 - TV Highway					
A1	0.1	5.9	Beaverton	No	No
A2	5.9	7.8	Washington	No	No
A3	7.8	14.3	Hillsboro	No	No
A4	14.3	14.9	Washington	No	No
A5	14.9	17.2	Cornelius	No	No
A6	17.2	17.9	Forest Grove	No	No
OR 47 - TV Highway					
A7	17.9	19.4	Forest Grove	**Yes**	No
A8	19.4	23.2	Washington	**Yes**	No
OR 10 - Beaverton-Hillsdale/Farmington Highway					
B1	2.6	3.4	Washington	No	No
B2	1.0	2.6	Beaverton	No	No
B3	5.9	7.4	Washington	No	No
U.S.26 - Mount Hood Highway					
C1	0.2	10.0	Portland	No	No
C2	14.2	15.6	Gresham	**Yes**	**Yes**
C3	15.6	16.8	Multnomah	**Yes**	**Yes**
C4	16.8	19.6	Clackamas	**Yes**	**Yes**
OR 30B - Northeast Portland Highway					
D1	0	14.7	Portland	No	No
OR 30E - Historic Columbia Highway					
E1	1.2	5.8	Multnomah	No	No
E2	0	1.2	Troutdale	No	No
OR 30W - Lower Columbia River Highway					
F1	2.8	9.7	Portland	**Yes**	No

Segment ID[1]	Mile Point begin[2]	Mile Point end[2]	Jurisdiction	Throughway	Expressway
F2	9.7	13.3	Multnomah	**Yes**	No
OR 43 - Oswego Highway					
G1	0	3.6	Portland	No	No
G2	3.6	5.1	Multnomah	No	No
G3	5.1	5.8	Clackamas	No	No
G4	5.8	8.0	Lake Oswego	No	No
G5	8.0	11.5	West Linn	No	No
G6	11.5	11.6	Oregon City	No	No
OR 47 - Nehalem Highway					
H1	88.5	90.2	Washington	**Yes**	No
H2	90.2	90.6	Forest Grove	**Yes**	No
OR 99E - Pacific Highway East					
I1	-5.7	-5.9	Portland	**Yes**	No
I2	-5.9	-3.8	Portland	No	No
I3	1.5	4.6	Portland	**Yes**	No
I4	4.6	5.7	Milwaukie	**Yes**	No
I5	5.7	6.7	Milwaukie	No	No
I6	6.7	10.4	Clackamas	No	No
I7	10.4	11.2	Gladstone	No	No
I8	11.2	12.4	Oregon City	No	No
I9	12.4	14.2	Oregon City	**Yes**	No
I10	14.2	16.4	Clackamas	**Yes**	No
OR 99W - Pacific Highway West					
J1	-6.0	-4.8	Portland	No	No
J2	1.2	7.6	Portland	No	No
J3	7.6	11.5	Tigard	No	No
J4	11.5	12.2	Washington	No	No
J5	12.2	13.3	Tualatin	No	No
J6	13.3	14.5	Washington	No	No
J7	14.5	16.7	Sherwood	**Yes**	No
J8	16.7	17.9	Washington	**Yes**	No
OR 141 - Beaverton-Tualatin Highway/SW Hall Blvd					
K1	2.6	3.3	Beaverton	No	No
K2	3.3	4.1	Washington	No	No
K3	4.1	7.1	Tigard	No	No
K4	7.7	7.8	Tigard	No	No
K5	7.8	8.9	Durham	No	No
K6	8.9	8.9	Tualatin	No	No

Segment ID[1]	Mile Point begin[2]	Mile Point end[2]	Jurisdiction	Throughway	Expressway
K7	12.5	13.1	Wilsonville	No	No
OR 210 - Scholls Highway/SW Scholls Ferry Rd					
L1	9.6	9.1	Beaverton	No	No
OR 212 - Clackamas-Boring Highway					
M1	1.9	8.6	Clackamas	**Yes**	No
M2	1.8	1.9	Happy Valley	**Yes**	No
M3	1.0	1.8	Clackamas	**Yes**	No
M4	0.6	1.0	Clackamas	No	No
M5	0.5	0.6	Happy Valley	No	No
M6	0.0	0.5	Clackamas	No	No
M7	5.5	0.0	Happy Valley	No	No
M8	4.9	5.5	Clackamas	No	No
OR 213N - Cascade Highway North					
N1	-0.1	7.2	Portland	No	No
N2	7.2	10.4	Clackamas	No	No
OR 213S - Cascade Highway South					
O1	0.0	0.6	Oregon City	**Yes**	**Yes**
O2	0.6	1.1	Clackamas	**Yes**	**Yes**
O3	1.1	1.3	Oregon City	**Yes**	**Yes**
O4	1.3	2.6	Clackamas	**Yes**	**Yes**
O5	2.6	4.2	Oregon City	**Yes**	**Yes**
O6	4.2	6.5	Clackamas	**Yes**	No
OR 219 - Hillsboro-Silverton Highway					
P1	0.0	0.6	Hillsboro	No	No
P2	0.6	1.39	Washington	No	No
OR 224 - Clackamas Highway/Sunrise Expressway					
Q1	9.4	10.5	Clackamas	**Yes**	No
Q2	8.2	9.5	Happy Valley	**Yes**	No
Q3	4.6	6.3	Clackamas	**Yes**	No
Q4	2.7	3.8	Clackamas	**Yes**	**Yes**
Q5	0.0	2.7	Milwaukie	**Yes**	**Yes**

Notes:

[1]Rows that are highlighted in gray and have a **Yes** are arterial highway segments that are OHP Expressways and/or RTP Throughways. These segments not viable for jurisdictional transfer because of their intended vehicle throughput function and will not advance to the Round 2a or 2b evaluations.

[2] ODOT convention allows some Mile Points to be negative numbers.

Attachment C

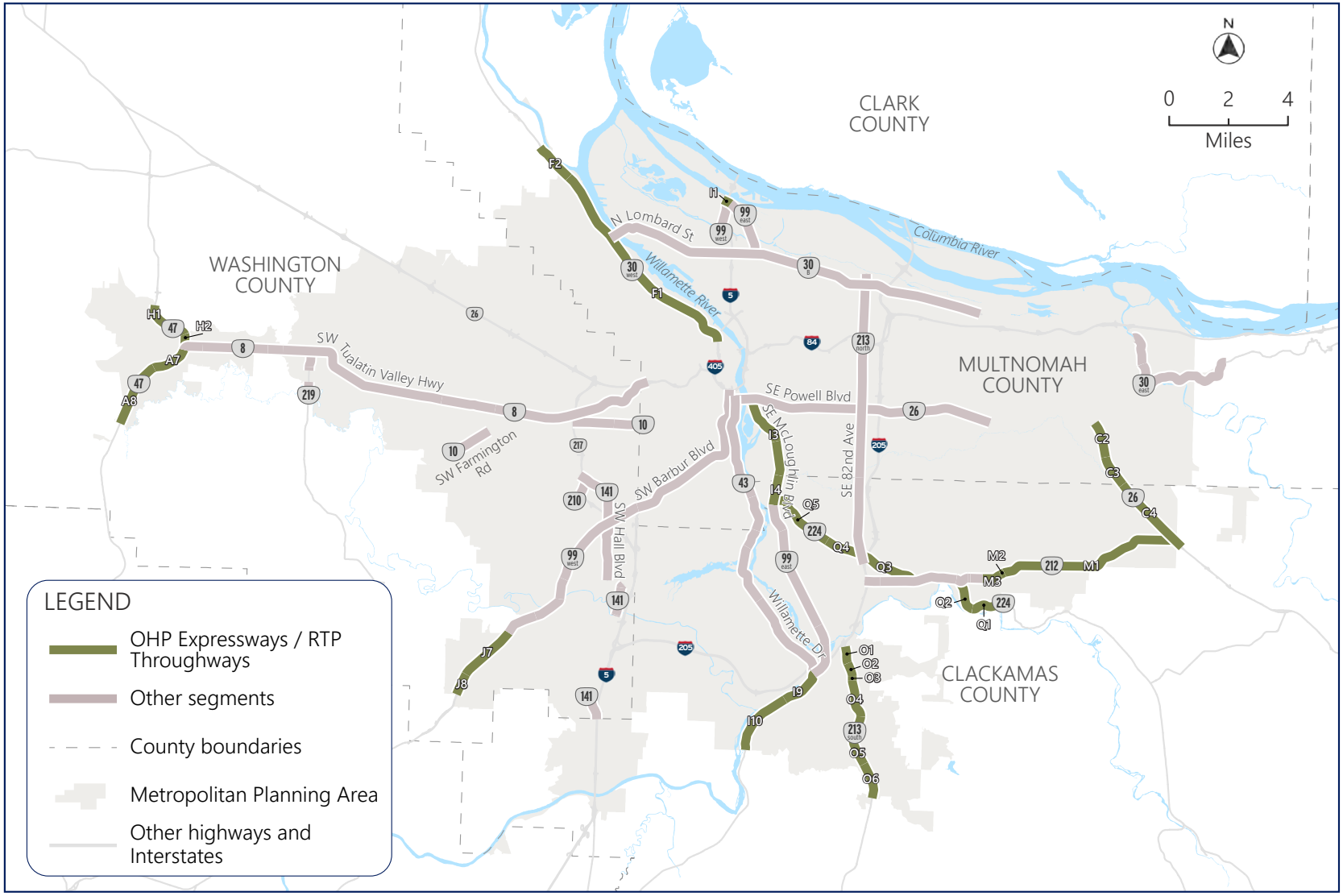


Figure 2. Designated OHP Expressways and/or RTP Throughways on arterial highways in the Portland Metropolitan Planning Area

3.2 Round 2a: Technical Evaluation and Results

As described in Section 2.2, the purpose of Round 2a was to evaluate the remaining corridor segments with a consistent set of technical criteria that reflect regional values (i.e., consistent with the RTP pillars). The study team evaluated each of the 48 non-throughway and non-expressway corridor segments with the criteria, measures, and ratings/definitions found in Table 1. The study team weighted the "high" scoring criteria with 2 points, the "medium" scoring criteria with 1 point, and the "low" scoring criteria with zero points. The study team aggregated the total scores for each of the segments. The highest scoring segments had 26 points. The team divided the range of scores into thirds. The segments scoring in the top third (17-26 points) are the most promising candidates for jurisdictional transfer from a technical perspective in that they function more like a local roadway than a state roadway.

Of the 47 evaluated segments, the study team identified 25 segments that scored 17-26 points and are the most promising candidates for jurisdictional transfer from a technical perspective. These segments are listed and highlighted in gray in Table 4 and shown in dark blue on Figure 3. Table 4 and Figure 3 also identify which segments scored 8-16 points (medium blue) and which segments scored 0-7 points (light blue). A complete table of analysis is shown in Appendix C.

Table 4. Round 2a: Technical Evaluation Results

Segment ID	Mile Point begin[1]	Mile Point end[1]	Jurisdiction	Technically Promising for Transfer? [2]
OR 8 - TV Highway				
A1	0.1	5.9	Beaverton	**Yes - High**
A2	5.9	7.8	Washington	**Yes - High**
A3	7.8	14.3	Hillsboro	**Yes - High**
A4	14.3	14.9	Washington	Medium
A5	14.9	17.2	Cornelius	**Yes - High**
A6	17.2	17.9	Forest Grove	**Yes - High**
OR 10 - Beaverton-Hillsdale/Farmington Highway				
B1	2.6	3.4	Washington	**Yes - High**
B2	1.0	2.6	Beaverton	Medium
B3	5.9	7.4	Washington	Medium
U.S.26 - Mount Hood Highway				
C1	0.2	10.0	Portland	**Yes - High**
OR 30B - Northeast Portland Highway				
D1	0	14.7	Portland	**Yes - High**
OR 30E - Historic Columbia Highway				
E1	1.2	5.8	Multnomah	Low
E2	0	1.2	Troutdale	Medium

Segment ID	Mile Point begin[1]	Mile Point end[1]	Jurisdiction	Technically Promising for Transfer? [2]
OR 43 - Oswego Highway				
G1	0	3.6	Portland	**Yes - High**
G2	3.6	5.1	Multnomah	Low
G3	5.1	5.8	Clackamas	Medium
G4	5.8	8.0	Lake Oswego	**Yes - High**
G5	8.0	11.5	West Linn	**Yes - High**
G6	11.5	11.6	Oregon City	Medium
OR 99E - Pacific Highway East				
I2	-5.9	-3.8	Portland	Medium
I5	5.7	6.7	Milwaukie	**Yes - High**
I6	6.7	10.4	Clackamas	**Yes - High**
I7	10.4	11.2	Gladstone	**Yes - High**
I8	11.2	12.4	Oregon City	**Yes - High**
OR 99W - Pacific Highway West				
J1	-6.0	-4.8	Portland	**Yes - High**
J2	1.2	7.6	Portland	**Yes - High**
J3	7.6	11.5	Tigard	**Yes - High**
J4	11.5	12.2	Washington	**Yes - High**
J5	12.2	13.3	Tualatin	Medium
J6	13.3	14.5	Washington	Medium
OR 141 - Beaverton-Tualatin Highway/SW Hall Blvd				
K1	2.6	3.3	Beaverton	**Yes - High**
K2	3.3	4.1	Washington	**Yes - High**
K3	4.1	7.1	Tigard	**Yes - High**
K4	7.7	7.8	Tigard	Medium
K5	7.8	8.9	Durham	Medium
K6	8.9	8.9	Tualatin	Medium
K7	12.5	13.1	Wilsonville	Medium
OR 210 - Scholls Highway/SW Scholls Ferry Rd				
L1	9.6	9.1	Beaverton	**Yes - High**
OR 212 - Clackamas-Boring Highway				
M4	0.6	1.0	Clackamas	Medium
M5	0.5	0.6	Happy Valley	Medium
M6	0.0	0.5	Clackamas	Medium
M7	5.5	0.0	Happy Valley	Medium
M8	4.9	5.5	Clackamas	Medium

Segment ID	Mile Point begin[1]	Mile Point end[1]	Jurisdiction	Technically Promising for Transfer? [2]
OR 213N - Cascade Highway North				
N1	-0.1	7.2	Portland	**Yes - High**
N2	7.2	10.4	Clackamas	**Yes - High**
OR 219 - Hillsboro-Silverton Highway				
P1	0.0	0.6	Hillsboro	Medium
P2	0.6	1.39	Washington	Medium

Notes:

[1] ODOT convention allows some Mile Points to be negative numbers.

[2]Rows that are highlighted in gray and have a **Yes - High** are arterial highway segments that scored 17-26 points in the Round 2a technical evaluations. These segments are identified as the most promising candidates for jurisdictional transfer from a technical perspective. Segments that have a Medium scored 8-16 points and segments that have a Low scored 0-7 in the Round 2a technical evaluations.

3.3 Round 2b: Readiness Evaluation and Results

As described in Section 2.3, the purpose of Round 2b was to evaluate the remaining corridor segments (those remaining after Round 1) with a consistent set of readiness criteria. This is the same group of segments evaluated in the Round 2a Technical Evaluation. The study team evaluated each of the 48 non-throughway and non-expressway corridor segments with the criteria, measures, and ratings/definitions found in Table 2.

The study team weighted the "high" scoring criteria with 2 points, the "medium" scoring criteria with 1 point, and the "low" scoring criteria with zero points. The study team then aggregated the total scores for each of the segments. The team divided the range of scores into thirds. The segments scoring in the top third are the most promising candidates for jurisdictional transfer from a readiness perspective. That means local jurisdictions are more capable and willing to assume the responsibilities of the roadway, and the roadway itself is in adequate condition with minimal barriers to ownership from the perspective of the local jurisdiction.

Of the 47 evaluated segments, the study team identified 13 segments that scored in the top third of points (14-22) and are the most promising candidates for jurisdictional transfer from a readiness perspective. These segments are listed and highlighted in gray in Table 5 and shown in dark blue on Figure 4. Table 5 and Figure 4 also identify which segments scored in the middle third with 8-13 points (medium blue) and which segments scored in the lowest third with 0-7 points (light blue). A complete table of analysis is shown in Appendix D.

Table 5. Round 2b: Readiness Evaluation Results

Segment ID	Mile Point begin[1]	Mile Point end[1]	Jurisdiction	High Rank for Transfer Readiness? [2]
OR 8 - TV Highway				
A1	0.1	5.9	Beaverton	Medium
A2	5.9	7.8	Washington	Medium
A3	7.8	14.3	Hillsboro	Medium
A4	14.3	14.9	Washington	Medium

Segment ID	Mile Point begin[1]	Mile Point end[1]	Jurisdiction	High Rank for Transfer Readiness? [2]
A5	14.9	17.2	Cornelius	Medium
A6	17.2	17.9	Forest Grove	Medium
OR 10 - Beaverton-Hillsdale/Farmington Highway				
B1	2.6	3.4	Washington	Medium
B2	1.0	2.6	Beaverton	Medium
B3	5.9	7.4	Washington	**Yes - High**
U.S.26 - Mount Hood Highway				
C1	0.2	10.0	Portland	**Yes - High**
OR 30B - Northeast Portland Highway				
D1	0	14.7	Portland	Medium
OR 30E - Historic Columbia Highway				
E1	1.2	5.8	Multnomah	Medium
E2	0	1.2	Troutdale	Medium
OR 43 - Oswego Highway				
G1	0	3.6	Portland	Medium
G2	3.6	5.1	Multnomah	Medium
G3	5.1	5.8	Clackamas	Medium
G4	5.8	8.0	Lake Oswego	Medium
G5	8.0	11.5	West Linn	**Yes - High**
G6	11.5	11.6	Oregon City	Medium
OR 99E - Pacific Highway East				
I2	-5.9	-3.8	Portland	Medium
I5	5.7	6.7	Milwaukie	**Yes - High**
I6	6.7	10.4	Clackamas	Medium
I7	10.4	11.2	Gladstone	Low
I8	11.2	12.4	Oregon City	Medium
OR 99W - Pacific Highway West				
J1	-6.0	-4.8	Portland	Medium
J2	1.2	7.6	Portland	**Yes - High**
J3	7.6	11.5	Tigard	**Yes - High**
J4	11.5	12.2	Washington	Medium
J5	12.2	13.3	Tualatin	Medium
J6	13.3	14.5	Washington	**Yes - High**
OR 141 - Beaverton-Tualatin Highway/SW Hall Blvd				
K1	2.6	3.3	Beaverton	Medium
K2	3.3	4.1	Washington	**Yes - High**
K3	4.1	7.1	Tigard	**Yes - High**
K4	7.7	7.8	Tigard	**Yes - High**

Segment ID	Mile Point begin[1]	Mile Point end[1]	Jurisdiction	High Rank for Transfer Readiness? [2]
K5	7.8	8.9	Durham	**Yes - High**
K6	8.9	8.9	Tualatin	Medium
K7	12.5	13.1	Wilsonville	**Yes - High**
OR 210 - Scholls Highway/SW Scholls Ferry Rd				
L1	9.6	9.1	Beaverton	Medium
OR 212 - Clackamas-Boring Highway				
M4	0.6	1.0	Clackamas	Medium
M5	0.5	0.6	Happy Valley	Medium
M6	0.0	0.5	Clackamas	Medium
M7	5.5	0.0	Happy Valley	Medium
M8	4.9	5.5	Clackamas	Medium
OR 213N - Cascade Highway North				
N1	-0.1	7.2	Portland	**Yes - High**
N2	7.2	10.4	Clackamas	Medium
OR 219 - Hillsboro-Silverton Highway				
P1	0.0	0.6	Hillsboro	Medium
P2	0.6	1.39	Washington	Medium

Notes:

[1] ODOT convention allows some Mile Points to be negative numbers.

[2]Rows that are highlighted in gray and have a Yes - High are arterial highway segments that scored 14-22 points in the Round 2b readiness evaluations. These segments are identified as the most promising candidates for jurisdictional transfer from a readiness perspective. Segments that have a Medium scored 8-13 points and segments that have a Low scored 0-7 in the Round 2b readiness evaluations.

4 Next Steps

The study team completed Round 1 and Round 2a in fall 2019. Project partners reviewed the results of the evaluation and selection process at Workshop #2 on December 18, 2019. The study team completed Round 2b – readiness evaluation – in May 2020. The readiness evaluation lagged the technical evaluation to allow roadway function to inform transfer discussions. The next step for the study is to evaluate and compare results from Round 2a and Round 2b to develop recommendations for consideration. This evaluation will be informed by the Equity Considerations analysis completed in April 2020. For the equity analysis, the project team examined corridor segments for levels of people of color, low-income households, the unemployed and people with limited English proficiency and/or disabilities. An equity lens provides further information for jurisdictional transfer recommendations. The comparison and recommendation step will take place during spring/summer 2020.

The study will conclude with a final report and recommendation for regional next steps regarding highway jurisdictional transfer. The study is intended to help the jurisdictional transfer process be more streamlined and transparent. Upon completion, Metro will share the study outcomes with regional partners.

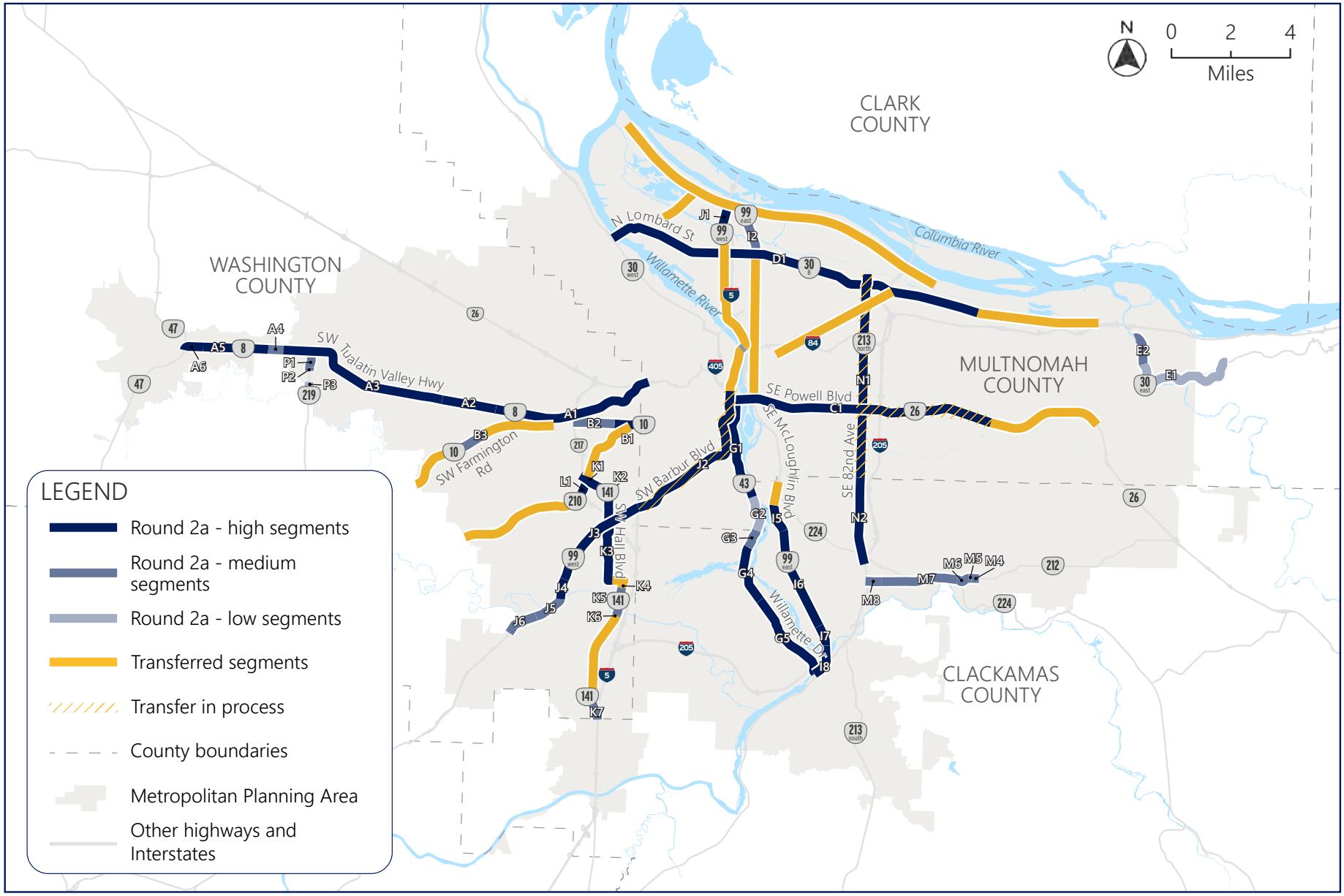


Figure 3. Round 2a Technical Evaluation: segments in the Portland Metropolitan Planning Area

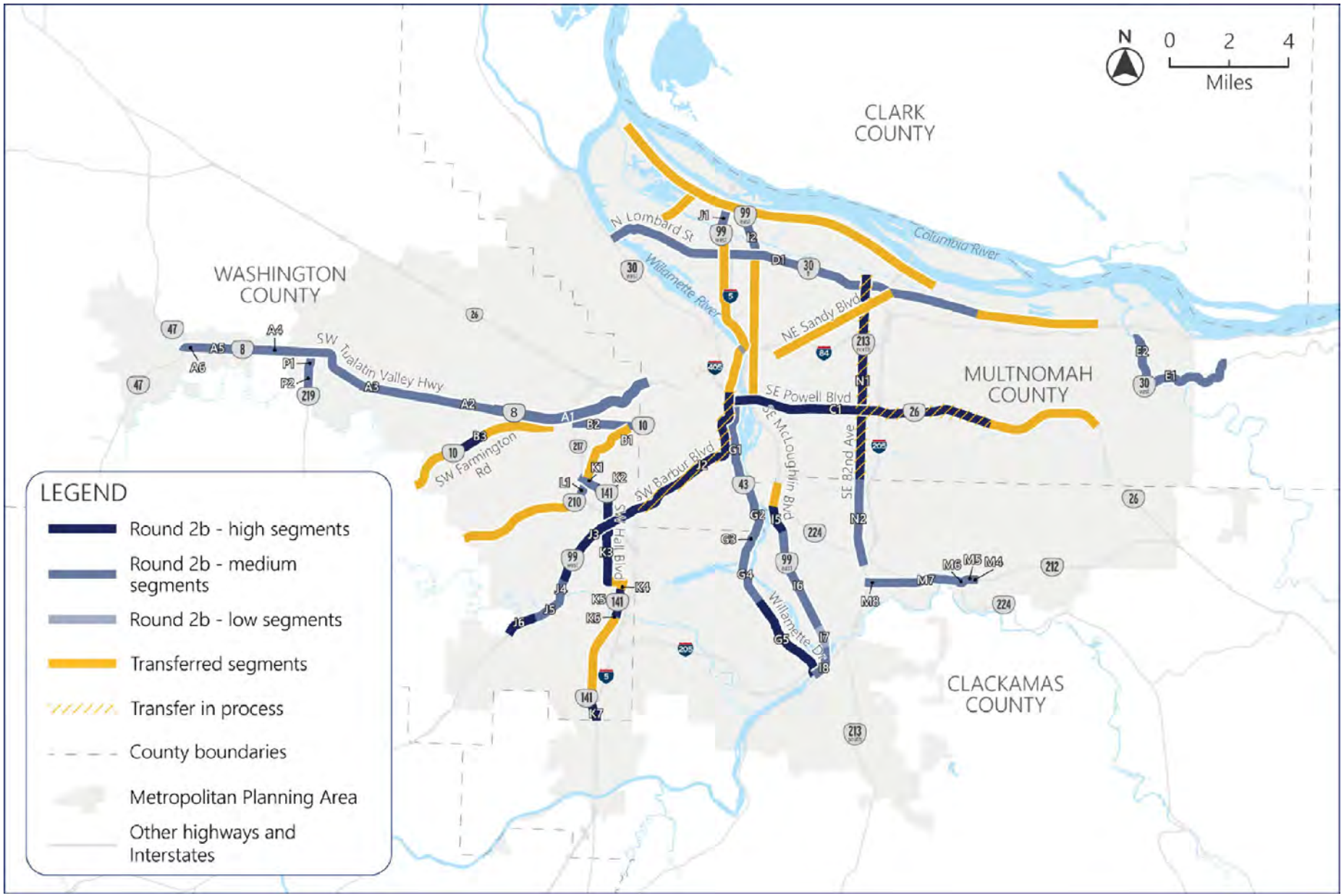


Figure 4. Round 2b Readiness Evaluation: segments in the Portland Metropolitan Planning Area

Appendix A. List of Acronyms

CIP	Capital Improvement Program
MP	Mile Point
MPA	Metropolitan Planning Area
MTIP	Metropolitan Transportation Improvement Program
NHS	National Highway System
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
OTC	Oregon Transportation Commission
POC	People of Color
RTP	Regional Transportation Plan
SPIS	Safety Priority Index System
STIP	Statewide Transportation Improvement Program

Appendix B. Interview Guide

JURISDICTIONAL INTERVIEWS

During February and March 2020, JLA and WSP conducted 15 phone interviews with representatives from local counties and cities to understand the readiness level of the local jurisdiction to receive an arterial highway, as part of the overall jurisdictional transfer study and corridor segment selection recommendation. Below are the most common themes heard during the interviews:

Low or medium interest in segment transfer

- Cost to improve and maintain the segments is too high.
- Unclear on the benefit of transfer to jurisdictions with ODOT's new guidance "Blueprint for Urban Design" which is focused on flexible street design in urban areas.
- Low staff capacity for managing large projects or taking over increased maintenance (particularly related to bridges, signals, and paving).
- Bridge transfer was of particular concern (cost and staff experience).
- The segments serve a regional role, not a local one.
- Concern over multiple jurisdictions managing the same roadway.

"Nervous about taking an asset that we can't maintain."

"Even if it was brought up to an urban standard, it would require a hard look to transfer due to the funding gap. We don't have resources to take on additional mileage. We don't have equipment, human power, or funds."

High interest in segment transfer

- Larger cities where the segment runs through their downtown core were most interested.
- Larger cities where the segment doesn't currently meet their safety standards, particularly for alternative modes.
- Where there are currently negotiations or agreements with ODOT in place to transfer the segment.

"From a non-ODOT perspective the jurisdictional transfer was driven because we couldn't operate the facility the way we wanted, but now we might be able to use the new "Blueprint for Urban Design."

Attachment C

Interview Questions

Criteria	Interview Questions
Jurisdictional Interest	• Do you know if there is high, medium, or low local support for a jurisdictional transfer (political interest, risk tolerance, etc.) of this segment? • If low or medium, why? What barriers are there to a "yes" or high rating?
Segmentation	• Do the segments in your jurisdiction make sense? • For which segment are you interested in a transfer? • Do you think your jurisdiction would be interested in a larger/smaller segment transfer than what is proposed?
Funding Capacity	• How familiar is the jurisdiction/staff with delivery of a large project?
Maintenance Capacity	• Are there currently resources, staff capacity, or agreements to maintain the segment?
Existing Conditions	• What is the current condition of the roadway?
State of Maintenance	• On average, what is the pavement condition of the segment? • Are there currently plans for future maintenance on the segment?

Land Use	• Is your jurisdiction having land use change discussions (e.g., plan, development code, pedestrian-friendly design, etc.)?
	  o What are those plans?
	  o Have the plans been formalized or are they still in development?

Jurisdictions Interviewed

County
Clackamas
Multnomah
Washington
City
Beaverton
Cornelius
Forest Grove
Happy Valley
Hillsboro
Lake Oswego
Milwaukie
Oregon City
Portland
Tigard
Troutdale
Tualatin
West Linn
Wilsonville

Attachment C

Appendix C. Round 2a: Technical Evaluation

Appendix C. Round 2a. Technical Evaluation

		OR 8						OR 10			OR 26	OR 30B	OR 30E		OR 43					
High + Medium	**Segment ID:**	A1: Beaverton	A2: Washington County	A3: Hillsboro	A4: Washington County	A5: Cornelius	A6: Forest Grove	B1: Washington County	B2: Beaverton	B3: Washington County	C1: Portland	D1: Portland	E1: Multnomah County	E2: Troutdale	G1: Portland	G2: Multnomah County	G3: Clackamas County	G4: Lake Oswego	G5: West Linn	G6: Oregon City
	Milepost:	0.05 - 5.85	5.85 - 7.79	7.79 - 14.32	14.32 - 14.87	14.87 - 17.22	17.22 - 17.88	2.57 - 3.41	0.97 - 2.57	5.88 - 7.38	0.21 - 9.96	0 - 14.73	1.15 - 5.80	0 - 1.15	0 - 3.64	3.64 - 5.1	5.1 - 5.81	5.81 - 8.04	8.04 - 11.45	11.45 - 11.55
Criteria	**Measure**																			
Local plans	Does the segment have a plan or vision?	High	High	High	High	High	High	Low	High	High	High	High	Low	High	High	Low	Low	High	High	Low
Access to business and housing	Is the segment located within a 2040 designated Central City, Regional Center, Town Center, Station Community or Main Street?	High	High	High	Low	High	Low	High	Low	Low	High	High	Low	High	High	Low	High	High	High	High
Historically marginalized communities	Is the segment located within a historically marginalized community (communities that exceed the regional rate for low income, people of color, or limited English proficiency)?	High	High	High	High	High	High	High	High	High	High	High	Low	Low	Med	Low	Low	Low	Low	Low
Crash frequency density	Is the segment identified on Metro's High Injury Corridors and Intersections in Greater Portland map and what is the density of Safety Priority Index System (SPIS) sites per mile?	High	High	High	Low	High	High	High	High	High	High	High	Low	Low	High	Low	Low	Low	Low	Low
Density of conflict points	What is the segment's driveway density per mile?	High	High	High	Med	High	High	High	High	High	High	High	High	High	Med	Med	Med	Med	High	Med
Freight connection	Is the segment not listed as a designated National Highway System (NHS) freight connector or RTP freight route?	High	High	High	High	High	High	High	High	High	High	Low	Low	Low	High	Low	Low	High	High	High
Pedestrian system priority	Is the segment part of the regional pedestrian network?	High	High	High	High	High	High	High	High	High	High	High	Low	High	High	High	High	High	High	High
	Does the segment intersect with one or more regional pedestrian district(s)?	High	High	High	Low	High	Low	High	Low	Low	High	High	Low	Low	High	Low	High	High	High	High
Bicycle system priority	Is the segment part of the regional bicycle network?	High	High	High	High	High	High	High	High	High	High	High	Med	High	Med	High	High	High	High	High
	Does the segment intersect with one or more regional bicycle district(s)?	High	High	High	Low	High	Low	High	Low	Low	High	High	Low	High	High	Low	High	High	High	High
Transit priority	Is there existing frequent transit service or major transit investments planned along the segment?	High	High	High	High	High	High	High	High	Low	High	High	Low	Low	High	Med	Med	Med	Med	Low
	If yes, do the transit stops exist within ¼ mile of a Central City, Regional Center, or Town Center?	High	High	High	Med	High	Med	High	Low	Low	High	High	Low	Low	High	Low	High	High	High	High
Redundant route	Is the segment redundant to an RTP Throughway?	High	High	High	High	High	High	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
	High score 2-point:	26	26	26	14	26	18	22	16	14	24	22	2	12	18	4	12	16	18	14
	Med score 1-point:	0	0	0	2	0	1	0	0	0	0	0	1	0	3	2	2	2	1	1
	High + Med Score	26	26	26	16	26	19	22	16	14	24	22	3	12	21	6	14	18	19	15

Appendix C. Round 2a. Technical Evaluation

		OR 99E					OR 99W						OR 141						
High + Medium	**Segment ID:**	I2: Portland	I5: Milwaukie	I6: Clackamas County	I7: Gladstone	I8: Oregon City	J1: Portland	J2: Portland	J3: Tigard	J4: Washington County	J5: Tualatin	J6: Washington County	K1: Beaverton	K2: Washington County	K3: Tigard	K4: Tigard	K5: Durham	K6: Tualatin	K7: Wilsonville
	Milepost:	-5.71 - -3.75	5.73 - 6.68	6.68 - 10.43	10.43 - 11.2	11.2 - 12.4	-5.98 - -4.75	1.24 - 7.61	7.61 - 11.49	11.49 - 12.2	12.2 - 13.32	13.32 - 14.53	2.57 - 3.32	3.32 - 4.08	4.08 - 7.07	7.69 - 7.82	7.82 - 8.88	8.88 - 8.91	12.47 - 13.14
Criteria	**Measure**																		
Local plans	Does the segment have a plan or vision?	High	High	High	High	High	High	High	Low	High	High	High	Low	Low	High	Low	Low	Low	Low
Access to business and housing	Is the segment located within a 2040 designated Central City, Regional Center, Town Center, Station Community or Main Street?	Low	High	Low	High	High	Low	High	High	High	Low	Low	High	High	High	Low	Low	High	Low
Historically marginalized communities	Is the segment located within a historically marginalized community (communities that exceed the regional rate for low income, people of color, or limited English proficiency)?	Med	High	High	High	Low	Med	Med	High	Low	Low	Low	High	High	High	High	High	High	Med
Crash frequency density	Is the segment identified on Metro's High Injury Corridors and Intersections in Greater Portland map and what is the density of Safety Priority Index System (SPIS) sites per mile?	Low	High	High	High	High	Low	High	High	High	High	High	Med	Low	Low	Low	Low	Low	Low
Density of conflict points	What is the segment's driveway density per mile?	Med	Med	High	High	Med	Low	High	High	Med	Med	Low	Med	High	High	Med	High	Low	Low
Freight connection	Is the segment not listed as a designated National Highway System (NHS) freight connector or RTP freight route?	High	High	High	High	High	High	High	High	High	High	High	Low	Low	Low	Low	High	High	High
Pedestrian system priority	Is the segment part of the regional pedestrian network?	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	Med
	Does the segment intersect with one or more regional pedestrian district(s)?	Low	High	High	High	High	High	High	High	High	Low	Low	High	High	High	Low	Low	Low	Low
Bicycle system priority	Is the segment part of the regional bicycle network?	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	Med
	Does the segment intersect with one or more regional bicycle district(s)?	Low	High	High	High	High	High	High	High	High	Low	Low	High	High	High	Low	Low	Low	Low
Transit priority	Is there existing frequent transit service or major transit investments planned along the segment?	High	High	High	High	High	High	High	High	Med	Med	Med	Med	Med	High	Low	Low	Low	Med
	If yes, do the transit stops exist within ¼ mile of a Central City, Regional Center, or Town Center?	Low	High	Low	High	High	Low	High	High	High	Low	High	High	High	High	Low	Low	Low	Low
Redundant route	Is the segment redundant to an RTP Throughway?	Low	Low	Low	Low	Low	High	High	Low	Low	Low	Low	High	High	High	High	High	High	High
	High score 2-point:	10	22	20	24	20	16	24	22	18	10	12	16	18	22	8	12	12	4
	Med score 1-point:	2	1	0	0	1	1	1	0	2	2	1	3	1	0	1	0	0	4
	High + Med Score	12	23	20	24	21	17	25	22	20	12	13	19	19	22	9	12	12	8

Appendix C. Round 2a. Technical Evaluation

		OR 210	OR 212					OR 213N		OR 219		
High + Medium	**Segment ID:**	L1: Beaverton	M4: Clackamas	M5: Happy Valley	M6: Clackamas	M7: Happy Valley	M8: Clackamas	N1: Portland	N2: Clackamas County	P1: Hillsboro	P2: Washington County	P3: Washington County
	Milepost:	9.07 - 9.6	0.61 - 1.03	0.52-0.61	0 - 0.52	5.45 - 8.19	4.94 - 5.45	-0.14 - 7.24	7.24 - 10.39	0.0 - 0.62	0.62 - 0.75	1.16 - 1.31
Criteria	**Measure**											
Local plans	Does the segment have a plan or vision?	Low	High	Low	High	Low	High	High	High	Low	Low	Low
Access to business and housing	Is the segment located within a 2040 designated Central City, Regional Center, Town Center, Station Community or Main Street?	High	Low	Low	Low	Low	Low	Low	High	High	High	Low
Historically marginalized communities	Is the segment located within a historically marginalized community (communities that exceed the regional rate for low income, people of color, or limited English proficiency)?	High	Low	Low	Low	High	Low	High	High	High	High	High
Crash frequency density	Is the segment identified on Metro's High Injury Corridors and Intersections in Greater Portland map and what is the density of Safety Priority Index System (SPIS) sites per mile?	High	High	High	High	High	High	High	High	Low	Low	Low
Density of conflict points	What is the segment's driveway density per mile?	Med	Med	Med	Med	Med	Med	High	High	High	Low	High
Freight connection	Is the segment not listed as a designated National Highway System (NHS) freight connector or RTP freight route?	High	High	High	High	High	High	High	High	High	Low	Low
Pedestrian system priority	Is the segment part of the regional pedestrian network?	High	High	High	High	High	High	High	High	High	High	High
	Does the segment intersect with one or more regional pedestrian district(s)?	High	Low	Low	Low	Low	Low	High	High	High	Low	Low
Bicycle system priority	Is the segment part of the regional bicycle network?	High	High	High	High	High	High	Med	High	High	Low	Low
	Does the segment intersect with one or more regional bicycle district(s)?	High	Low	Low	Low	Low	Low	High	High	High	High	Low
Transit priority	Is there existing frequent transit service or major transit investments planned along the segment?	Med	High	High	High	High	High	High	High	Low	Low	Low
	If yes, do the transit stops exist within ¼ mile of a Central City, Regional Center, or Town Center?	High	Low	Low	Low	Low	Low	Low	High	Low	Low	Low
Redundant route	Is the segment redundant to an RTP Throughway?	Low	Low	Low	Low	Low	Low	High	High	Low	Low	Low
	High score 2-point:	18	12	10	12	12	12	20	26	16	8	6
	Med score 1-point:	2	1	1	1	1	1	1	0	0	0	0
	High + Med Score	20	13	11	13	13	13	21	26	16	8	6

Appendix D. Round 2b: Readiness Evaluation

Attachment C

Appendix D. Round 2b. Readiness Evaluation

		OR 8						OR 10		
High + Med	**Segment ID:**	A1: Beaverton	A2: Washington County	A3: Hillsboro	A4: Washington County	A5: Cornelius	A6: Forest Grove	B1: Washington County	B2: Beaverton	B3: Washington County
	Milepost:	0.05 - 5.85	5.85 - 7.79	7.79 - 14.32	14.32 - 14.87	14.87 - 17.22	17.22 - 17.88	2.57 - 3.41	0.97 - 2.57	5.88 - 7.38
Criteria	**Measure**									
Jurisdiction Interest	Is there potential interest for a jurisdictional transfer (political interest, risk tolerance, etc.)? *	Med	Med	Low	Med	Low	Low	Low	Low	High
	Does the segmentation make sense? *	Med	Low	Med	Low	Low	Low	Low	Low	Med
Funding capacity	What level (based on total dollar amount of committed funds in 2018-2021 or 2021-2024 STIP, MTIP or local CIP) of capital investment is along the segment that could be used as leverage for jurisdictional transfer?	Med	Low	Med	Low	Low	Med	Low	Low	Low
	How familiar is the jurisdiction with delivery of a larger-scale project? *	High	High	High	High	Med	Med	High	High	High
Maintenance capacity	Are there currently or could there be resources, staff capacity or agreements to maintain the segment? *	Med	Med	Low	Med	Med	Low	High	Med	High
Existing conditions and state of maintenance	What is the current condition of the existing roadway assets? *	Med	Low	Low	Low	High	Low	Low	Low	Low
	What is the pavement condition of the segment?	Low	Low	Low	Med	Med	Med	Low	Low	Med
	How many lane miles of pavement are there in the segment?	Med	High	Med	High	High	High	High	High	High
Bridges/structures	Do bridges or structures exist on the segment?	Med	High	High	High	High	High	High	High	High
Environmental	Does the segment pass through an environmentally sensitive areas (defined as wetlands, riparian or upland habitats, such that any ground disturbance would trigger a need for environmental permits?	High	High	High	High	High	High	High	High	High
Land use	Are there active land use change discussions in the area (e.g., plan, development code, pedestrian-friendly design, etc.)? *	High	Med	Med	High	Med	Med	Med	Med	High
	High score 2-point:	6	8	6	10	8	6	10	8	14
	Med score 1-point:	7	3	4	3	4	4	1	2	2
	High + Med Score	13	11	10	13	12	10	11	10	16

* Measures with an asterisk were evaluated where possible via an interview with a representative from the local jurisdiction where the highway segment is located. Professional judgment was used in c

Appendix D. Round 2b. Readiness Evaluation

		US 26	US 30B	US 30E		OR 43					
High + Med	**Segment ID:**	C1: Portland	D1: Portland	E1: Multnomah County	E2: Troutdale	G1: Portland	G2: Multnomah County	G3: Clackamas County	G4: Lake Oswego	G5: West Linn	G6: Oregon City
	Milepost:	0.21 - 9.96	0 - 14.73	1.15 - 5.80	0 - 1.15	0 - 3.64	3.64 - 5.1	5.1 - 5.81	5.81 - 8.04	8.04 - 11.45	11.45 - 11.55
Criteria	**Measure**										
Jurisdiction Interest	Is there potential interest for a jurisdictional transfer (political interest, risk tolerance, etc.)? *	Med	Low	Low	Low	Low	Low	Low	Med	High	Low
	Does the segmentation make sense? *	High	High	High	Low	High	High	Low	High	High	Low
Funding capacity	What level (based on total dollar amount of committed funds in 2018-2021 or 2021-2024 STIP, MTIP or local CIP) of capital investment is along the segment that could be used as leverage for jurisdictional transfer?	High	Med	Med	High	Low	Low	Low	Low	Med	Low
	How familiar is the jurisdiction with delivery of a larger-scale project? *	High	High	High	Low	High	High	High	Med	High	High
Maintenance capacity	Are there currently or could there be resources, staff capacity or agreements to maintain the segment? *	Med	Med	Med	Low	Med	Med	Low	Low	High	Med
Existing conditions and state of maintenance	What is the current condition of the existing roadway assets? *	Med	Low	Low	Med	Low	Low	Low	Low	Low	Med
	What is the pavement condition of the segment?	High	Low	Med	Med	Med	High	High	Med	Low	High
	How many lane miles of pavement are there in the segment?	Low	Low	High	High	High	High	High	High	High	HIgh
Bridges/structures	Do bridges or structures exist on the segment?	Low	Low	High	High	High	High	High	High	High	High
Environmental	Does the segment pass through an environmentally sensitive areas (defined as wetlands, riparian or upland habitats, such that any ground disturbance would trigger a need for environmental permits?	High	High	High	Low	Med	High	High	High	High	Med
Land use	Are there active land use change discussions in the area (e.g., plan, development code, pedestrian-friendly design, etc.)? *	High	High	Low	Low	High	Low	Low	Med	High	High
	High score 2-point:	12	8	10	6	10	12	10	8	16	10
	Med score 1-point:	3	2	3	2	3	1	0	4	1	3
	High + Med Score	15	10	13	8	13	13	10	12	17	13

* Measures with an asterisk were evaluated where possible via an interview with a representative from the local jurisdiction where the highway segment is located.

Appendix D. Round 2b. Readiness Evaluation

		OR 99E					OR 99W					
High + Med	**Segment ID:**	I2: Portland	I5: Milwaukie	I6: Clackamas County	I7: Gladstone	I8: Oregon City	J1: Portland	J2: Portland	J3: Tigard	J4: Washington County	J5: Tualatin	J6: Washington County
	Milepost:	-5.71 - -3.75	5.73 - 6.68	6.68 - 10.43	10.43 - 11.2	11.2 - 12.4	-5.98 - -4.75	1.24 - 7.61	7.61 - 11.49	11.49 - 12.2	12.2 - 13.32	13.32 - 14.53
Criteria	**Measure**											
Jurisdiction Interest	Is there potential interest for a jurisdictional transfer (political interest, risk tolerance, etc.)? *	Low	Low	Low	Low	Low	Low	High	Low	Low	Low	Low
	Does the segmentation make sense? *	Med	High	Med	Low	Med	Med	High	High	Low	Low	Low
Funding capacity	What level (based on total dollar amount of committed funds in 2018-2021 or 2021-2024 STIP, MTIP or local CIP) of capital investment is along the segment that could be used as leverage for jurisdictional transfer?	Med	Low	Low	Low	Low	Low	Med	Med	Med	Low	Med
	How familiar is the jurisdiction with delivery of a larger-scale project? *	High	High	High	Low	High	High	High	High	High	High	High
Maintenance capacity	Are there currently or could there be resources, staff capacity or agreements to maintain the segment? *	Med	Low	Low	Low	Med	Med	Med	Med	High	Low	High
Existing conditions and state of maintenance	What is the current condition of the existing roadway assets? *	Low	Low	Low	Low	Med	Low	Low	Low	Low	Low	Low
	What is the pavement condition of the segment?	Low	High	Med	High	Med	High	Med	Low	Low	High	High
	How many lane miles of pavement are there in the segment?	High	High	Med	High	High	High	Med	High	High	High	High
Bridges/structures	Do bridges or structures exist on the segment?	High	High	High	Med	High	Med	Low	High	High	High	High
Environmental	Does the segment pass through an environmentally sensitive areas (defined as wetlands, riparian or upland habitats, such that any ground disturbance would trigger a need for environmental permits?	High	High	High	Low	Med	Med	High	High	High	High	High
Land use	Are there active land use change discussions in the area (e.g., plan, development code, pedestrian-friendly design, etc.)? *	High	High	High	High	High	High	High	High	Med	Med	Med
	High score 2-point:	10	14	8	6	8	8	10	12	10	10	12
	Med score 1-point:	3	0	3	1	5	4	4	2	2	1	2
	High + Med Score	13	14	11	7	13	12	14	14	12	11	14

* Measures with an asterisk were evaluated where possible via an interview with a representative from the local jurisdiction where the highway segment is located.

Appendix D. Round 2b. Readiness Evaluation

		OR 141							OR 210
High + Med	**Segment ID:**	K1: Beaverton	K2: Washington County	K3: Tigard	K4: Tigard	K5: Durham (Washington County)	K6: Tualatin	K7: Wilsonville	L1: Beaverton
	Milepost:	2.57 - 3.32	3.32 - 4.08	4.08 - 7.07	7.69 - 7.82	7.82 - 8.88	8.88 - 8.91	12.47 - 13.14	9.07 - 9.6
Criteria	**Measure**								
Jurisdiction Interest	Is there potential interest for a jurisdictional transfer (political interest, risk tolerance, etc.)? *	Low	Med	High	High	Low	Low	Med	Low
	Does the segmentation make sense? *	Low	High	High	Med	High	High	Med	Low
Funding capacity	What level (based on total dollar amount of committed funds in 2018-2021 or 2021-2024 STIP, MTIP or local CIP) of capital investment is along the segment that could be used as leverage for jurisdictional transfer?	Low	Low	Low	Low	Low	Low	Low	Low
	How familiar is the jurisdiction with delivery of a larger-scale project? *	High	High	High	High	High	Med	High	High
Maintenance capacity	Are there currently or could there be resources, staff capacity or agreements to maintain the segment? *	Med	High	High	High	High	Low	High	Med
Existing conditions and state of maintenance	What is the current condition of the existing roadway assets? *	Med	Med	Med	Med	Med	Med	Low	Low
	What is the pavement condition of the segment?	Low	Low	Low	High	High	High	Med	Low
	How many lane miles of pavement are there in the segment?	High	High	High	High	High	High	High	High
Bridges/structures	Do bridges or structures exist on the segment?	High	High	High	High	High	High	High	High
Environmental	Does the segment pass through an environmentally sensitive areas (defined as wetlands, riparian or upland habitats, such that any ground disturbance would trigger a need for environmental permits?	High	Med	High	High	High	Low	High	High
Land use	Are there active land use change discussions in the area (e.g., plan, development code, pedestrian-friendly design, etc.)? *	Med	Med	High	High	Low	Low	High	Med
	High score 2-point:	8	10	16	16	14	8	12	8
	Med score 1-point:	3	4	1	2	1	2	3	2
	High + Med Score	11	14	17	18	15	10	15	10

* Measures with an asterisk were evaluated where possible via an interview with a representative from the local jurisdiction where the highway segment is located.

Appendix D. Round 2b. Readiness Evaluation

		OR 212					OR 213N		OR 219	
High + Med	**Segment ID:**	M4: Clackamas	M5: Happy Valley	M6: Clackamas	M7: Happy Valley	M8: Clackamas	N1: Portland	N2: Clackamas County	P1: Hillsboro	P2: Washington County
	Milepost:	0.61 - 1.03	0.52-0.61	0 - 0.52	5.45 - 8.19	4.94 - 5.45	-0.14 - 7.24	7.24 - 10.39	0.0 - 0.62	0.62 - 1.39
Criteria	**Measure**									
Jurisdiction Interest	Is there potential interest for a jurisdictional transfer (political interest, risk tolerance, etc.)? *	Low	Low	Low	Low	Low	High	Low	Low	Low
	Does the segmentation make sense? *	Low	Low	Low	Low	Low	High	Med	Med	Low
Funding capacity	What level (based on total dollar amount of committed funds in 2018-2021 or 2021-2024 STIP, MTIP or local CIP) of capital investment is along the segment that could be used as leverage for jurisdictional transfer?	Low	Low	Low	Low	Low	Med	Med	Low	Low
	How familiar is the jurisdiction with delivery of a larger-scale project? *	High	Low	High	Low	High	High	High	High	High
Maintenance capacity	Are there currently or could there be resources, staff capacity or agreements to maintain the segment? *	Low	Low	Low	Low	Low	Med	Low	Low	High
Existing conditions and state of maintenance	What is the current condition of the existing roadway assets? *	Low	Low	Low	Med	Med	Low	Low	Low	Low
	What is the pavement condition of the segment?	Low	Low	Low	Low	Low	Low	High	High	High
	How many lane miles of pavement are there in the segment?	High	High	High	High	High	Med	High	High	High
Bridges/structures	Do bridges or structures exist on the segment?	High	High	High	High	High	Med	Med	High	High
Environmental	Does the segment pass through an environmentally sensitive areas (defined as wetlands, riparian or upland habitats, such that any ground disturbance would trigger a need for environmental permits?	High	High	High	High	High	High	High	High	Low
Land use	Are there active land use change discussions in the area (e.g., plan, development code, pedestrian-friendly design, etc.)? *	High	High	High	High	High	High	High	Med	Low
	High score 2-point:	10	8	10	8	10	10	10	10	10
	Med score 1-point:	0	0	0	1	1	4	3	2	0
	High + Med Score	10	8	10	9	11	14	13	12	10

* Measures with an asterisk were evaluated where possible via an interview with a representative from the local jurisdiction where the highway segment is located.

ATTACHMENT D - Equity Considerations

Attachment D

METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

Equity considerations for highway jurisdictional transfer

April 2020

1 Purpose of the Study and Memorandum

The purpose of the regional framework for highway jurisdictional transfer study (study) is to identify state-owned routes in greater Portland that may be best suited for jurisdictional transfer from a technical or jurisdictional readiness standpoint to inform future conversations about potential jurisdictional transfer. For the purposes of this study, jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing ownership of a highway right of way from the State to a local jurisdiction – a city or county. The study will serve as a decision framework for state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership. The study is convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as a necessary step to help the region meet its equity, safety and multimodal goals. In greater Portland, ownership patterns of streets, roads and highways reflect historical patterns, but do not necessarily reflect current transportation, land use and development needs.

Our country and region has a history of racism in its transportation and land use planning. The combination of siting decisions of the Interstate Highway system along with zoning and red-lining resulted in negative effects for people of color and the underserved communities in the region. The development of the Interstate system, by providing efficient long-distance travel options, replaced the function of original farm-to-market roads that had been developed into the state highway system. Many of these original roads now have multimodal demands, with people using them to walk, bike, use transit or drive short distances. The state highway designs of the past, coupled with limited design options available as these facilities grew from market road to highway, means that they do not always work for the multimodal needs of communities along the corridors, including for people of color, people with low incomes, or limited-English speakers. Highway management is increasingly complex due to competition for limited funds, resulting in underinvestment in these areas. Understanding the demographics of these corridors is critical to ensure highway transfer decisions address the needs of people of color, people with low-incomes, or limited-English speaking communities. Current decision-making has resulted in communities along these corridors experiencing disparate impacts relating to safety, access and noise.

This Equity Considerations Memorandum supplements and should inform the Corridor Segment Selection technical and readiness evaluations for jurisdictional transfer. The technical evaluation examines segments using technical considerations related to the existing and future function of the roadway. The readiness evaluation examines segments using readiness considerations related to local support and interest.

The equity considerations can inform efforts to reduce disparities and barriers faced by communities of color and other historically marginalized communities. They can inform identification of placemaking opportunities to help address the results of the region's racist history of zoning.[1] Equity considerations can help identify corridors that would benefit from funding to make them better for walking, access to transit, and biking.

This memorandum is organized as follows:

1. Purpose of the Study and Memorandum
2. Demographic Data Collection Methodology
3. Existing Demographics
4. Future Population Trends
5. Conclusion

2 Demographic Data Collection Methodology

The study team identified the census tracts adjacent to each of the following 17 State-owned non-arterial highways within which to collect existing demographic data.

1. *OR 8 (Tualatin Valley Highway)*
2. *OR 10 (Beaverton-Hillsdale Highway)*
3. *US 26 (Mount Hood Highway)*
4. *US 30B (Northeast Portland Highway)*
5. *US 30E (Historic Columbia Highway)*
6. *US 30W (Lower Columbia River Highway)*
7. *OR 43 (Oswego Highway)*
8. *OR 47 (Nehalem Highway)*
9. *OR 99E (Pacific Highway East)*
10. *OR 99W (Pacific Highway West)*
11. *OR 141 (Beaverton-Tualatin Highway)*
12. *OR 210 (Scholls Highway)*
13. *OR 212 (Clackamas-Boring Highway)*
14. *OR 213N (Cascade Highway North)*
15. *OR 213S (Cascade Highway South)*
16. *OR 219 (Hillsboro-Silverton Highway)*
17. *OR 224 (Clackamas / Sunrise Highway)*

The study team divided each of the 17 highways into segments for analysis purposes. For the purposes of this study, a corridor segment is defined as a portion of an arterial highway within a single jurisdiction in the Portland Metropolitan Planning Area (MPA).[2,3] For each census tract, the study team used the U.S. Census Bureau American Community Survey (ACS) FactFinder to collect the following 2017 demographic data (density and percent):

- people of color (residents)
- people of color (unemployment)
- low-income residents
- low-income unemployment
- limited English proficiency

[1] "Historical Context of Racist Planning: A History of How Planning Segregated Portland" (2019) https://beta.portland.gov/sites/default/files/2019-12/portlandracistplanninghistoryreport.pdf
[2] The MPA is a federally-mandated boundary designated by Metro and encompasses all cities in the metropolitan area.
[3] Corridor segment definitions are for this evaluation only. Highway transfer recommendations may combine or split corridor segments based on what makes sense at the time of a transfer.

The study team imported census tract datasets into ArcGIS and pulled the data into tabular format. The study team then compared this data to the regional[4] density average determined by Metro, defined as twice the average density for the given population, and to the regional percentage average. Table 1 lists the regional average percent and density values for each demographic. Figure 1 shows the MPA, Metro's equity focus areas, and the 17 highway segments.

Table 1. Metro's regional averages for demographic data

Demographic Category	%[1]	Density[2]
People of color (residents)	28.6	1.11
People of color (unemployed)	4.6	0.03
Hispanic & Latino (unemployed)	4.9	0.02
Low-income (residents)	28.5	1.09
Low-income (unemployment)	13.0	0.04
Limited English proficiency	7.9	0.29

Notes:

[1] Percentage is the number of people that fit the category per the total census tract population.

[2] Density is defined as the number of people per acre.

The study team used Google Earth to manually count the number of gathering places and religious institutions along each segment. For the purposes of this study, public gathering spaces are defined as public libraries, schools and parks and religious institutions are defined as churches, mosques and seminaries.

3 Existing Demographics

The existing demographics for each of the census tracts adjacent to the 17 ODOT-owned non-arterial highway segments are listed in Tables 2 through 18. Results that fall above the Metro regional averages identified in Table 1 are highlighted in gray for each highway. Each table also includes a page reference to the Metro Highway Jurisdictional Transfer Framework Atlas. The Atlas includes graphics that visually depict the demographics listed in the tables.

Highways – or segments of highways – identified in the equity analysis as having high ratios of people of color, low income and unemployment compared to the Metro regional average are described below.

TV Highway (OR 8): TV Highway segments in Washington County, Hillsboro and Cornelius have high ratios of people of color, low income and unemployment compared to the Metro regional average.

Beaverton-Hillsdale/Farmington Highway (OR 10): Beaverton-Hillsdale/Farmington Highway segments in Beaverton and west Washington County have high ratios of people of color, low income and unemployment compared to the regional average.

[4] The region is defined as the Portland MPA.

Mount Hood Highway (US 26): The Mount Hood Highway segment in Portland from I-205 to the Gresham city line has high ratios of people of color, low income and unemployment compared to the regional average.

NE Portland Highway (US 30B): The NE Portland Highway corridor has high ratios of people of color, low income and unemployment compared to the regional average.

Nehalem Highway (OR 47): The Nehalem Highway segment that divides Forest Grove and Washington County has high ratios of people of color, low income and unemployment compared to the regional average.

Pacific Highway East (OR 99E): Pacific Highway East's most northern segment in Portland has high ratios of people of color, low-income and limited English proficiency, compared to the regional average. OR 99E segments farther to the south in Milwaukie have high ratios of low income and unemployment. This southern area does not have a high percentage of people of color.

Pacific Highway West (OR 99W): The Pacific Highway West segment in Tigard has high ratios of people of color, low income and unemployment compared to the regional average.

Beaverton-Tualatin Highway (OR 141): The Beaverton-Tualatin Highway segments in Beaverton and Tigard have high ratios of people of color, low income and limited English proficiency compared to the regional average.

Scholls Highway (OR 210): Scholls Highway has high ratios of people of color, low income and unemployment compared to the regional average.

Cascade Highway North (OR 213N): The Cascade Highway North segment from North Portland to Clackamas County has high ratios of people of color, low income and unemployment compared to the regional average.

Hillsboro-Silverton Highway (OR 219): Hillsboro-Silverton Highway has high ratios of people of color, low income and unemployment compared to the regional average.

Table 2. OR 8, Tualatin Valley Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
A1. Beaverton (Mile Points 0.05 - 5.85)													
313	40	3.2	8	0.1	2	0.0	51	4.1	12	0.1	18	1.4	
314.02	42	1.3	2	0.0	9	0.0	49	1.5	26	0.1	21	0.6	
316.13	42	3.5	11	0.1	7	0.0	40	2.5	39	0.2	9	0.6	
312	40	5.4	2	0.0	10	0.2	55	7.3	41	0.2	16	2.0	
303	15	0.8	0	0.0	10	0.0	20	1.1	6	0.0	3	0.2	
301.01	22	1.3	0	0.0	0	0.0	16	0.9	31	0.1	2	0.1	
302	23	1.3	14	0.1	0	0.0	21	1.2	26	0.0	3	0.1	
69	15	0.4	0	0.0	0	0.0	9	0.2	0	0.0	1	0.0	
Total													10
A2. Washington County (Mile Points 5.85 - 7.79)													
316.06	47	5.3	4	0.1	5	0.2	47	5.3	14	0.1	10	1.0	
317.05	46	5.8	3	0.1	3	0.1	42	5.2	0	0.0	17	2.0	
317.06	57	8.3	11	0.3	7	0.2	43	6.2	34	0.4	24	3.1	
317.03	39	3.3	8	0.1	4	0.0	39	3.3	32	0.2	14	1.1	
Total													2
A3. Hillsboro (Mile Points 7.75 - 14.32)													
316.15	47	4.7	7	0.1	7	0.1	36	3.5	36	0.2	13	1.2	
324.1	58	6.2	5	0.1	0	0.0	38	4.1	0	0.0	23	2.2	
325.02	38	1.4	0	0.0	0	0.0	19	0.7	18	0.0	12	0.4	
325.01	53	6.7	11	0.0	10	0.1	59	1.4	12	0.0	18	0.5	
324.09	76	14.6	11	0.2	7	0.4	68	13.1	18	0.5	36	5.9	
324.06	30	2.7	2	0.0	5	0.0	20	1.8	17	0.1	8	0.7	

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
325.03	39	1.6	0	0.0	8	0.0	30	1.2	22	0.0	10	0.4	
323	42	0.2	9	0.0	5	0.0	25	0.1	19	0.0	13	0.1	
Total													16
A4-A5. Washington County & Cornelius (Mile Points 14.32-17.22)													
332	46	1.4	8	0.0	4	0.0	56	1.6	0	0.0	14	0.4	
329.02	60	1.2	2	0.0	8	0.1	42	0.9	36	0.0	22	0.4	
329.01	46	1	8	0.0	12	0.1	32	0.7	12	0.0	17	0.4	
Total													4
A6-A7. Forest Grove (Mile Points 17.22 - 19.38)													
331.02	46	0.9	15	0.1	11	0.1	41	0.7	45	0.0	14	0.2	
331.01	23	0.4	22	0.0	10	0.0	44	0.8	14	0.0	4	0.1	
Total													1
A8. Washington (Mile Points 19.38 - 23.16)													
336	8	0	16	0.0	0	0.0	30	0	54	0.0	1	0.0	
330	23	0	9	0.0	5	0.0	20	0	7	0.0	8	0.0	
Total													1

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 2 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 3. OR 10, Beaverton Hillsdale / Farmington Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
B1. Washington County (Mile Points 2.57 - 3.41)													
68.01	16	1.1	14	0.1	11	0.0	19	1.3	21	0.1	3	0.2	
67.01	19	1.3	5	0.0	0	0.0	19	1.3	42	0.0	2	0.1	
304.02	22	1.5	7	0.1	0	0.0	27	1.8	30	0.1	8	0.6	
303	15	0.8	0	0.0	10	0.0	20	1.1	6	0.0	3	0.2	
Total													0
B2. Beaverton (Mile Points 0.97 - 2.57)													
304.01	26	1.2	12	0.0	4	0.0	27	1.3	7	0.0	5	0.2	
313	40	3.2	8	0.1	2	0.0	51	4.1	12	0.1	18	1.4	
Total													3
B3. Washington County (Mile Points 5.88 - 7.38)													
318.05	33	3.0	5	0.1	16	0.1	16	1.5	43	0.1	9	0.8	
317.05	46	5.8	3	0.1	3	0.1	42	5.2	0	0.0	17	2.0	
317.04	28	3.5	5	0.1	4	0.1	21	2.6	57	0.2	4	0.5	
318.04	35	1.0	11	0.0	0	0.1	25	0.7	67	0.0	15	0.4	
Total													4

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 5 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 4. OR 26, Mount Hood Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
C1. Portland (Mile Points 0.21 - 9.96)													
57	31	3.2	12	0.2	18	0.1	28	2.9	34	0.3	11	1.1	
83.01	55	5.9	12	0.4	0	0.0	62	6.6	45	0.3	35	3.5	
83.02	54	4.5	12	0.2	0	0.0	51	4.1	24	0.2	26	2.0	
84	39	5.4	5	0.1	9	0.1	54	7.4	20	0.2	29	3.6	
90	48	7.6	8	0.3	6	0.1	53	8.3	23	0.4	21	3.0	
91.02	38	1.9	9	0.1	6	0.0	46	2.4	22	0.1	18	0.8	
98.03	47	4.6	5	0.1	5	0.1	49	4.7	21	0.2	18	1.6	
91.01	47	7.2	16	0.6	4	0.0	47	7.1	38	0.7	25	3.6	
98.04	43	4.7	6	0.1	12	0.1	42	4.6	27	0.2	19	2.0	
7.01	12	3.9	13	0.3	13	0.1	28	3.9	35	0.3	9	1.1	
7.02	31	4.6	8	0.2	0	0.0	37	5.5	10	0.1	9	1.2	
8.01	22	2.7	8	0.1	9	0.1	31	3.8	12	0.1	4	0.5	
8.02	17	2.5	0	0.0	0	0.0	34	4.9	28	0.3	5	0.6	
9.02	30	5.8	12	0.3	7	0.1	50	9.2	29	0.6	8	1.3	
10	24	2.3	4	0.0	6	0.0	36	3.5	19	0.2	5	0.5	
11.01	20	1.1	18	0.1	26	0.0	57	3.1	40	0.3	2	0.1	
59	23	2.2	8	0.1	12	0.1	23	1.7	29	0.2	3	0.3	
1	12	0.5	11	0.0	1	0.0	14	0.6	33	0.0	0	0.0	
9.01	22	3.4	10	0.2	0	0.0	21	3.3	48	0.4	4	0.7	
Total													15
C2-C3. Gresham & Multnomah (Mile Points 14.22 – 16.77)													
104.08	36	3.2	22	0.1	7	0.1	48	4.1	20	0.1	11	0.8	
104.09	21	1.2	6	0.0	0	0.0	15	0.8	28	0.0	5	0.2	
Total													0

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
C4. Clackamas (Mile Points 16.77 - 19.63)													
233	12	0.1	12	0.0	0	0.0	18	0.1	11	0.0	2	0.0	
234.01	19	0.1	0	0.0	2	0.0	24	0.1	0	0.0	9	0.0	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 7 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 5. US 30B, Northeast Portland Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
D1. Portland (Mile Points 0-14.73)													
36.01	34	4.1	12	0.3	0	0.0	30	3.6	42	0.3	2	0.2	
36.02	32	4.1	14	0.3	20	0.1	14	1.6	28	0.2	1	0.1	
36.03	33	2.3	8	0.1	0	36.03	22	1.5	0	0.0	5	0.3	
37.01	44	5.3	10	0.2	7	0.1	36	4.1	33	0.3	9	1.1	
38.01	27	2.7	5	0.1	19	0.0	33	3.4	0	0.0	3	0.3	
39.01	40	5.1	8	0.1	0	0.0	37	4.7	27	0.2	9	1.0	
39.02	18	2.2	7	0.1	0	0.0	18	2.2	22	0.0	2	0.2	
40.01	51	9.4	22	0.8	14	0.3	60	10.9	29	0.7	18	3.1	
40.02	24	2.0	8	0.1	0	0.1	37	2.1	11	0.1	1	0.1	
41.02	27	2.6	0	0.1	6	0.0	32	3.1	7	0.1	8	0.7	
42	30	2.0	12	0.1	0	0.0	32	2.2	20	0.1	4	0.3	

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
95.02	48	4.5	7	0.2	0	0.0	26	2.4	21	0.1	14	1.3	
74	58	6.5	21	0.3	17	0.2	60	6.7	27	0.3	14	1.4	
79	43	3.9	12	0.2	2	0.0	36	3.2	9	0.1	14	1.1	
95.01	50	5.2	6	0.1	10	0.0	36	3.7	20	0.1	12	1.2	
78	36	2.9	8	0.1	0	0.0	41	3.2	40	0.2	11	0.8	
102	39	0.2	13	0.0	11	0.0	37	0.2	21	0.0	12	0.1	
38.02	26	3.3	0	0.2	4	0.0	26	3.3	55	0.4	4	0.5	
43	13	0.0	0	0.0	0	0.0	16	0.0	13	0.0	0	0.0	
76	54	4.6	4	0.0	4	0.1	44	3.7	16	0.1	27	2.2	
77	53	4.7	1	0.0	11	0.1	41	3.6	0	0.0	26	2.1	
73	47	0.1	11	0.0	0	0.0	63	0.1	31	0.0	11	0.0	
Total													21

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 10 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 6. US 30E, Historic Columbia Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color		% Hispanic & Latino		%	Density	%	Density	%	Density	
E1-E2. Multnomah & Troutdale (Mile Points 0-5.8)													
105	18	0.0	16	0.0	29	0.0	19	0.0	20	0.0	2	0.0	
103.05	11	0.6	9	0.0	0	0.0	24	1.3	48	0.1	1	0.1	
Total													1

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 13 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 7. US 30W, Lower Columbia River Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
F1. Portland (Mile Points 2.76 - 9.65)													
50	19	3.1	13	0.3	0	0.0	18	2.9	27	0.2	2	0.3	
43	13	0.0	0	0.0	0	0.0	16	0.0	13	0.0	0	0.0	
45	17	1.0	0	0.0	0	0.0	21	1.2	0	0.0	2	0.1	
Total													7
F2. Multnomah (Mile Points 9.65 - 13.26)													
71	7	0.0	0	0.0	0	0.0	18	0.0	24	0.0	1	0.0	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.

[4] Refer to page 15 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 8. OR 43, Oswego Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
G1-G2. Portland & Multnomah (Mile Points 0 – 5.1)													
63	22	0.5	10	0.0	15	0.0	15	1.0	54	0.1	3	0.1	
59	23	2.2	8	0.1	12	0.1	23	2.2	29	0.2	3	0.3	
57	31	3.2	12	0.2	18	0.1	28	2.9	34	0.3	11	1.1	
Total													7
G3-G4. Clackamas & Lake Oswego (Mile Points 5.1 - 8.04)													
205.04	13	0.5	0	0.0	0	0.0	8	0.3	18	0.0	1	0.0	
205.03	8	0.3	0	0.0	24	0.0	10	0.4	0	0.0	2	0.1	
205.05	14	0.4	0	0.0	12	0.0	14	0.4	100	0.0	1	0.0	
201	13	0.4	0	0.0	0	0.0	17	0.6	0	0.0	3	0.1	
202	8	0.3	2	0.0	0	0.0	14	0.5	0	0.0	1	0.0	
Total													2
G5. West Linn (Mile Points 8.04 – 11.45)													
224	11	0.6	4	0.0	0	0.0	22	1	0	0	1	0.0	
Total													7
G6. Oregon City (Mile Points 11.46 - 11.55)													
206	20	1.0	0	0.0	0	0.0	17	0.9	0	0.0	6	0.3	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 17 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 9. OR 47, Nehalem Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
H1-H2. Washington County & Forest Grove (Mile Points 88.53 - 90.64)													
333.01	25	2.3	15	0.1	3	0.0	33	2.9	23	0.1	6	0.5	
333.02	13	0.0	9	0.0	15	0.0	8	0.4	54	0.0	2	0.0	
331.02	46	0.9	15	0.1	11	0.1	41	0.7	45	0.0	14	0.2	
332	46	1.4	8	0.0	4	0.0	56	1.6	0	0.0	14	0.4	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 19 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 10. OR 99E, Pacific Highway East: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
I1-I2. Portland (Mile Points -5.92 - -3.75)													
37.01	44	5.3	0	0.2	0	0.1	36	4.1	33	0.3	9	1.1	
36.01	34	4.1	0	0.3	0	0.0	30	3.6	42	0.3	2	0.2	
72.02	54	0.2	0	0.0	0	0.0	30	0.1	6	0.0	8	0.0	
Total													1
I3. Portland (Mile Points 1.45 - 4.58)													
1	12	0.5	11	0.0	1	0.0	14	0.6	33	0.0	0	0.0	
2	20	2.2	12	0.1	5	0.0	29	3.1	37	0.2	5	0.5	
3.02	12	1.1	0	0.0	8	0.0	9	0.8	13	0.0	1	0.1	

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
10	24	2.3	4	0.0	6	0.0	36	3.5	19	0.2	5	0.5	
11.01	20	1.1	0	0.1	0	0.0	57	3.1	0	0.3	2	0.1	
Total													0
I4-I5. Milwaukie (Mile Points 4.58 – 6.68)													
208	19	0.8	16	0.1	18	0.1	28	1.1	37	0.1	4	0.2	
Total													4
I6. Clackamas (Mile Points 6.68 - 10.43)													
218.02	22	2.1	13	0.1	0	0.0	41	3.9	29	0.1	7	0.6	
212	20	1.3	0	0.0	6	0.0	34	2.2	0	0.0	4	0.2	
214	18	1.1	18	0.1	22	0.1	23	1.4	19	0.1	2	0.1	
213	9	0.5	0	0.0	0	0.0	17	1.0	72	0.0	3	0.1	
Total													3
I7. Gladstone (Mile Points 10.43 - 11.2)													
217	20	1.1	8	0.0	6	0.0	39	2.2	20	0.0	7	0.4	
219	20	1.9	13	0.1	0	0.0	35	3.1	19	0.0	4	0.4	
223.01	7	0.1	0	0.0	0	0.0	21	0.2	0	0.0	3	0.0	
Total													0
I8-I9. Oregon City (Mile Points 11.2 - 14.23)													
225	16	0.9	7	0.0	0	0.0	32	1.8	11	0.0	3	0.2	
224	11	0.6	4	0.0	0	0.0	22	1.1	0	0.0	1	0.0	
226.02	10	0.2	17	0.0	0	0.0	7	0.1	0	0.0	0	0.0	
Total													2

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 21 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 11. OR 99W, Pacific Highway West: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
J1. Portland (Mile Points -5.98 - -4.75)													
38.01	27	2.7	5	0.1	19	0.0	33	3.4	0	0.0	3	0.3	
72.02	54	0.2	0	0.0	0	0.0	30	0.1	6	0.0	8	0.0	
Total													0
J2. Portland (Mile Points 1.24 - 7.61)													
66.02	11	1.0	0	0.0	0	0.0	29	2.6	20	0.2	3	0.2	
64.03	30	2.5	0	0.0	0	0.0	30	2.5	0	0.0	8	0.6	
60.01	15	0.5	0	0.0	0	0.0	16	0.5	0	0.0	1	0.0	
60.02	15	1.0	17	0.1	20	0.0	13	0.9	13	0.0	1	0.1	
65.02	17	1.6	24	0.2	0	0.0	25	2.4	37	0.2	2	0.2	
65.01	11	0.7	0	0.0	0	0.0	12	0.8	27	0.0	1	0.1	
64.03	30	2.5	5	0.0	0	0.0	33	2.8	7	0.0	8	0.6	
64.04	18	0.9	9	0.1	0	0.0	18	0.9	29	0.1	3	0.2	
57	31	3.2	12	0.2	18	0.1	28	2.9	34	0.3	11	1.1	
59	23	2.2	8	0.1	12	0.1	23	2.2	29	0.0	3	0.3	
Total													16
J3. Tigard (Mile Points 7.61-11.49)													
309	35	2.1	7	0.1	6	0.0	36	2.2	23	0.2	17	0.9	
308.01	31	2.3	22	0.1	8	0.1	34	2.5	78	0.1	8	0.6	
319.1	32	2.8	1	0.0	0	0.0	13	1.2	21	0.0	8	0.7	
306	16	1.2	0	0.0	0	0.0	18	1.3	12	0.0	1	0.1	
307	21	0.3	19	0.0	14	0.0	49	0.7	11	0.0	4	0.1	
319.12	19	1.2	0	0.0	0	0.0	19	1.2	4	0.0	7	0.5	
319.04	14	0.9	0	0.0	16	0.0	21	1.4	17	0.0	2	0.1	
319.07	15	0.8	10	0.0	0	0.0	27	1.4	4	0.0	2	0.1	
319.08	32	0.9	5	0.0	0	0.0	11	1.4	0	0.0	6	0.2	

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
308.03	25	2.4	8	0.1	0	0.0	32	3.0	40	0.2	4	0.3	
308.05	14	0.9	9	0.0	0	0.0	16	1.0	0	0.0	1	0.1	
Total													6
J4-J5. Washington County & Tualatin (Mile Points 11.48 - 13.32)													
320.01	16	0.4	2	0.0	0	0.0	27	0.7	11	0.0	4	0.1	
Total													0
J6-J9. Washington County & Sherwood (Mile Points 13.32 – 17.9)													
321.03	15	0.4	2	0.0	0	0.0	13	0.3	10	0.0	4	0.1	
322	12	0.0	3	0.0	0	0.0	10	0.0	0	0.0	3	0.0	
Total													3

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 24 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 12. OR 141, Beaverton-Tualatin Highway / SW Hall Blvd: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
K1-K2. Beaverton & Washington County (Mile Points 2.57-4.08)													
305.01	24	1.3	9	0.0	0	0.0	34	1.8	29	0.1	6	0.3	
305.02	16	1.3	7	0.1	13	0.0	20	1.7	0	0.0	3	0.2	
310.05	47	4.6	8	0.1	17	0.2	50	4.8	20	0.1	20	1.8	
310.06	32	3.0	15	0.3	19	0.2	30	2.8	37	0.2	9	0.8	
Total													0

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
K3. Tigard (Mile Points 4.08 -7.07)													
308.01	31	2.3	22	0.1	8	0.1	34	2.5	78	0.0	8	0.6	
308.03	25	2.4	8	0.1	0	0.0	32	3.0	40	0.2	4	0.3	
308.05	14	0.9	9	0.1	0	0.0	16	1.0	0	0.0	1	0.1	
308.06	24	1.2	0	0.0	0	0.0	24	1.1	0	0.0	6	0.3	
309	35	2.1	7	0.1	6	0.0	36	2.2	23	0.2	17	0.9	
306	16	1.1	0	0.0	0	0.0	18	1.3	12	0.0	1	0.1	
307	21	0.3	19	0.0	14	0.0	49	0.7	11	0.0	4	0.1	
Total													0
K4-K5. Tigard & Durham (Mile Points 7.69 - 8.88)													
320.05	50	2.9	6	0.0	3	0.0	51	2.9	10	0.1	13	0.7	
320.01	16	0.4	2	0.0	0	0.0	27	0.7	11	0.0	4	0.1	
Total													2
K6-K7. Tualatin & Wilsonville (Mile Points 12.47 - 13.14)													
244	25	1.3	5	0.0	8	0.0	29	1.5	15	0.1	3	0.1	
321.1	26	0.4	0	0.0	0	0.0	16	0.1	15	0.0	2	0.0	
227.07	25	0.3	0	0.0	0	0.0	18	0.2	49	0.0	4	0.0	
Total													1

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 27 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 13. OR 210, Scholls Highway/SW Scholls Ferry Rd: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
L1. Beaverton (Mile Points 2.57 – 3.32)													
309	35	2.1	7	0.1	6	0.0	36	2.2	23	0.2	17	0.9	
305.01	24	1.3	9	0.0	0	0.0	34	1.8	29	0.1	6	0.3	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 29 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 14. OR 212, Clackamas-Boring Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
M1. Clackamas (Mile Points 1.87 - 8.59)													
233	12	0.1	12	0.0	0	0.0	18	0.1	11	0.0	2	0.0	
232.01	11	0.1	9	0.0	0	0.0	17	0.1	0	0.0	2	0.0	
234.01	19	0.1	0	0.0	2	0.0	24	0.1	0	0.0	9	0.0	
Total													4
M2-M7. Happy Valley & Clackamas (Mile Points 0.52 – 1.87)													
232.02	15	0.2	19	0.0	33	0.0	17	0.2	35	0.0	4	0.1	
Total													1
M7-M8. Happy Valley & Clackamas (Mile Points 0.04 – 5.45)													
221.03	24	1.8	4	0.0	0	0.0	13	1.0	14	0.0	9	0.6	
221.08	31	0.5	15	0.0	0	0.0	53	0.9	58	0.1	13	0.2	

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
221.05	31	1.7	5	0.0	0	0.0	22	1.2	8	0.0	8	0.4	
221.01	17	1.5	9	0.1	20	0.1	25	2.2	47	0.1	4	0.3	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 31 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 15. OR 213N, Cascade Highway North: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
N1. Portland (Mile Points -0.14 - 7.24)													
16.02	39	4.5	16	0.3	0	0.0	53	6.0	30	0.3	18	1.9	
76	54	4.6	4	0.0	4	0.1	44	3.7	16	0.1	27	2.2	
77	53	4.7	1	0.0	11	0.1	41	3.6	0	0.0	26	2.1	
86	40	5.0	1	0.0	10	0.1	48	6.0	23	0.3	15	1.8	
89.02	35	1.8	0	0.0	3	0.0	37	2.0	0	0.0	10	0.5	
29.03	41	3.3	9	0.1	1	0.0	32	2.5	50	0.2	13	1.0	
5.02	35	4.9	3	0.1	3	0.1	39	5.5	17	0.1	14	1.9	
6.01	39	4.0	1	0.0	1	0.0	47	4.9	11	0.1	16	1.6	
6.02	50	7.5	7	0.2	0	0.0	50	7.3	23	0.2	18	2.5	
222.01	46	5.0	3	0.0	8	0.2	39	4.0	15	0.1	17	1.8	
73	47	0.1	11	0.0	0	0.0	63	0.1	31	0.0	11	0.0	
29.01	19	2.2	12	0.1	0	0.0	16	1.9	19	0.1	9	1.0	

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
29.02	20	1.8	15	0.1	21	0.1	25	2.2	30	0.1	6	0.5	
17.01	27	3.8	0	0.0	0	0.0	23	3.1	14	0.1	2	0.2	
17.02	42	4.9	21	0.6	6	0.1	39	4.8	0	0.5	14	1.6	
16.01	21	1.7	8	0.0	29	0.1	23	1.7	24	0.1	6	0.5	
7.01	28	3.9	13	0.3	13	0.1	28	3.9	35	0.3	9	1.1	
7.02	31	4.6	8	0.2	0	0.0	37	5.5	10	0.1	9	1.2	
83.01	55	5.9	12	0.4	0	0.0	62	6.6	45	0.3	35	3.5	
Total													18
N2. Clackamas (Mile Points 7.24 - 10.39)													
216.01	22	2.3	11	0.1	19	0.2	22	2.3	23	0.2	7	0.7	
216.02	26	2.1	8	0.0	18	0.1	26	2.1	46	0.2	8	0.6	
221.07	29	1.1	0	0.0	12	0.1	36	1.4	11	0.0	6	0.2	
215	14	0.4	0	0.0	0	0.0	22	0.7	79	0.0	1	0.0	
221.01	17	1.5	9	0.1	0	0.1	25	2.2	47	0.1	4	0.3	
221.08	31	0.5	15	0.0	0	0.0	53	0.9	58	0.1	13	0.2	
Total													3

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 33 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 16. OR 213S, Cascade Highway South: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
O1. Oregon City (Mile Points 0 – 0.63)													
223.01	7	0.1	0	0.0	0	0.0	21	0.2	0	0.0	3	0.0	
Total													0
O2-O3. Clackamas & Oregon City (Mile Points 0.63 – 1.25)													
224	11	0.6	4	0.0	0	0.0	22	1.1	0	0.0	1	0.0	
Total													1
O4. Clackamas (Mile Points 1.13 – 1.25)													
225	16	0.9	7	0.0	0	0.0	32	1.8	11	0.0	3	0.2	
Total													0
O5. Oregon City (Mile Points 2.63 - 4.18)													
226.03	14	0.63	0	0.0	0	0.0	31	1.4	0	0.0	3	0.1	
223.02	9	0.1	11	0.0	0	0.0	25	0.3	17	0.0	2	0.0	
226.05	13	0.6	5	0.0	11	0.0	18	0.9	33	0.1	2	0.1	
Total													4
O6. Clackamas (Mile Points 4.18 - 6.49)													
230.02	14	0.0	0	0.0	0	0.0	19	0.1	69	0.0	2	0.0	
230.01	11	0.1	0	0.0	0	0.0	15	0.1	57	0.0	3	0.0	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 36 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 17. OR 219, Hillsboro-Silverton Highway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
P1-P3. Hillsboro & Washington County (Mile Points 0 – 1.31)													
325.01	53	1.5	11	0.0	10	0.1	59	1.4	12	0.0	18	0.5	
Total													0

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 38 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

Table 18. OR 224, Clackamas Highway / Sunrise Expressway: Demographic Data

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
Q1-Q2. Clackamas & Happy Valley (Mile Points 8.16 – 10.49)													
232.02	15	0.2	19	0.0	33	0.0	17	0.2	35	0.0	4	0.1	
Total													1
Q3. Clackamas (Mile Points 4.56 – 6.25)													
221.07	29	1.1	0	0.0	12	0.1	36	1.4	11	0.0	6	0.2	
215	14	0.4	0	0.0	0	0.0	22	0.7	79	0.0	1	0.0	
221.05	31	1.7	5	0.0	0	0.0	22	1.2	8	0.0	8	0.4	
221.08	31	0.5	15	0.0	0	0.0	53	0.9	58	0.1	13	0.2	
Total													0
Q4. Clackamas (Mile Points 2.71 – 3.82)													
221.01	17	1.5	9	0.1	20	0.1	25	2.2	47	0.1	4	0.3	
Total													5

Census Tract[3, 4]	People of Color (Residents)		People of Color (Unemployment)				Low-Income (Residents)		Low-Income (Unemployment)		Limited English Proficiency		Religious Institutions/ Gathering Spaces
	%[1]	Density[2]	% People of Color	Density	% Hispanic & Latino	Density	%	Density	%	Density	%	Density	
Q5. Milwaukie (Mile Points -0.01 – 2.71)													
208	19	0.8	16	0.1	18	0.1	28	1.1	37	0.1	4	0.2	
Total													2

Notes:
[1] Percentage is the number of people that fit the category per the total census tract population.
[2] Density is defined as the number of people per square acre.
[3] Cells highlighted in gray are values above the Metro regional average. Refer to Section 2 for a list of the Metro Regional averages.
[4] Refer to page 40 of the Metro Jurisdictional Transfer Framework Atlas for graphics representing the reported data.

4 Future Population Trends

The Portland Metro region must address planning and transportation inequities now as an acknowledgement of historic patterns and to shape an equitable future. Regional population forecasts reflect expectations of significant growth in populations of color over the next several decades. Metro estimates that the Portland Metro region's overall population will grow by 1 million to 3.5 million people during the next 40 years, according to Metro Research Center's 2060 Population Forecast, which is based on the Portland-Vancouver-Hillsboro Metropolitan Statistical Area. The number of people of color is expected to increase by 125 percent to 1.5 million by 2060.

The Hispanic/Latino/a/x population is expected to continue to be the largest non-white group in the region, more than doubling in size to 910,000 by 2060 as migration and birth rates rise steadily. The Asian population is anticipated to double to 390,000 people, the second-largest ethnic minority in the area. The Black population is expected to increase about 50 percent to 120,000 by 2060. The white population, currently the largest population group in the area, is anticipated to grow about 9 percent to 2 million from 2020 to 2060.

5 Conclusion

The Equity Considerations Evaluation provides data to further inform the recommendations for jurisdictional transfer. Decision-makers and staff can use this analysis to help inform future decisions to positively impact people of color, low-income households, the unemployed and people with limited English proficiency and/or disabilities.

This page intentionally left blank.

ATTACHMENT E - Needs and Deficiencies Assessment

Attachment E

Metro Highway Jurisdictional Transfer Framework

Needs and Deficiencies Assessment for Potential Jurisdictional Transfer Candidates in the Portland Metro Area

July 2020

Metro

This page intentionally left blank.

Attachment E

Introduction

The purpose of the regional framework for highway jurisdictional transfer study is to identify which state-owned routes in greater Portland should be evaluated and considered for a jurisdictional transfer, sort them based on regional priorities, and address some of the opportunities and barriers to transferring the routes.

This report provides a high level snapshot assessment of the needs and deficiencies of potential jurisdictional transfer candidates in the Greater Portland Area to help inform future conversations about investment and/or jurisdictional transfer. It is designed and organized primarily as a tool for local jurisdictions, and secondarily for regional and state agencies. The corridors featured in this report showed the strongest characteristics for potential jurisdictional transfer based on an assessment of technical, readiness, and equity considerations (see Metro Highway Jurisdictional Transfer Framework and Equity Considerations memos on the project website - https://www.oregonmetro.gov/tools-partners/guides-and-tools/jurisdictional-transfer-assessment - for additional information on the assessment). Many of these highway corridors are located in areas with high concentrations of people of color and people who are low-income compared to regional averages. In addition, many of these highway corridors demonstrate safety needs.

CONTENTS

City of Portland
Powell Blvd (US 26) 1
Barbur Blvd (OR 99W) 5
SE/NE 82nd Ave (OR 213) 9

City of Beaverton
Tualatin Valley Hwy (OR 8) 13

City of Tigard
Pacific Hwy W (OR 99W) 17

Washington County
Tualatin Valley Hwy (OR 8) 21
Farmington Rd (OR 10) 25
Pacific Hwy W (OR 99W) 29
SW Hall Blvd / Upper Boones Ferry Rd (OR 141) 33

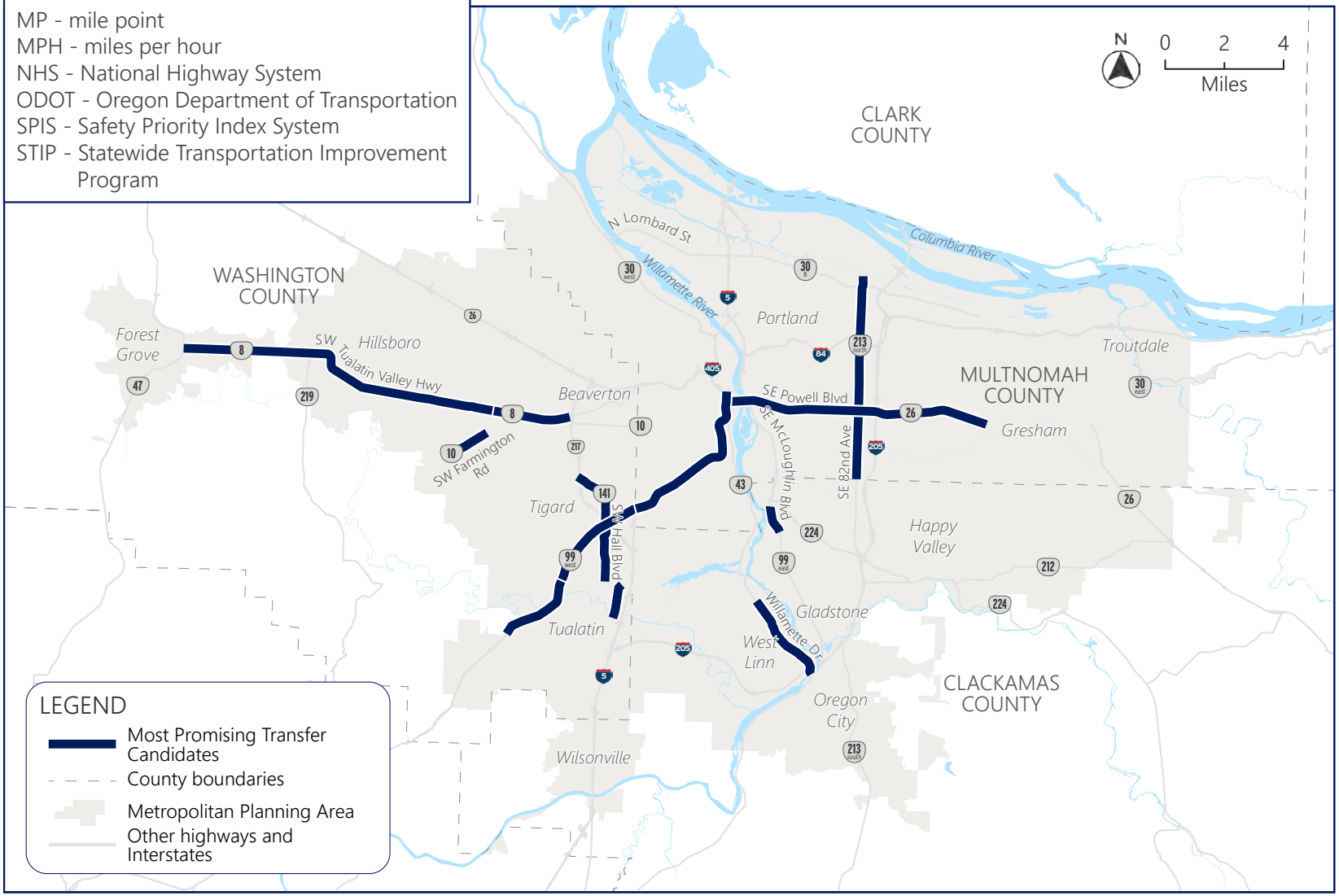
City of Milwaukie
SE McLoughlin Blvd (OR 99E) 37

City of West Linn
Willamette Dr (OR 43) 41

This page intentionally left blank.

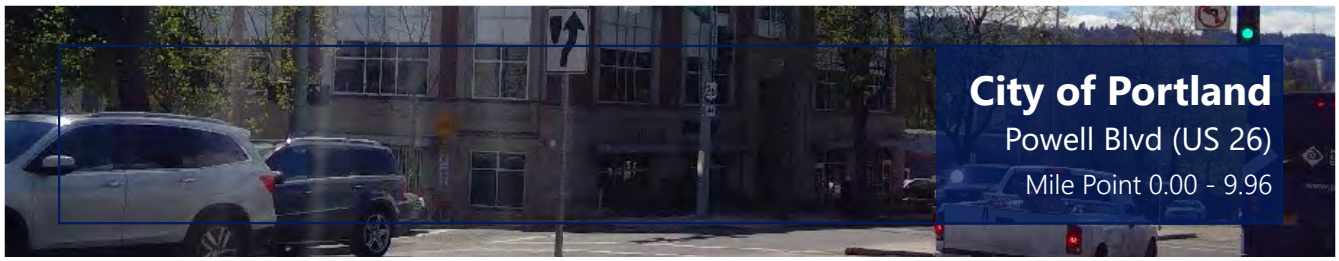
List of acronyms

MP - mile point
MPH - miles per hour
NHS - National Highway System
ODOT - Oregon Department of Transportation
SPIS - Safety Priority Index System
STIP - Statewide Transportation Improvement Program



This page intentionally left blank.

Attachment E



Corridor summary

The section of US 26 (Powell Boulevard) in this assessment is in Portland (a previously transferred section of US 26/Powell Boulevard is in Gresham). The westernmost portion of Powell Boulevard is in Portland's central city. West of Interstate 205 (I-205), land uses adjacent to Powell Boulevard are primarily commercial surrounded by residential. That section of the corridor lacks bike facilities. East of I-205, adjacent land uses are a mix of commercial and residential. This eastern section is undergoing major reconstruction to add sidewalks, continuous bike lanes, lighting and safer crossings. When this $120 million-plus project is completed, that section of Powell Boulevard will be transferred to the City of Portland.

Powell Boulevard has a high crash rate with driveways and cross streets that create conflict points. TriMet bus line #9 provides frequent transit service, and runs along Powell Boulevard between the Willamette River and downtown Gresham. Six other TriMet lines provide standard service along this transit-dependent corridor that is home to some of the City's busiest bus routes. The area has high rates of people of color, people who are unemployed, people with low incomes and people who speak with limited English proficiency compared to the regional averages. In addition to the funded project to the east of I-205, the western section of the corridor has several planned and funded improvement projects.

Multimodal network

Pedestrian network	
Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	5.4
Substandard sidewalk (miles)	2.7
Sidewalk meets standard (miles)	5.7
Crossings	55
Bicycle network	
Listed as Metro Bicycle Parkway and Regional Bikeway	
Bike facility gaps (miles)	6.8
Substandard bike facility (miles)	4.5
Bike facility meets standard (miles)	0.9

TriMet routes

Route	Frequency	Ridership (weekly)
9	Frequent	49,810
17	Standard	38,110
19	Standard	31,890
66	Standard	2,550
70	Standard	20,340
74	Standard	3,890
291	Standard	120

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	436 total

Corridor data

Length	11.9	
Speed limit	35 - 40 mph	
Number of lanes	4 - 6	
Major intersections*	17	
Pavement condition	Fair: MP 1.02 – 3.46	Good: MP 0.21 – 1.02 MP 3.46 – 9.96
Freight routes	Reduction review route (ORS 366.215)	
Bridges (MP): bridge rating (0-100)	MP 0.1: 26.9 MP 0.13: 68.8	MP 0.99: 76.4 MP 1.01: 56.6

Current roadway classification

Federal	Urban Other Principal Arterial (NHS)
State**	District Highway
Metro	Major Arterial
Local	Arterial Major City Traffic Street

Demographics

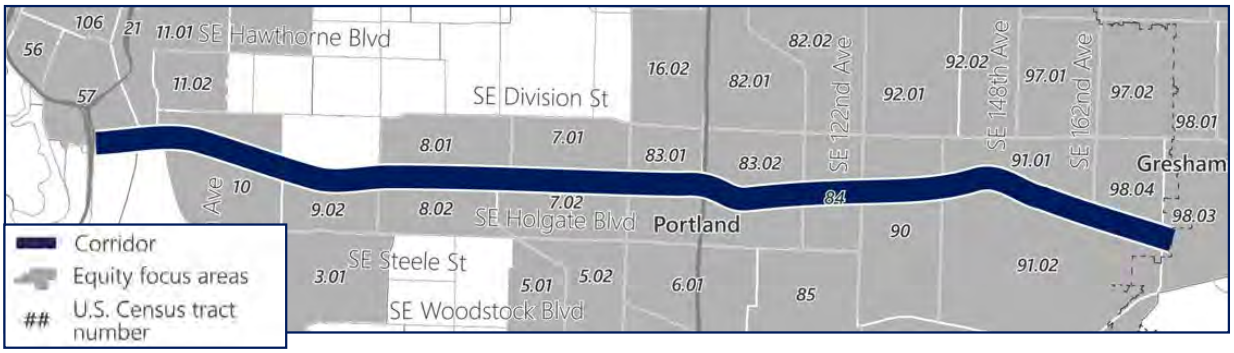
Population	70,191
Employment	159,025

** Major intersection defined as two arterial roadways intersecting*
*** Current roadway function is consistent with the OHP definition, therefore Metro does not recommend an OHP reclassification.*

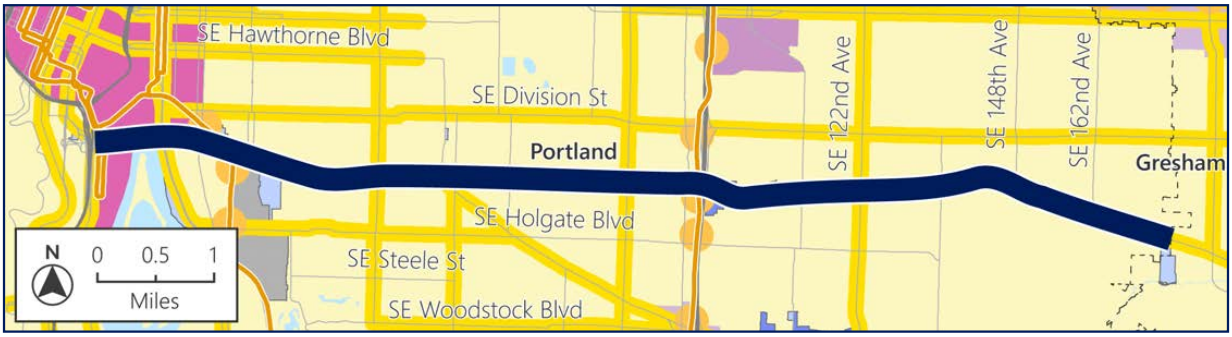
City of Portland (US 26)

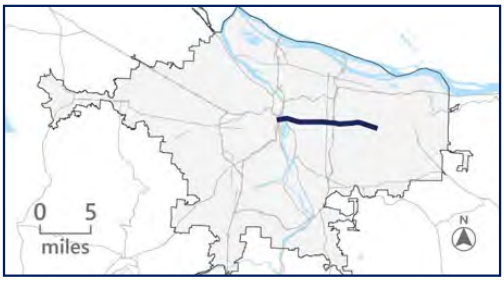
Environmental

Metro equity focus areas*



Regional land use and transportation





**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

- Corridor
- County boundary
- City boundary
- Arterials
- TriMet MAX line
- 2040 corridor
- Central city
- Regional center
- Town center
- Employment areas
- Industrial areas
- Regionally significant industrial areas
- Neighborhoods
- Urban reserves
- Rural reserves
- Parks & open space
- River/waterbody
- Not designated

City of Portland (US 26)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
US26: SE 8th Ave – SE 87th Ave (21614)	$103,897	MP 1.14 - 5.35
US26/OR213 Curb Ramps (21255)	$1,605,000	MP 5.24
(STIP 18-21) US26 (Powell Blvd): SE 122nd Ave – SE 136th Ave (19690)	$20,343,363	MP 7.21 – 7.9
(STIP 21-24) US26 (Powell Blvd): SE 99th Ave – East City Limits (21178)	$105,000,000	MP 6.03 - 9.96

Segment Photos

SE Powell Blvd and SE Milwaukie Ave

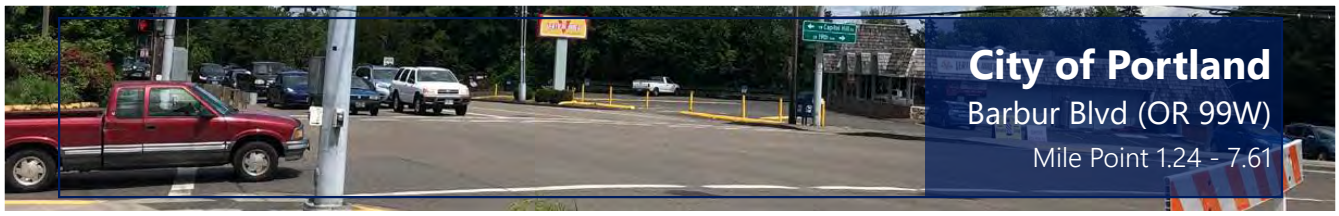
SE Powell Blvd and SE 28th Ave

SE Powell Blvd and SE 28th Ave

SE Powell Blvd and SE 69th Ave

This page intentionally left blank.

Attachment E



City of Portland

Barbur Blvd (OR 99W)

Mile Point 1.24 - 7.61

Corridor summary

OR 99W in the Metro region stretches from Portland through Tigard, King City, unincorporated Washington County and Tualatin to Sherwood. The OR 99W (Barbur Boulevard) corridor in the assessment travels through Portland's central city. The corridor extends south through residential neighborhoods to a town center in the southern area of the corridor. SW Corridor Light Rail Project planning and design work is underway in this area. The light rail project stands to significantly change the highway corridor with transit-oriented development, improved sidewalks and bike facilities and other improvements. The City of Portland and ODOT have agreed to transfer this section of Barbur Boulevard following completion of the light-rail line. The corridor has a high crash frequency and density of conflict points. Frequent and standard transit lines serve Barbur Boulevard and the corridor is part of the regional pedestrian and bicycle network. Pavement condition ranges from poor to fair. This area has some sections with a high percentage of people of color and people with low-incomes compared to regional averages. A growing and vibrant Muslim community is developing near the West Portland Town Center. This section has some environmental challenges with slopes and poorly draining soils that require extra stormwater treatment efforts. The corridor has a moderate level of planned and funded improvement projects in addition to projects associated with the SW Corridor Light Rail Project.

Multimodal network

Pedestrian network	
Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	4.0
Substandard sidewalk (miles)	2.6
Sidewalk meets standard (miles)	2.0
Crossings	30
Bicycle network	
Listed as Metro Bicycle Parkway	
Bike facility gaps (miles)	2.0
Substandard bike facility (miles)	4.7
Bike facility meets standard (miles)	1.2

TriMet routes

Route	Frequency	Ridership (weekly)
1	Standard	2,150
12	Frequent	48,890
38	Standard	2,250
39	Standard	1,000
45	Standard	5,900
54	Frequent	14,010
55	Standard	300
56	Frequent	11,010
64	Standard	2,200
65	Standard	650
92	Standard	1,650
94	Standard	11,700

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	22 total

Corridor data

Length	6.4 miles	
Speed limit	30 - 45 mph	
Number of lanes	4 - 6	
Major intersections*	6	
Pavement condition	Poor: MP 3.86 – 4.35 MP 7.42 – 7.61	Fair: MP 1.24 – 7.42
Freight routes	None	
Bridges (MP): bridge rating (0-100)	MP 1.14: 53.6 MP 1.93: 49.4 MP 1.98: 76.4	MP 3.25: 74.7 MP 3.5: 42.1 MP 4.86: 62.3

Current roadway classification

Federal	Urban Other Principal Arterial, Urban Minor Arterial (NHS)
State	Statewide, District Highway
Recommended future state classification**	District (MP 7.4 - 7.61)
Metro	Major Arterial
Local	Major City Traffic Street

Demographics

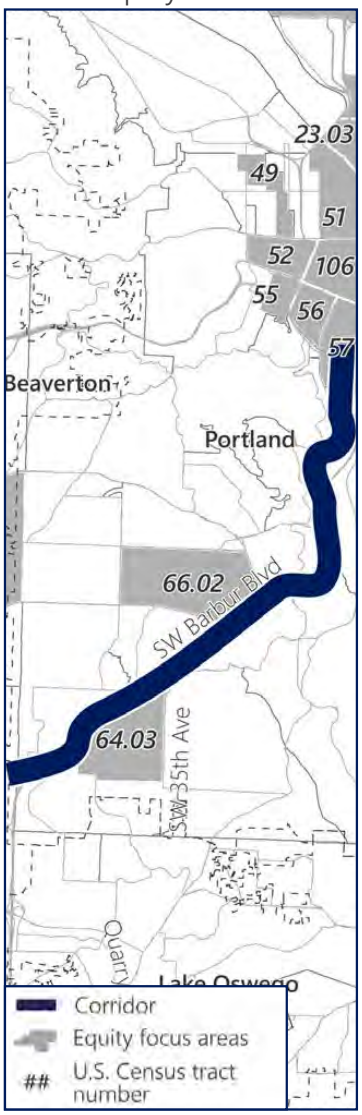
Population	47,369
Employment	153,209

** Major intersection defined as two arterial roadways intersecting*
*** Based on comparison of current roadway function to OHP definitions, Metro recommends changing the OHP roadway classification.*

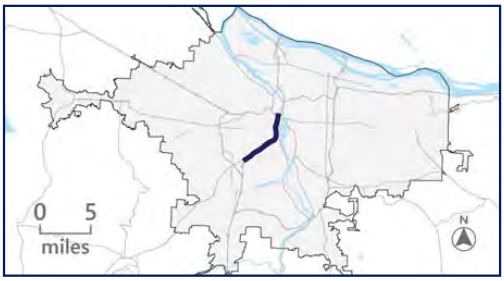
City of Portland (OR 99W)

Environmental

Metro equity focus areas*



Regional land use and transportation



**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

- Corridor
- County boundary
- City boundary
- Arterials
- TriMet MAX line
- 2040 corridor
- Central city
- Regional center
- Town center
- Employment areas
- Industrial areas
- Regionally significant industrial areas
- Neighborhoods
- Urban reserves
- Rural reserves
- Parks & open space
- River/waterbody
- Not designated

City of Portland (OR 99W)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 21-24) SW Barbur Blvd: SW Caruthers St – SW capitol Hwy (18316)	$590,661	MP 1.97 - 6.6

Segment Photos

SW Barbur Blvd and SW Capitol Hill

SW Barbur Blvd and SW Capitol Hill

SW Barbur Blvd and SW Capitol Hill

SW Barbur Blvd and SW Capitol Hill

This page intentionally left blank.

Corridor summary

OR 213 runs from Portland through unincorporated Clackamas County and Gladstone to Oregon City in the Metro area. The OR 213 (SE/NE 82nd Avenue) corridor in this assessment is in Portland, and ODOT and the City of Portland are currently pursuing jurisdictional transfer, pending voter approval of funds. This section of 82nd Avenue travels through commercial and some industrial areas, and has a high frequency of crashes and conflict points. There are virtually no bicycle facilities on 82nd Avenue, and about 80% of the corridor has sidewalks. The City of Portland adopted the 82nd Avenue Plan in fall 2019 calling for wider sidewalks, bike facilities and other safety and signal improvements. Pavement condition along the corridor is poor or very poor. TriMet's busiest bus line (#72 Killingsworth/ 82nd Ave) serves 82nd Avenue with frequent service; there are a couple of other bus lines with standard frequency service. The area has a high rate of people of color, and people with low incomes and limited English proficiency compared to regional averages. 82nd Avenue passes through an environmentally sensitive area at Johnson Creek near the southern end of the segment. The corridor has a moderate level of planned and funded improvement projects.

Multimodal network

Pedestrian network

Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	1.4
Substandard sidewalk (miles)	2.2
Sidewalk meets standard (miles)	6.0
Crossings	43

Bicycle network

Not listed on the Metro Bicycle Network	
Bike facility gaps (miles)	7.5
Substandard bike facility (miles)	0.3
Bike facility meets standard (miles)	0.1

TriMet routes

Route	Frequency	Ridership (weekly)
71	Standard	21,070
72	Frequent	84,480
272	Standard	140

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	309 total

Corridor data

Length	9.1 miles	
Speed limit	35 - 45 mph	
Number of lanes	4	
Major intersections*	16	
Pavement condition	Very Poor: MP 4.24 – 6.73	Poor: MP -0.14 – 4.24 MP 6.73 – 7.24
Freight routes	None	
Bridges (MP): bridge rating (0-100)	MP 2.24: 91.8 MP 2.25: 82.4	MP 7.1: 81.6

Current roadway classification

Federal	Urban Other Principal Arterial (NHS)
State**	District Highway
Metro	Major Arterial
Local	Major City Traffic Street

Demographics

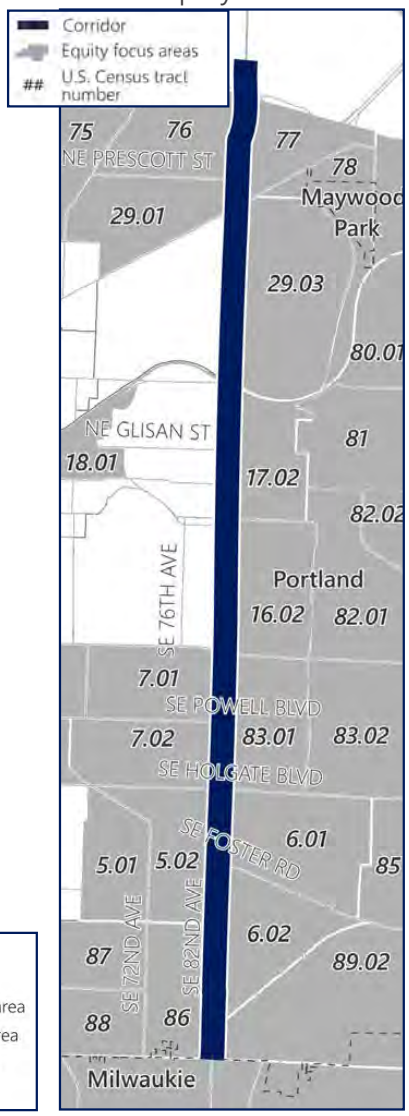
Population	31,637
Employment	15,990

** Major intersection defined as two arterial roadways intersecting*
*** Current roadway function is consistent with the OHP definition, therefore Metro does not recommend an OHP reclassification.*

City of Portland (OR 213)

Environmental

Metro equity focus areas*



Regional land use and transportation

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

- Corridor
- County boundary
- City boundary
- Arterials
- TriMet MAX line
- 2040 corridor
- Central city
- Regional center
- Town center
- Employment areas
- Industrial areas
- Regionally significant industrial areas
- Neighborhoods
- Urban reserves
- Rural reserves
- Parks & open space
- River/waterbody
- Not designated

City of Portland (OR 213)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 18-21) OR213 (82nd Ave) at Madison High School (20507)	$1,120,500	MP 1.64 - 1.65
(STIP 21-24) US26/OR213 Curb Ramps (21255)	$1,605,500	MP 5.24
(STIP 21-24) OR213 at NE Glisan St & NE Davis St (21607)	$4,836,940	MP 2.75 & 2.87

Segment Photos

This page intentionally left blank.

City of Beaverton

Tualatin Valley Hwy (OR 8)

Mile Point 0.05 - 5.85

Corridor summary

OR 8 is in Washington County and travels through Beaverton, Hillsboro, Cornelius and Forest Grove. The section of OR 8 in this assessment is within Beaverton. West of OR 217 in Beaverton, OR 8 is known as Tualatin Valley (TV) Highway; to the east it's known as SW Canyon Road. The City of Beaverton has expressed interest in jurisdictional transfer discussions for the downtown Beaverton section in particular. This section has a mix of regional center, employment and neighborhood land uses. The SW Canyon Road stretch of OR 8 is a mix of commercial uses near OR 217 and then transitions to a residential corridor as it moves east to the Camelot Court area. The OR 8 corridor has safety challenges and is a high crash rate facility with multiple driveways creating turning conflicts. Transit frequency is high to the west of OR 217, with bus #57 one of TriMet's busier routes. East of OR 217, the only bus route is #58 with non-frequent service. Pavement condition is rated poor to fair. The TV Highway portion of the corridor has a high percentage of people of color, people with low incomes, and unemployment rates compared to the Metro averages. This corridor has a few planned and funded improvement projects.

Multimodal network

Pedestrian network	
Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	3.8
Substandard sidewalk (miles)	3.8
Sidewalk meets standard (miles)	2.2
Crossings	24
Bicycle network	
Listed as Metro Bicycle Parkway and Regional Bikeway	
Bike facility gaps (miles)	3
Substandard bike facility (miles)	3.2
Bike facility meets standard (miles)	1.4

TriMet routes

Route	Frequency	Ridership (weekly)
57	Frequent	45,430
58	Standard	5,550

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	138 total

Corridor data

Length	5.8 miles	
Speed limit	35 - 45 mph	
Number of lanes	4	
Major intersections*	8	
Pavement condition	Poor: MP 0.22 – 2.9 MP 3.18 – 5.85	Fair: MP 0.05 – 0.22 MP 2.9 – 3.18
Freight routes	Reduction review route - Beaverton City Limits to OR 217 (ORS 366.215)	
Bridges (MP): bridge rating (0-100)	MP 3.28: 76.8 MP 4.22: 82.2	MP 4.97: 41 MP 5.13: 85

Current roadway classification

Federal	Urban Other Principal Arterial (NHS)
State	Statewide Highway, District Highway
Recommended future state classification**	District Highway (MP 2.8 - 5.85)
Metro	Major Arterial
Local	Principal Arterial Arterial

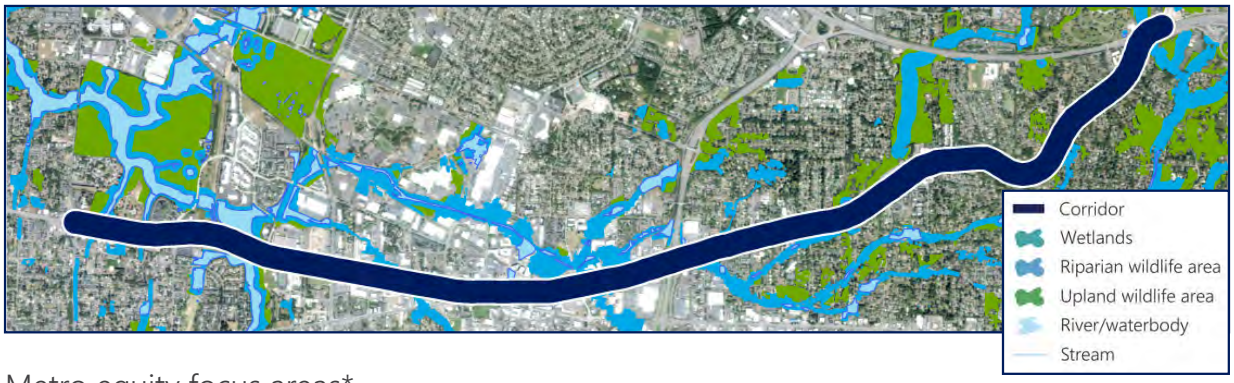
Demographics

Population	25,888
Employment	23,699

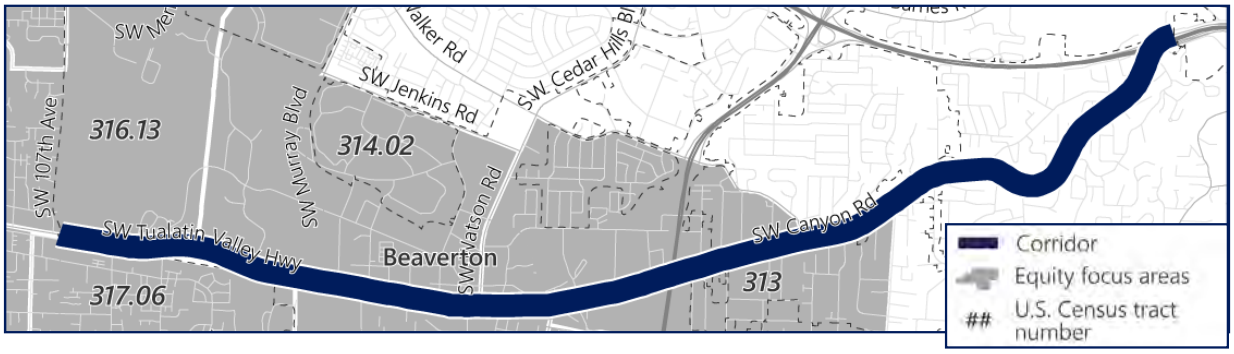
** Major intersection defined as two arterial roadways intersecting*
*** Based on comparison of current roadway function to OHP definitions, Metro recommends changing the OHP roadway classification.*

City of Beaverton (OR 8)

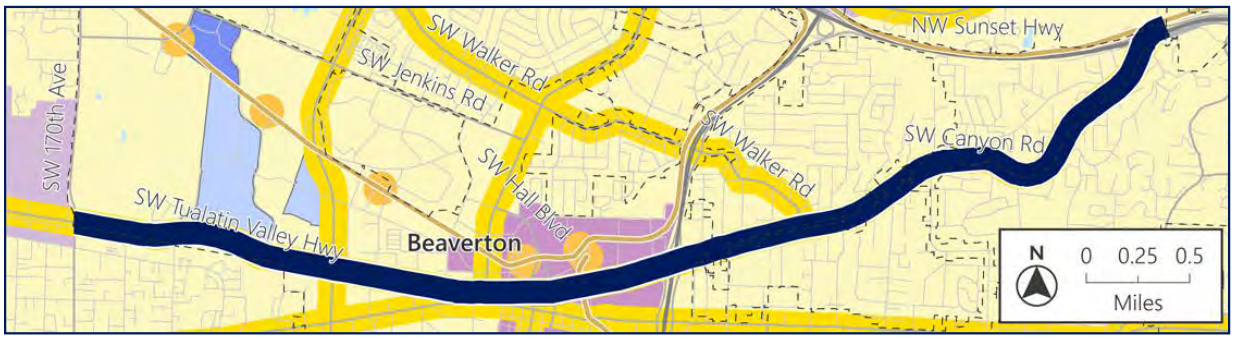
Environmental



Metro equity focus areas*



Regional land use and transportation



Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

City of Beaverton (OR 8)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 21-24) OR8 SW Hocken Ave – SW Short St (18758)	$964,000	MP 3.22 – 4.07
(STIP 21-24) OR8 SW Watson Ave – SW 110th Ave, Beaverton (18794)	$3,029,907	MP 2.75 – 3.6
(STIP 18-21) OR 8 Canyon Rd Streetscape & Safety Project (19275)	$3,939,597	MP 3.18 – 4.0

Segment Photos

SW Canyon Rd and SW 110th Ave

SW Canyon Rd and OR 217 NB

Tualatin Valley Hwy and Murray Blvd

Tualatin Valley Hwy west of OR 217

This page intentionally left blank.

Attachment E

Corridor summary

OR 99W in the Metro region stretches from Portland through Tigard, King City, unincorporated Washington County and Tualatin to Sherwood. The OR 99W section in this assessment is within the city of Tigard, where the highway travels through town center and neighborhood land uses. The corridor features a high crash frequency rate and number of conflict points. OR 99W is part of the regional pedestrian and bicycle network; however, there are few multimodal facilities in much of the corridor. About half of OR 99W has substandard or no sidewalks while most of the corridor has substandard bike facilities. Along this section, there is frequent transit service. The pavement condition is poor. This area has sections with a high percentage of people of color and people with low-incomes compared to the regional averages. OR 99W within Tigard has a moderate level of funded improvement projects in development. ODOT with partners, Washington County, Tigard, King City, Tualatin, and Sherwood recently concluded the Highway 99W Corridor Study that called for the need of a comprehensive plan for the OR 99W corridor.

Multimodal network

Pedestrian network	
Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	1.4
Substandard sidewalk (miles)	1.4
Sidewalk meets standard (miles)	2.3
Crossings	25
Bicycle network	
Listed as Metro Bicycle Parkway	
Bike facility gaps (miles)	0.8
Substandard bike facility (miles)	3.0
Bike facility meets standard (miles)	0.8

TriMet routes

Route	Frequency	Ridership (weekly)
12	Frequent	48,890
64	Standard	2,200
93	Standard	4,620
94	Standard	11,700

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	61 total

Corridor data

Length	3.9 miles
Speed limit	30 - 45 mph
Number of lanes	4
Major intersections*	9
Pavement condition	Poor: MP 7.61 – 11.49
Freight routes	Designated OHP freight route, reduction review route (ORS 366.215)
Bridges (MP): bridge rating (0-100)	MP 8.65: 56.6

Current roadway classification

Federal	Urban Other Principal Arterial
State	Statewide Highway
Recommended future state classification**	District Highway
Metro	Major Arterial
Local	Arterial Principal Arterial

Demographics

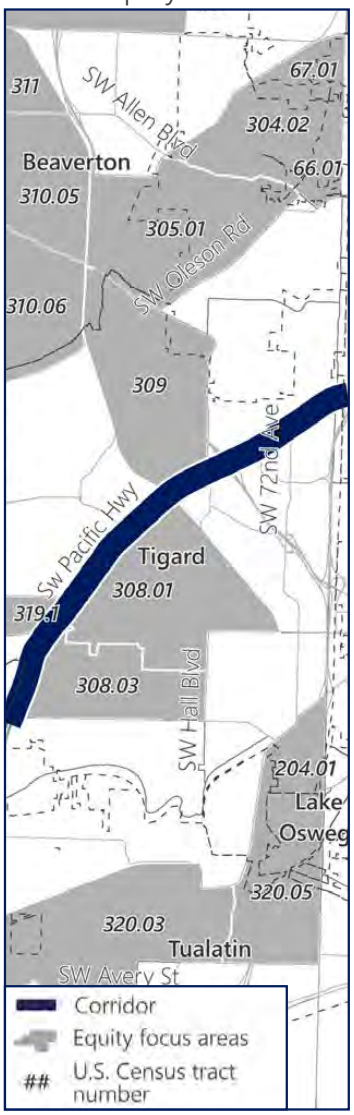
Population	23,903
Employment	18,813

** Major intersection defined as two arterial roadways intersecting*
*** Based on comparison of current roadway function to OHP definitions, Metro recommends changing the OHP roadway classification.*

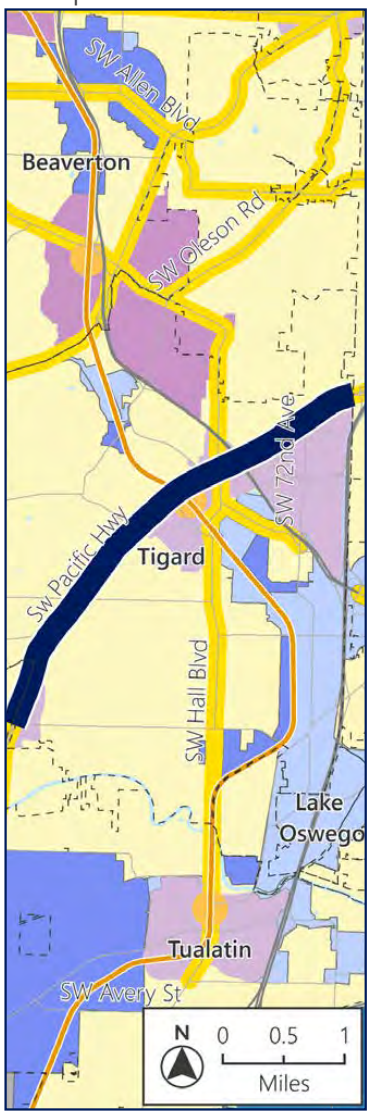
City of Tigard (OR 99W)

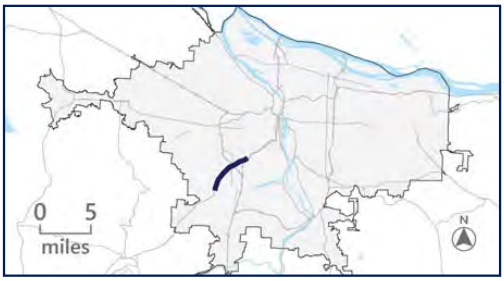
Environmental

Metro equity focus areas*



Regional land use and transportation





**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

- Corridor
- County boundary
- City boundary
- Arterials
- TriMet MAX line
- 2040 corridor
- Central city
- Regional center
- Town center
- Employment areas
- Industrial areas
- Regionally significant industrial areas
- Neighborhoods
- Urban reserves
- Rural reserves
- Parks & open space
- River/waterbody
- Not designated

Attachment E

City of Tigard (OR 99W)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 18-21) OR99W at Durham Rd (20436)	$968,750	MP 11.45 - 11.47
(STIP 18-21) OR99W Barbur Blvd. Northbound Connection Bridge Over I-5 (20465)	$1,669,975	MP 7.79 - 7.84

Segment Photos

This page intentionally left blank.

Attachment E

Washington County

Tualatin Valley Hwy (OR 8)

Mile Point 5.85 - 17.86

Corridor summary

OR 8 (TV Highway) to the west of Beaverton travels through the cities of Hillsboro, Cornelius, Forest Grove, and unincorporated Washington County. Land use is mixed, with neighborhood, town center, regional center, employment and industrial designations along the corridor. The highway has a high crash frequency rate, multiple driveways and conflicts along the section, and poor pavement condition for a large part of the eastern section of the corridor (pavement in other sections ranges from fair to very good). Frequent transit service (route #57) runs along TV Highway from 10th Avenue in Hillsboro to B Street in Forest Grove. Sections of TV Highway with standard transit service include Hillsboro between Century and 10th Avenue (route #47) and a small section of TV Highway between 5th and 2nd Avenue in Hillsboro. The area includes a high percentage of people of color, people with low incomes and people with limited English proficiency compared to the Metro averages. The corridor has several planned and funded improvement projects. Forest Grove and Beaverton are currently working with ODOT on safety and multi-modal improvement planning.

Multimodal network

Pedestrian network

Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	7.4
Substandard sidewalk (miles)	6.1
Sidewalk meets standard (miles)	5
Crossings	46

Bicycle network

Listed as Metro Bicycle Parkway and Regional Bikeway	
Bike facility gaps (miles)	2.7
Substandard bike facility (miles)	7.4
Bike facility meets standard (miles)	5.5

TriMet routes

Route	Frequency	Ridership (weekly)
47	Standard	5,350
48	Standard	10,640
57	Frequent	45,430

** Major intersection defined as two arterial roadways intersecting*
*** Based on comparison of current roadway function to OHP definitions, Metro recommends changing the OHP roadway classification.*

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	348 total

Corridor data

Length	12 miles	
Speed limit	30 - 50 mph	
Number of lanes	4	
Major intersections*	16	
Pavement condition	Poor: MP 5.85 - 11.28 Good: MP 11.28 – 12.41	Fair: MP 14.28 – 17.88 Very Good: MP 12.41 – 14.28
Freight routes	Reduction review route (ORS 366.215)	
Bridges (MP): bridge rating (0-100)	MP 10.55: 83 MP 14.31: 62.3	

Current roadway classification

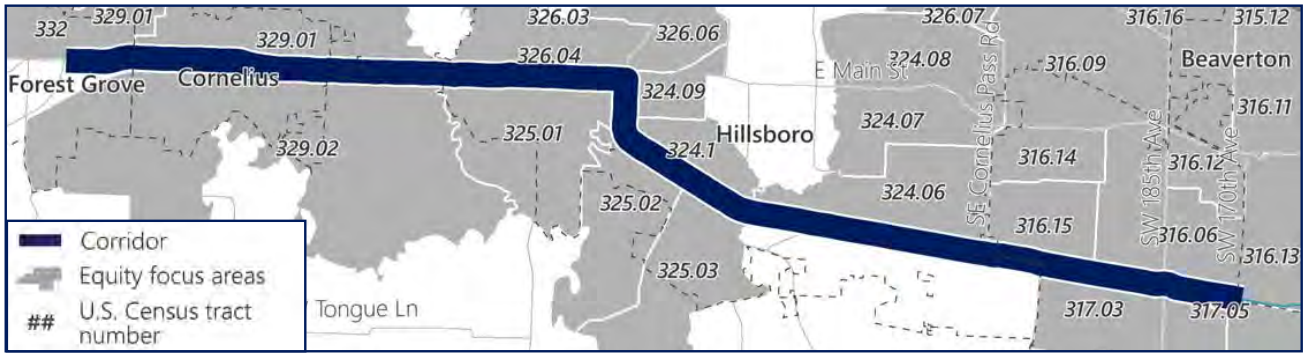
Federal	Urban Other Principal Arterial (NHS)
State	Statewide Highway, District Highway, STA from 10th Ave to 20th Ave
Recommended future state classification**	District Highway
Metro	Major Arterial
Local	Arterial Principal Arterial

Demographics

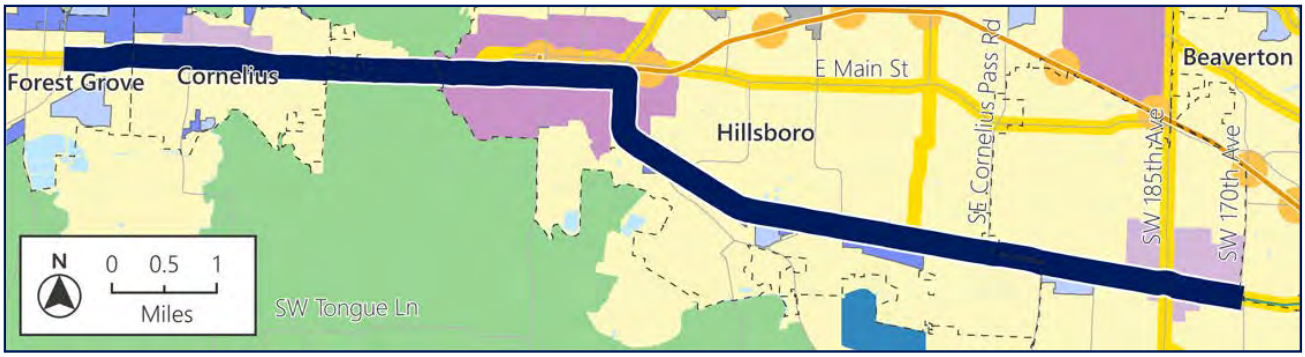
Population	71,491
Employment	28,793

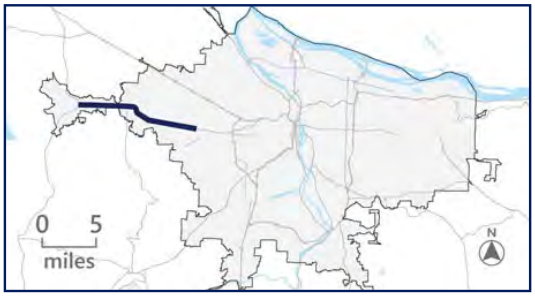
Environmental

Metro equity focus areas*



Regional land use and transportation





Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.

- Corridor
- County boundary
- City boundary
- Arterials
- TriMet MAX line
- 2040 corridor
- Central city
- Regional center
- Town center
- Employment areas
- Industrial areas
- Regionally significant industrial areas
- Neighborhoods
- Urban reserves
- Rural reserves
- Parks & open space
- River/waterbody
- Not designated

Attachment E

Washington County (OR 8)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 18-21) OR8 at OR219 and SE 44th – SE 45th Ave, Hillsboro (18791)	$500,000	MP 10.12 & 13.21
(STIP 18-21) OR8 SW Adams Ave – SE 10th Ave and SE Baseline St – SE Maple St (18004)	$557,227	MP 12.5 - 13.3
(STIP 18-21) OR8 Corridor Safety & Access to Transit (18839)	$1,844,000	MP 1.14 - 7.8
(STIP 21-24) OR8 at River Rd (20451)	$2,649,465	MP 11.7 - 11.75
(STIP 21-24) OR8 at 174th Ave, Armco Ave, Main St and A&B Row (21608)	$2,750,000	MP 13.91 - 13.93
Hillsboro/Washington County – Century Boulevard/TV Highway Intersection (County MSTIP)	$3,000,000	MP 9.08
(STIP 18-21) OR8 Corridor Safety & Access to Transit (18839)	$3,742,902	MP 3.2 - 10.8
(STIP 21-24) OR8 at 174th Ave, Armco Ave, Main St and A&B Row (21608)	$5,189,285	MP 6.07

Segment Photos

Tualatin Valley Hwy and Cypress St

Pacific Hwy W near 331st Ave

SE Baseline St and SE 7th St

Tualatin Valley Hwy and Cornelius Pass Rd

This page intentionally left blank.

Attachment E

Washington County
Farmington Rd (OR 10)
Mile Point 5.89 - 7.38

Corridor summary

OR 10 extends from Portland to Beaverton to unincorporated Washington County. The section of OR 10 (Farmington Road) in this assessment is a 1.5-mile stretch in Washington County. Most of Farmington Road has already been transferred from ODOT to Washington County. If this segment is transferred, the entire roadway would be an arterial owned and managed by the County. Land use along this section of Farmington Road is primarily residential with a couple of pockets of commercial enterprises at SW Kinnaman Road at the easternmost end and SW 185th Avenue to the west. There are safety concerns – crashes are frequent and there are many driveways and other conflict points along the corridor. Only about 25 percent of the corridor has standard sidewalks. There are two non-frequent bus routes on this corridor. The areas along the full corridor has higher rates of people of color and people with low income than Metro region averages. The pavement condition is fair with inconsistent facilities for people biking.

Multimodal network

Pedestrian network

Listed as a Metro Pedestrian Parkway and Regional Pedestrian Corridor

Sidewalk gaps (miles)	1.2
Substandard sidewalk (miles)	0.5
Sidewalk meets standard (miles)	0.4
Crossings	2

Bicycle network

Listed as Metro Bicycle Parkway

Bike facility gaps (miles)	1.4
Substandard bike facility (miles)	0.3
Bike facility meets standard (miles)	0.1

TriMet routes

Route	Frequency	Ridership (weekly)
52	Standard	25,550
88	Standard	8,950

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	34 total

Corridor data

Length	1.5 miles
Speed limit	30 - 35 mph
Number of lanes	2
Major intersections*	2
Pavement condition	Fair: MP 5.88 – 7.38
Freight routes	None
Bridges (MP): bridge rating (0-100)	MP 7.14: 98.5

Current roadway classification

Federal	Urban Other Principal Arterial (NHS)
State**	District Highway
Metro	Major Arterial
Local	Arterial

Demographics

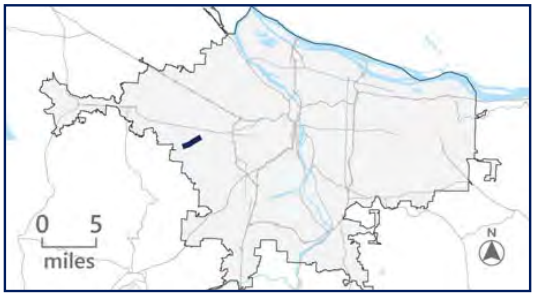
Population	17,646
Employment	1,374

** Major intersection defined as two arterial roadways intersecting*
*** Current roadway function is consistent with the OHP definition, therefore Metro does not recommend an OHP reclassification.*

Environmental

Metro equity focus areas*

Regional land use and transportation



Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

Washington County (OR 10)

Upcoming Projects

Funded in adopted capital improvement program
No projects along segment.

Segment Photos

Farmington Rd and 204th St

Farmington Rd and Murray Blvd

Farmington Rd and Murray Blvd

Farmington Rd and Murray Blvd

This page intentionally left blank.

Attachment E

Corridor summary

OR 99W in the Metro region extends from Portland through Tigard, King City, unincorporated Washington County and Tualatin to Sherwood. It is the gateway to the Metro area for those traveling north from Yamhill County or the coast. The section of OR 99W in this assessment is within Tigard, Tualatin and Washington County. The commercial character of OR 99W changes from numerous driveways in Tigard to more controlled access in Sherwood. There is a high frequency of crashes on this corridor. Pavement condition is very good in the Tualatin section of this corridor. Bus transit service (routes #93 and #94) is standard. This area has a low percentage of historically marginalized people compared to the regional average. OR 99W in this section passes by the Tualatin River National Wildlife Refuge. The corridor has a moderate level of planned and funded improvement projects.

Multimodal network

Pedestrian network	
Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	2.3
Substandard sidewalk (miles)	0.4
Sidewalk meets standard (miles)	0.4
Crossings	10
Bicycle network	
Listed as Metro Bicycle Parkway	
Bike facility gaps (miles)	0
Substandard bike facility (miles)	2.9
Bike facility meets standard (miles)	0.1

TriMet routes

Route	Frequency	Ridership (weekly)
93	Standard	4,620
94	Standard	11,700

** Major intersection defined as two arterial roadways intersecting*
*** Based on comparison of current roadway function to OHP definitions, Metro recommends changing the OHP roadway classification.*

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	38 total

Corridor data

Length	3 miles	
Speed limit	45 - 55 mph	
Number of lanes	2	
Major intersections*	2	
Pavement condition	Poor: MP 11.49 – 12.1 Very Good: MP 12.1 – 14.53	Good: MP 12.1 – 14.53
Freight routes	Designated OHP freight route, reduction review route (ORS 366.215)	
Bridges (MP): bridge rating (0-100)	MP 12.18: 60.4 MP 12.2: 60.2	MP 15.62: 74.6

Current roadway classification

Federal	Urban Other Principal Arterial
State	Statewide Highway
Recommended future state classification**	District Highway
Metro	Major Arterial
Local	Arterial Principal Arterial Major Arterial

Demographics

Population	14,193
Employment	5,490

Environmental

Metro equity focus areas*

Regional land use and transportation

Corridor
County boundary
City boundary
Arterials
TriMet MAX line
2040 corridor
Central city
Regional center
Town center
Employment areas
Industrial areas
Regionally significant industrial areas
Neighborhoods
Urban reserves
Rural reserves
Parks & open space
River/waterbody
Not designated

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

Attachment E

Washington County (OR 99W)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 21-24) OR99W Rock Creek Bridge (21712)	$763,184	MP 13.82 - 13.84
(STIP 21-24) OR99W Tualatin River Northbound Bridge (20471)	$2,302,900	MP 12.14 - 12.23

Segment Photos

This page intentionally left blank.

Attachment E

Washington County

SW Hall Blvd / Upper Boones Ferry Rd (OR 141)

Mile Point 2.57 - 8.91

Corridor summary

OR 141 extends from Beaverton through unincorporated Washington County, Tigard, Durham, and Tualatin to Wilsonville. The segment of OR 141 (SW Hall Boulevard/ Upper Boones Ferry Road) in this assessment is in Beaverton, Washington County, Tigard, Durham and Tualatin. Hall Boulevard and Upper Boones Ferry Road's historic function, providing north/south through travel has largely been replaced by OR 217 and Interstate 5. Adjacent land uses are regional center, town center, employment, industrial and neighborhood designations. Crash frequency is low, though there is a high number of driveways and cross streets creating conflict points. Bus transit service ranges from frequent in Tigard to standard elsewhere along the corridor. OR 141 in Beaverton, unincorporated Washington County and parts of Tigard have high rates of people of color, people with low-incomes and people with limited English proficiency compared to regional averages. The pavement condition ranges from poor to good. OR 141 crosses an environmentally sensitive area at the Tualatin River at the south end of this corridor in Tualatin. The corridor has a low level of planned and funded improvement projects.

Multimodal network

Pedestrian network

Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	2.2
Substandard sidewalk (miles)	3.9
Sidewalk meets standard (miles)	1.9
Crossings	20

Bicycle network

Listed as Metro Bicycle Parkway	
Bike facility gaps (miles)	1.7
Substandard bike facility (miles)	2.8
Bike facility meets standard (miles)	5.2

TriMet routes

Route	Frequency	Ridership (weekly)
43	Standard	1,600
76	Frequent	15,100
78	Standard	13,980
96	Standard	6,500

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	45 total

Corridor data

Length	5.9 miles	
Speed limit	30 - 40 mph	
Number of lanes	2 - 4	
Major intersections*	10	
Pavement condition	Poor: MP 2.57 – 7.07	Good: MP 7.69 – 8.88
Freight routes	None	
Bridges (MP): bridge rating (0-100)	MP 2.71: 58.1 MP 4.24: 96.2 MP 4.71: 93.5	MP 5.73: 83.6 MP 8.88: 93.7

Current roadway classification

Federal	Urban Minor Arterial
State**	District Highway, STA from SW Hemlock St to SW Scholls Ferry Rd
Metro	Major Arterial, Minor Arterial
Local	Arterial Major Arterial

Demographics

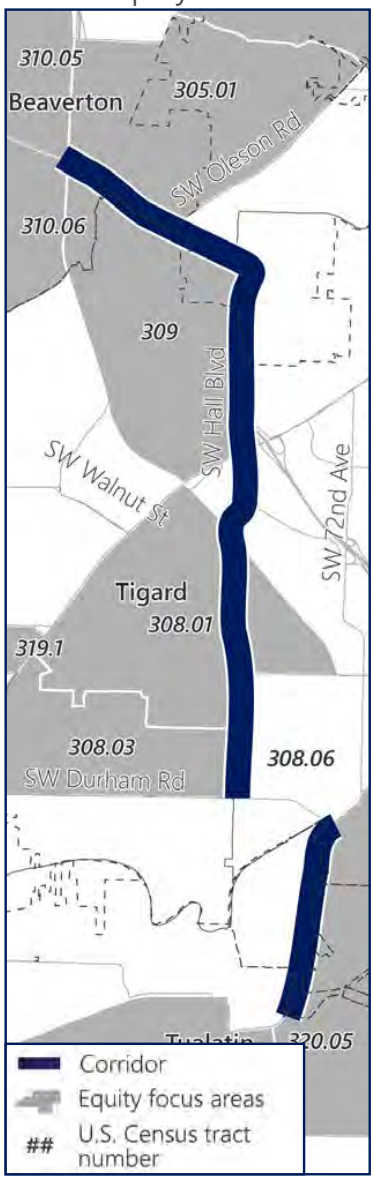
Population	28,413
Employment	49,189

** Major intersection defined as two arterial roadways intersecting*
*** Current roadway function is consistent with the OHP definition, therefore Metro does not recommend an OHP reclassification.*

Washington County (OR 141)

Environmental

Metro equity focus areas*



Regional land use and transportation

Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.

- Corridor
- County boundary
- City boundary
- Arterials
- TriMet MAX line
- 2040 corridor
- Central city
- Regional center
- Town center
- Employment areas
- Industrial areas
- Regionally significant industrial areas
- Neighborhoods
- Urban reserves
- Rural reserves
- Parks & open space
- River/waterbody
- Not designated

Attachment E

Washington County (OR 141)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 21-24) OR210 SW Scholls Ferry Rd – SW Hall Blvd ITS (21121)	$835,841	MP 2.57 - 2.84

Segment Photos

SW Hall Blvd and Afton Ln

SW Hall Blvd and Afton Ln

SW Hall Blvd and Scholls Ferry Rd

SW Hall Blvd and Scholls Ferry Rd

This page intentionally left blank.

Attachment E

City of Milwaukie

SE McLoughlin Blvd (OR 99E)

Mile Point 5.73 - 6.68

Corridor summary

OR 99E extends from Portland through Milwaukie and Gladstone to Oregon City in the Metro area. The section of 99E in this assessment is within Milwaukie and is known as McLoughlin Boulevard. McLoughlin Boulevard travels through a mix of commercial and neighborhood land uses. This corridor has a high crash rate with a moderate number of conflict points. TriMet bus line #33 provides frequent service on McLoughlin Boulevard from Portland to Oregon City. Three other bus lines provide standard service on some sections of McLoughlin Boulevard. The adjacent area has a higher rate of people of color who are unemployed and people with low incomes or unemployed persons compared to the Metro averages. This corridor travels over Kellogg Creek, which is connected to a dam that the City would like to remove. The corridor has a low level of planned and funded improvement projects, though a recent project improved pavement condition to fair.

Multimodal network

Pedestrian network	
Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	0.4
Substandard sidewalk (miles)	0.5
Sidewalk meets standard (miles)	0.3
Crossings	5
Bicycle network	
Listed as Metro Bicycle Parkway and Regional Bikeway	
Bike facility gaps (miles)	0.4
Substandard bike facility (miles)	0
Bike facility meets standard (miles)	0.8

TriMet routes

Route	Frequency	Ridership (weekly)
29	Standard	800
33	Frequent	31,060
34	Standard	2,800
99	Standard	4,000

Safety

Listed as a Metro High Crash Corridor?	Yes
Number of ODOT SPIS sites	10 total

Corridor data

Length	0.9 miles
Speed limit	30 - 40 mph
Number of lanes	4
Major intersections*	3
Pavement condition	Fair: MP 5.73 – 6.68
Freight routes	Reduction review route (ORS 366.215)
Bridges (MP): bridge rating (0-100)	MP 5.97: 82.1

Current roadway classification

Federal	Urban Other Principal Arterial (NHS)
State**	District Highway
Metro	Major Arterial
Local	Arterial Principal Arterial Major Arterial Regional Route

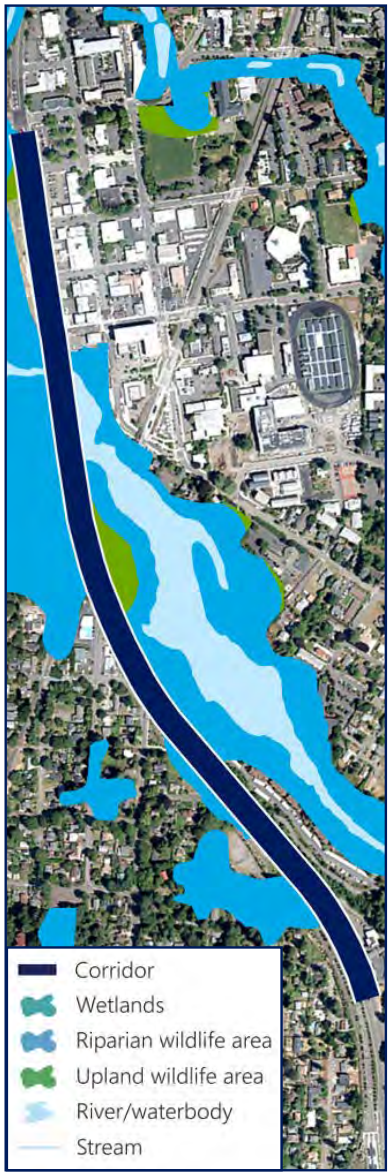
Demographics

Population	10,908
Employment	5,730

** Major intersection defined as two arterial roadways intersecting*
*** Current roadway function is consistent with the OHP definition, therefore Metro does not recommend an OHP reclassification.*

City of Milwaukie (OR 99E)

Environmental



Metro equity focus areas*

Regional land use and transportation

**Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.*

- Corridor
- County boundary
- City boundary
- Arterials
- TriMet MAX line
- 2040 corridor
- Central city
- Regional center
- Town center
- Employment areas
- Industrial areas
- Regionally significant industrial areas
- Neighborhoods
- Urban reserves
- Rural reserves
- Parks & open space
- River/waterbody
- Not designated

Attachment E

City of Milwaukie (OR 99E)

Upcoming Projects

Funded in adopted capital improvement program
No projects along segment.

Segment Photos

This page intentionally left blank.

Attachment E

Corridor summary

OR 43 in the Metro region extends from Portland through unincorporated Multnomah County and Lake Oswego to West Linn. The section of OR 43 (Willamette Drive) in this assessment is within West Linn. The City has expressed interest in jurisdictional transfer if key safety and maintenance improvement projects are completed in the future. A $6 million project is funded and in the design phase to add a cycle track and sidewalk along Willamette Drive from Arbor Drive to Hidden Springs Road. Residences dominate land use along Willamette Drive in West Linn with commercial enterprises at the southern end at the Willamette River. West Linn is looking at making land use changes to increase development density near the Arch Bridge over the Willamette River and at the Interstate 205/ OR 43 interchange. Pavement condition ranges from poor to good. Bus transit service is standard. This section of Willamette Drive has a low rate of historically marginalized communities compared to the Metro regional average. The highway passes through environmentally sensitive areas.

Corridor data

Length	4.4 miles	
Speed limit	25 - 35 mph	
Number of lanes	2 - 4	
Major intersections*	8	
Pavement condition	Poor: MP 8.04 – 11.29 Good: MP 11.4 – 11.45	Fair: MP 11.29 – 11.4
Freight routes	None	
Bridges (MP): bridge rating (0-100)	MP 11.43: 45.2	

Multimodal network

Pedestrian network	
Listed as Metro Pedestrian Parkway	
Sidewalk gaps (miles)	2
Substandard sidewalk (miles)	2.3
Sidewalk meets standard (miles)	1.1
Crossings	10
Bicycle network	
Listed as Metro Bicycle Parkway	
Bike facility gaps (miles)	0.2
Substandard bike facility (miles)	3
Bike facility meets standard (miles)	0.9

TriMet routes

Route	Frequency	Ridership (weekly)
35	Standard	21,110

Current roadway classification

Federal	Urban Other Principal Arterial (NHS), Urban Minor Arterial
State	Statewide Highway
Recommended future state classification**	District Highway
Metro	Major Arterial
Local	Principal Arterial Major Arterial

Demographics

Population	14,035
Employment	3,357

Safety

Listed as a Metro High Crash Corridor?	No
Number of ODOT SPIS sites	14 total

** Major intersection defined as two arterial roadways intersecting*
*** Based on comparison of current roadway function to OHP definitions, Metro recommends changing the OHP roadway classification.*

City of West Linn (OR 43)

Environmental

Metro equity focus areas*

Regional land use and transportation

Metro equity focus areas are defined as being above the regional average percent of the population and twice the density of people of color, people who are low-income, and people with disabilities as determined by the Metro 2018 Equity Evaluation.

- Corridor
- County boundary
- City boundary
- Arterials
- TriMet MAX line
- 2040 corridor
- Central city
- Regional center
- Town center
- Employment areas
- Industrial areas
- Regionally significant industrial areas
- Neighborhoods
- Urban reserves
- Rural reserves
- Parks & open space
- River/waterbody
- Not designated

Attachment E

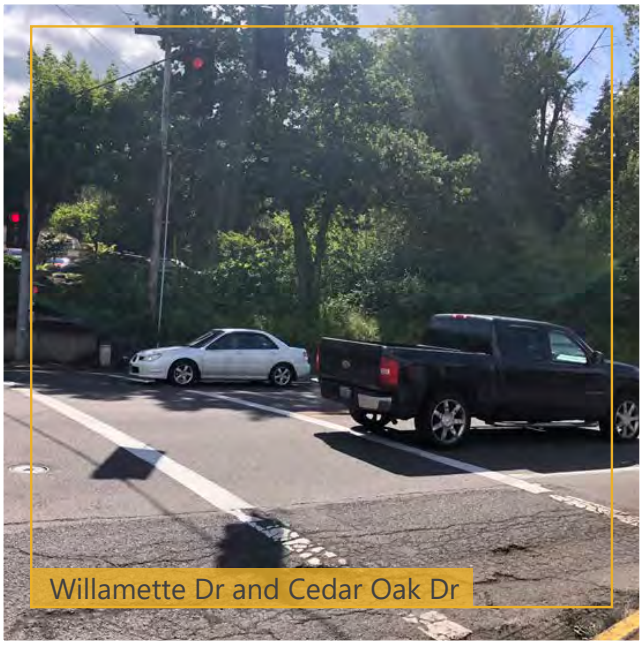
City of West Linn (OR 43)

Upcoming Projects

Funded in adopted capital improvement program

Project name	Project Cost	Location
(STIP 21-24) OR43 Arbor Dr – Hidden Springs (20329)	$6,118,203	MP 8.04 - 9.22

Segment Photos



ATTACHMENT F - Cost Estimating Methodology

Attachment F

METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

Cost Estimating Methodology

Date: October 2019

Subject: Cost Estimating Methodology Memo

1 Introduction

1.1 Purpose of the Regional Framework for Highway Jurisdictional Transfer

The purpose of the regional framework for highway jurisdictional transfer study (study) is to identify which state-owned routes in greater Portland should be evaluated and considered for a jurisdictional transfer, identify gaps and deficiencies on those routes, regionally tier the routes, and address some of the opportunities and barriers to transfer the tiered routes. For the purposes of this study, jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing ownership of a highway right of way from the State to a local jurisdiction – a city or county. The decision framework will serve as a tool for state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership. The study is convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as a necessary step to help the region meet its equity, safety and multimodal goals. In greater Portland, ownership patterns of streets, roads and highways reflect historical patterns, but do not necessarily reflect current transportation, land use and development needs.

Several arterials in greater Portland were originally constructed to provide connections from farmland to the city (referred to as "farm-to-market" roads). Over time, they grew to become highways. In 1956, the federal government began building the Interstate Highway System (known as the Dwight D. Eisenhower National System of Interstate and Defense Highways) and between 1960 and 1980 the highway system in the Portland area was built. It included limited access facilities such as Interstate (I-)5, I-205 and Highway 26, which provided more efficient long-distance travel options and replaced the function of the existing state system. Since then, much of the land surrounding these highways has evolved to accommodate population growth, new development and diversified land use. As a result, many of the original roads now serve multiple travel needs, providing space for people walking and biking, transit and short-distance travel for vehicles. Roadway designs that were useful last century do not always work for our communities today. Managing these roads that used to function as highways to meet the needs of our communities, especially people of color, people with low-incomes, or limited-English speakers has become increasingly complex.

While their function has changed, for many, their roadway classification and physical design has not; those that remain state highways retain the same classification identified in the 1999 Oregon Highway Plan (OHP), as amended. Transferring non-limited access state highways that function as urban arterials to local jurisdictions would allow them to be operated and maintained consistent with local design

standards that may respond better to modern transportation uses and mobility options, land use and development patterns, and community needs.

1.2 Purpose of the memorandum

This memorandum describes a methodology for estimating high-level planning costs associated with transferring ownership of a highway from one jurisdiction to another, typically ODOT to a city or county. It includes methodologies to estimate direct costs (e.g., upgrading roadway elements) and indirect costs (e.g., ongoing maintenance of roadway elements). This methodology is part of a toolkit that establishes a regional approach for how to assess needs and deficiencies for facilities under consideration for transfer and prepare assessments for each corridor segment. For the purposes of this study, a corridor segment is defined as the portion of a highway within a single jurisdiction, while recognizing that jurisdictional transfer can occur for more than one segments or a section of a segment, depending on local context.

The overall cost estimating methodology includes physical and programmatic cost considerations. Physical costs are immediate state of good repair upgrades, identified capital needs, or future maintenance projects that require construction work. Programmatic cost considerations are costs incurred as part of the ownership (i.e., soft costs) and management of a corridor over time. The following four categories address both physical costs and programmatic cost considerations to provide a full understanding of financial implications of jurisdictional transfer.

- State of good repair
- Regionally or locally identified capital needs
- Maintenance and operations
- Soft ownership costs

Subsequent sections of this memorandum describe these four categories.

The study team developed this cost estimating methodology to provide partners with a consistent process for use in developing and understanding the costs associated with a highway jurisdictional transfer in greater Portland. The methodology is based on industry practices, asset management strategies, past jurisdictional transfers, and technical expertise in consultation with ODOT staff and technical experts. Roadways require maintenance, improvements and oversight over the course of ownership. This methodology ensures partners have consistent, necessary tools to consider these variables as local jurisdictions, Metro and ODOT engage in conversations regarding highway jurisdictional transfer.

2 Methodology

The cost estimate methodology is a step-by-step process to develop cost estimates for a highway jurisdictional transfer from ODOT to a local jurisdiction; it does not estimate the costs for a specific potential transfer. It is a tool for decision-makers to understand the actual highway transfer costs and future costs (e.g., roadway maintenance). State, regional and local partners can use this methodology to determine near-term improvement costs, the cost of capital needs, long-term maintenance costs, and programmatic costs associated with a highway jurisdictional transfer.

The methodology consists of four components:

1. Establish state of good repair costs
2. Assess known or identified capital needs
3. Identify maintenance and operations costs
4. Identify soft ownership costs

2.1 Establish state of good repair costs

This section describes the methodology to evaluate existing conditions of typical corridor elements (e.g., pavement, signal systems, striping, signing, lighting, sidewalks, etc.), identify necessary improvements, develop corridor-based unit costs for improvements, and account for design and delivery costs of bringing the corridor to a state of good repair.

Why use a state of good repair approach?

A state of good repair (SOGR) approach applies a fair cost estimate to determine which roadway elements need to be upgraded so they do not impart unknown costs onto the receiving jurisdiction. At its core, a SOGR approach ensures that all corridor elements function as intended. Corridor elements are components of a roadway facility that serve an important functional need such as pavement, drainage system or signal systems.

Follow these seven steps to bring a corridor segment to a SOGR.

1. Identify and delineate corridor segment
2. Inventory programmed funded projects
3. Agree on SOGR definitions and assessment methods
4. Understand and inventory current maintenance responsibilities
5. Conduct an existing inventory and assess SOGR conditions
6. Determine upgrades
7. Assess upgrade costs

Step 1. Identify and delineate corridor segment

The first step to develop a SOGR cost estimate is to determine the corridor length and endpoints for the transfer. Frequently, a highway extends through several jurisdictions. For example, 82nd Avenue (OR 213N) extends through two jurisdictions: the City of Portland and Clackamas County. For the purposes of this study, a corridor segment is defined as a portion of a highway within a single jurisdiction.

Step 2. Inventory programmed funded projects

Conduct an inventory of current programmed state and local projects at the beginning of the SOGR cost estimate process (e.g., those projects listed in a local Capital Improvement Program (CIP), the Statewide Transportation Improvement Program (STIP), or funded through other mechanisms, such as a Legislative bill or measure that becomes law). Costs for improvements associated with programmed projects are subtracted from a cost estimate because they are already programmed and funded. Include recently completed, under construction, and programmed projects along the highway segment. Improvements can be related to maintenance, upgrades, or replacement of any roadway element along the highway segment.

Step 3. Agree on SOGR definitions and assessment methods

SOGR is a condition in which the existing assets for an element are performing their intended purpose. To ensure that both partners use a consistent set of assumptions, ODOT and the local jurisdiction must agree on the SOGR definitions and assessment methods for application. Without agreement, a local jurisdiction and ODOT may have conflicting expectations for SOGR, resulting in differing cost estimates. The typical corridor element SOGR definitions and assessment methods shown in Table 1 are provided as a recommended starting place and have been used in jurisdictional transfer discussions. The local jurisdiction and ODOT should identify any additional elements for consideration, and define each element's SOGR definition. Assessment methods may vary depending on readily-available data regarding the corridor element's condition (see Step 5).

Table 1. Corridor element descriptions, SOGR definitions, and assessment methods

Element	Description	State of good repair definition	Assessment methods
Pavement	The hard surface of the roadway that is specifically designed for vehicle traffic.	▪ Minimal hairline cracking (i.e., hard to detect) ▪ Minor patching and deformation ▪ Pavement rutting[1] is less than 0.5 inch deep ▪ Ride quality is considered very good and not noticeable to road user	▪ Collect and review data including major maintenance efforts, pavement condition reports, pavement design features, traffic, and climate conditions, and available performance data ▪ Conduct field survey to verify pavement conditions with attention given to cracking, deformation, rutting, and ride quality
Signals and signal systems[2]	The systems that control motor vehicle, bicycle, and pedestrian movements at intersections and crossings. These include vehicle signals, crossing signals, bike signals, and mid-block pedestrian crossing signals such as rectangular rapid flashing beacons (RRFB), pedestrian-activated signals, and high-intensity activated crosswalk (HAWK) signals.	▪ Signal does not have a "poor" or "very poor" rating in Oregon's Traffic Signal Asset Management rating system ▪ Pedestrian pushbutton functions ▪ Pole and cabinet are in functional condition; hardware is mounted properly; Poles do not have visual structural damage that show significant deformation or cause the pole to lean and functions per their intended purpose ▪ For ITS devices, the device and support structures function properly	▪ Review asset management documentation including ODOT's traffic signal conditions rating system ▪ Conduct field survey to assess conditions of aboveground hardware ▪ Conduct field survey to assess the physical condition of supports and above ground hardware

[1] Rutting is a depression or groove worn into a road or path by the travel of wheels.
[2] Traffic signal communications and intelligent transportation systems (ITS) include variable message signs, traffic cameras, Bluetooth readers, and traffic signal communications network connectivity devices.

Element	Description	State of good repair definition	Assessment methods
Pavement markings (striping)	All markings applied to the roadway surface including, but not limited to, lane pavement markings, turn arrows, bike lane markings and bike lane symbols, pavement bars, pavement text, and other markers applied to the roadway surface and paint for curbs (e.g., loading and emergency zones). Raised pavement markers (reflective and non-reflective) and surface-mounted tubular markers are also included.	▪ Pavement marking are not worn or missing ▪ Pavement markings are consistent with other pavement markings and signs in the corridor conveying information to road users	▪ Conduct field survey of high traffic areas to evaluate wear from traffic and consistency between striping and signs and to develop an overall percentage of pavement marking replacement per section of corridor
Signage	All regulatory, warning, and guide signs along the roadway used to direct traffic, warn road users of oncoming obstructions, or provide guidance where needed. Includes signs within an approved school zone. Signage includes sign panels, sign supports, and footings.	▪ Sign supports and footings function properly ▪ Signs are secured properly to a mounting structure ▪ Sign's message is legible and not obstructed by heavy wear, graffiti, or damage; sign face is not faded and has reflective background and legend (when required) ▪ Signs are consistent with pavement markings in directing road users	▪ Obtain approved school zone documentation and crosswalk closure documentation ▪ Conduct visual field survey to assess condition of sign panels, post types, and footings and sight distance and obstructions to visibility ▪ Review ODOT's asset management documentation to support field evaluations
Lighting	All lighting along corridor to intended to provide visibility and safety.	▪ Light poles do not have visible structural damage that show significant deformation or cause the pole to lean and function per their intended purpose ▪ Light bulbs function properly	▪ Conduct field survey to assess poles/cabinets and light bulbs

Element	Description	State of good repair definition	Assessment methods
Utilities[3]	All supporting elements to a utility, box, or pipe including the mountings, grates, or any additional part of the utility that can impact the pavement, curb, or concrete. This element is not intended to address the condition or function of a utility to meet its purpose.	▪ Condition of surface utility feature, such as manhole covers and valve covers, shows little to no wear and non-slip surfaces are not smooth ▪ Pavement around surface utility feature is smooth with minimal cracks ▪ Frames and slabs show no holes or cracks that affect function ▪ Frame positions are flush to the surface ▪ Metal grates are functional and have minimal damage	▪ Conduct field survey to assess existing surface utility features
Existing Sidewalks	The hard, smooth surface located along the roadway, sometimes separated by a curb and/or a planting strip and swale.	▪ No trip hazards that are 0.5 inch or greater ▪ No cracks or openings that are 0.5 inch or greater ▪ No chipping or general deterioration that creates a depth 0.5 inch or greater	▪ Conduct field survey to assess substandard sidewalks

[3] In general, utilities are not ODOT-owned assets, but most are located on ODOT right-of-way by permit. Utilities are generally privately or publicly owned by other agencies. Power drops, fiber optic lines, or communications associated with ODOT-owned signals or ITS are not included in this element because they service a definable ODOT asset.

Element	Description	State of good repair definition	Assessment methods
Drainage	All stormwater collection, conveyance, treatment, and disposal facilities including: ▪ curb and grate inlets ▪ catch basins and manholes ▪ sedimentation manholes ▪ underground injection controls (UICs or sump systems) ▪ water quality facilities such as stormwater planters, rain gardens and swales ▪ storm sewer pipe	▪ The drainage facility operates properly ▪ Functional amount of sediment accumulation ▪ Functional amount of rust, pitting, or erosion on pipes	▪ Review ODOT Maintenance log of identified stormwater runoff locations ▪ Conduct field survey to inspect existing surface drainage
Structures	All features designed to physically support a roadway, features designed to retain and protect a roadway, and features designed to withstand a required loading including: ▪ bridges ▪ walls ▪ sound walls ▪ traffic and lighting structures	▪ Structural ratings meet expected functionality for existing features ▪ No visible structural damage that shows significant deformation ▪ No excessive out of plane deflection ▪ No excessive corrosion ▪ No excessive concrete deterioration	▪ Review ODOT maintenance logs of identified issues ▪ Review in-service inspection report ▪ Review ODOT load ratings and structural deficiencies, if available ▪ Conduct a field survey to inspect condition of structural elements, if needed

Step 4. Understand and inventory current maintenance responsibilities

Given the history of the state highway system in Oregon, maintenance responsibilities are nuanced and important to understand. In some instances, ODOT owns the highway right-of-way, but specific elements may be owned or maintained by the local jurisdiction. For example, ODOT owns curb-to-curb on US 26 (Inner Powell), but the City of Portland owns the sidewalks and maintains the vegetation, medians, some signs, and some lighting. If a given roadway element is already maintained or owned by the receiving local jurisdiction, a cost estimate to transfer that element is not necessary because the local jurisdiction already maintains those responsibilities.

Step 5. Conduct an existing inventory and assess SOGR conditions

After SOGR is defined, inventory the existing roadway elements. This involves field visits during which qualified field engineers physically inspect each element to determine its condition. Collect data spatially to ensure that specific geographic constraints (e.g., the presence of historic buildings or protected habitats) are considered and that future proposed upgrades are not in conflict with each other. A geographic information system (GIS) application is an effective tool to record data geospatially. Include pictures and detailed notes from field work to ensure the appropriate upgrade and cost estimate can be applied and verified.

As the roadway elements are inventoried, rate the data based on the defined SOGR as “good,” “fair,” or “poor.” If an element is rated “good,” it meets or exceeds the established SOGR definition. If an element is rated “fair,” it does not meet the SOGR definition and requires minor repair. If an element is rated “poor,” it does not meet the SOGR definition and requires moderate or major repair or replacement. For example, sidewalk would be rated “fair” if it has a crack that exceeds the allowed thickness, but only requires minor crack repair and does not require full replacement. It would be rated “poor” if the crack is such that a full sidewalk replacement is required.

Step 6. Determine upgrades

Determine upgrades based on the roadway element’s rating. This requires determining necessary upgrades for each of the “fair” and “poor” roadway elements to bring that element to a SOGR. For example, when evaluating pavement markings an upgrade for striping that is rated as “fair” because it is generally faded but recognizable could be a spot treatment. An upgrade for striping that is rated as “poor” because it is missing or illegible could be a remove and restripe. Document a description of each proposed upgrade, including any details crucial for the cost estimate such as areas of repair (e.g., length of repaved pavement), anticipated work components, and potential impacts to other elements. For consistency, use corridor-based upgrades. Corridor-based upgrades are standardized work packages with a consistent set of upgrades needed to bring an element up to “good” SOGR. The corridor-based upgrades are defined such that they can be applied to reoccurring deficiencies along the corridor. This will simplify the applied upgrades and avoid unique upgrades for each deficiency. After identifying each of the proposed upgrades, document the quantities.

Step 7. Assess upgrade costs

Determine upgrade costs using an agency’s programmatic-based estimates for specific elements or corridor-based unit costs. Programmatic estimates are commonly used by agencies to scope projects and forecast upcoming work such as resurfacing roadways. These programmatic estimates can be used to address identified upgrades. Corridor-based unit costs identify typical conditions along the corridor, define the required work for an upgrade and use unit bid prices to determine a total unit cost for the upgrade. The cost estimator should apply a cost to each of the identified treatments and provide a description of work and assumptions included in each upgrade cost. The cost estimator should also

include costs to implement the upgrades. Implementation costs are typically defined as a percentage of the total upgrade costs and include the following:

- Mobilization: cost for a contractor to mobilize crews, equipment and materials to a project site
- Traffic control: cost for the contractor to maintain traffic during construction
- Preliminary engineering: cost to design proposed upgrades
- Utility relocations: cost to relocate utilities that have prior rights such as easements or past agreements that would require an agency to pay for or reimburse the utility to relocate any conflicts
- Right-of-way: cost of permanent and temporary impacts to right-of-way for proposed upgrades
- Construction management: cost to provide management and inspection during construction
- Contingency: general contingency to account for known and unknown costs that have not been identified or defined including hazardous materials
- Inflation: cost of the natural reduction in the value of a dollar over time

2.2 Capital Needs

In addition to state of good repair, it is important to account for capital needs identified in regional and local plans, programs, needs assessments or safety audits, per mutual discussion between ODOT and local jurisdictions. These identified, but unfunded, improvements require consideration as the agencies estimate and negotiate the costs associated with transfer. For example, in the 2018 RTP, local jurisdictions identified approximately $800 million in capital projects on ODOT highways in the region. Each local jurisdiction used an identified RTP "allocation" to prioritize a larger list of capital projects identified in the 2018 RTP. The following capital needs are common local priorities to consider when estimating the cost to transfer:

- Crossings and lighting near key community places (e.g., schools, libraries, community centers)
- Medians at high crash locations
- Enhanced transit stops or safety improvements around transit stops
- Missing connections or gaps in the bicycle and pedestrian networks
- Improvements identified for safe routes to school and the Safe Routes to School (SRTS) program
- Other modernization improvements

In addition to the list of common capital needs, ODOT and the local jurisdiction may consider the costs associated with Americans with Disabilities Act (ADA) compliance. ADA compliance can be assessed by reviewing ODOT ADA inventory data and conducting ADA compliance assessments. It includes the following:

- ADA ramp compliance
- ADA clear width compliance
- ADA running grade and lateral grade compliance
- ADA sidewalk compliance

2.3 Maintenance and operation costs

This section describes the methodology to determine likely long-term maintenance costs for a corridor segment. Cost considerations include routine inspections of the corridor, basic maintenance of existing conditions, long-term improvement needs and contingency costs associated with potential asset damage due to unforeseen events or conditions. Maintenance and operation costs provide a forecast for future costs after a highway jurisdictional transfer is complete and should be considered during

negotiations. Local jurisdictions may consider contracting maintenance and operation responsibilities to other agencies. Costs associated with these arrangements should be considered.

As described in Table 2, maintenance and operation costs are categorized by (1) inspection and maintenance costs, (2) staff training, (3) operational costs, and (4) unforeseen repairs and replacements.

Table 2. Maintenance and operation costs

Cost	Description
Inspection and maintenance costs	Inspecting and maintaining pavement, structures, signals, and other roadway elements requires time, equipment, and expertise. The local jurisdiction will be responsible for inspection and maintenance and all costs associated with them, including equipment. Develop an inspection and maintenance schedule for the corridor elements based on expected useful life. The schedule must include inspection frequency, inspection time, and inspection equipment needed as well as short-term and long-term maintenance projects.
Staff training	Operating and maintaining certain corridor elements may require focused training. Local jurisdictions may acquire elements that they have not used or maintained in the past, and they will need to invest in staff training time and equipment to effectively maintain these elements. Identify any new skills needed to inspect and maintain corridor elements, determine the number of staff that need the new skills, and determine costs for training.
Operational costs	Long-range operation costs come with new elements and need to be considered by local jurisdiction. Operation costs could include electricity costs to power specific elements, traffic management operation costs to manage additional signals along the segment corridor, or incident response costs to handle the increase in traffic and potential collisions caused by that traffic.
Unforeseen repairs and replacements	Additional costs will occur when an unforeseen event requires the repair or replacement of roadway elements. For example, a jurisdiction will need to have available funds for a full signal replacement in the event that a collision destroys it.

2.4 Ownership costs

This section describes the methodology used to determine non-physical soft costs of owning the corridor segment. These costs are overarching, indirect costs associated with the acquisition of any new roadway to effectively manage it consistent with the local jurisdiction's defined policies and goals. While these costs do not directly inflate the cost of transferring a highway from ODOT to a local jurisdiction, they need to be considered for the increase in staff time and skills required to own them.

As described in Table 3, ownership costs are categorized by (1) increase in liability, (2) access management reviews, (3) programming and planning, and (4) reporting obligations.

Table 3. Ownership costs

Cost	*Description*
Increase in liability	Receiving a major roadway may increase the liability of the jurisdiction that owns and maintains them and therefore will increase costs associated with that increase in liability. Liability costs manifest mostly as insurance costs that protect the local jurisdiction from these sorts of events.
Access management reviews	With a new roadway, the local jurisdiction will likely have increased demand for access management. This will increase the level of effort that the local jurisdiction's current access management department undertakes, and, given the functional class of the transferred roadway, could have higher costs attached to it.
Programming and planning	Planning and programming for a major corridor can increase the ownership costs associated with the roadway. Major roadways often have specific corridor plans to go along with their specific needs. Staff time and expertise are necessary to create the plan; design of the roadway elements, and updated maps.
Reporting obligations	Some corridors may have certain designations that require monitoring and reporting to ODOT or federal agencies such as freight corridors or "life-line" corridors. The local jurisdiction should understand those designations and the staff time needed to properly manage them.

3 Conclusion

Developing costs to support a highway jurisdictional transfer includes many considerations. This methodology establishes a baseline approach to determine costs that is founded on fundamental agreements between a local jurisdiction and ODOT. This approach will provide the costs and necessary supporting information for decision-makers to engage in negotiations for a highway jurisdictional transfer.

Appendix A. List of Acronyms

ADA	Americans with Disabilities Act
CIP	Capital Improvement Project
GIS	Geographic Information System
ITS	Intelligent transportation system
ODOT	Oregon Department of Transportation
RTP	Regional Transportation Plan
SOGR	State of good repair
SRTS	Safe Routes to School
STIP	Statewide Transportation Improvement Program

This page intentionally left blank.

ATTACHMENT G - Roadway Classification Change Recommendations

METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

Oregon Highway Plan (OHP) Roadway Classification Change Recommendations

Date: January 2020

1 Context and Recommendations

1.1 Purpose of the study and memorandum

The purpose of the regional framework for highway jurisdictional transfer study (study) is to identify state-owned routes in greater Portland that may be best suited for jurisdictional transfer from a technical or jurisdictional readiness standpoint. For the purposes of this study, jurisdictional transfer (also referred to as interjurisdictional transfer) is the process of changing ownership of a highway right of way from the State to a local jurisdiction – a city or county. The study will serve as a decision framework for state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership. The study is convened by Metro in collaboration with the Oregon Department of Transportation (ODOT).

As a parallel effort, Metro and ODOT are reviewing existing state-owned arterial highways and their Oregon Highway Plan (OHP) roadway classifications within the Portland Metropolitan Planning Area (MPA) to identify those that no longer function consistent with their OHP classification. OHP roadway classifications inform the applicable highway mobility standards, access management standards and maintenance investment levels for state-owned roadways. **This memorandum provides recommendations to the Oregon Transportation Commission (OTC) about which state-owned arterial highways in the Portland MPA may be considered for reclassification to better align their functions and classifications.** The first step in the process is defining the facilities that no longer serve a statewide function and therefore have generally been given lower priority for state funding to build needed bike lanes, sidewalks and other designs that focus more on access than mobility.

This memorandum is organized to provide OTC with reclassification recommendations and the rationale to reach those recommendations:

- Section 1: Context and Recommendations
  - Section 1.1: Purpose of the Study and Memorandum
  - Section 1.2: Summary of Recommendations
- Section 2: Recommendations and Rationale
  - Section 2.1: Process to Develop Recommendations and Rationale
  - Section 2.2: Results

1.2 Summary of recommendations

Figure 1 shows the current OHP classifications for all state-owned arterial highways (arterial highways) in the Portland MPA. All arterial highways in the MPA are classified by the OHP as Statewide, Regional or

District and retain the same classification identified in the 1999 OHP, as amended. Based on their current function, the study team recommends reclassifying the following arterial highways from Statewide to District:

- OR 8 (Tualatin Valley Highway) from mile point (MP) 2.9 to 17.9[1]
- OR 43 (Oswego Highway) from MP 6.13 to 11.29
- OR 99W (Pacific Highway West) from MP 7.4 to 14.5[2]
- OR 99E (Pacific Highway East) from MP 1.5 to 5.5

Figure 2 shows the arterial highways recommended for reclassification.

Based on the evaluation in Section 2.2, the study team does not recommend reclassifying any arterial highways from Statewide to Regional, Regional to District, District to Regional or Regional to Statewide. The arterial highways that are not recommended for reclassification are listed in Table 3 in Section 2.2.

2 Recommendations and Rationale

2.1 Process to develop recommendations and rationale

The study team compared the highways' existing classifications with their existing functions. Table 1[3] lists the classification definitions, as defined by OHP Action 1A (1999, as amended). For the arterial highways with inconsistent classification and functions, the study team assessed the existing function to recommend an appropriate classification.

ODOT Procedure PLA 03-01: Process for Classifying or Reclassifying Highways in the Statewide Highway System provides the following guidance to determine the appropriate highway classifications.

- Examine current and projected conditions as they relate to:
  - Current function of the state arterial highway locally and in relation to the state highway system, including how it relates to the movement of freight and oversize loads through the state
  - Existing and planned land uses and zoning in the vicinity of the facility
  - Indicators of a change in function since an earlier classification decision was made, such as a change in average daily trips, increased congestion, redevelopment or rezoning in the vicinity facility
  - Future local, regional and statewide travel and freight transport needs.

The study team examined the following characteristics, consistent with PLA 03-01 direction, to inform the reclassification recommendations.

- Change in planned regional land use, as identified by Metro's 2040 Growth Concept[4]
- Redundant freight routes
- Current function of the arterial highway as it relates to the surrounding state highway system

[1] The "Moving Forward TV Highway Enhanced Transit and Access Plan" is currently underway (expected completion by June 2020) and may impact the recommendation in this memo.
[2] Scoping for a 99W Corridor plan is underway, which could impact the recommendation in this memo.
[3] For reference, Table 1 also lists the 2018 Regional Transportation Plan (RTP) classifications that correspond with each OHP classification in the Portland MPA.
[4] The 2040 Growth Concept Map, adopted in the 2000 RTP, spatially portrays the hierarchical land use and transportation components that support the region's long-range plan for addressing expected growth while preserving the region's livability. The 2040 Growth Concept Map was last updated in 2014. The updated 2014 Growth Concept Map reflects how the region's land use and transportation has changed since 2000. The Growth Concept Map guides both current and future land use and transportation.

- Transit presence and ridership over time[5]
- Change in number of public destinations over time[6]
- Population and employment growth over time[7]
- Change in people of color (POC) population over time[8]

Table 1. OHP Action 1A roadway classifications and corresponding RTP classification in Portland MPA

OHP Roadway Classification	OHP Roadway Classification Definition	Corresponding RTP Classification
Interstate Highways	Provide connections to major cities, regions of the state, and other states. A secondary function in urban areas is to provide connections for regional trips within the metropolitan area. The Interstate Highways are major freight routes and their objective is to provide mobility. The management objective is to provide for safe and efficient high-speed continuous-flow operation in urban and rural areas.	Throughway
Statewide Highways	Typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas (STAs), local access may also be a priority.	Throughway Major Arterial

[5] The study team compared fall 2000 ridership data with fall 2019 ridership data (TriMet publishes ridership data on a quarterly basis) for each TriMet transit line that operates along the arterial highway segment (not including those that cross the highway). Some routes operating along the segment in 2019 did not operate in 2000, and vice versa. For these routes, the study team analyzed comparable lines to understand the relative change in ridership.
[6] The study team gathered data on schools and parks located within 500 feet of the arterial highway centerline as a point of information.
[7] The study team gathered population data from the American Community Survey (ACS) for 2000 and 2017 and employment data from OnTheMap for 2002 (the oldest available data) and 2017. The team gathered ACS and OnTheMap data for all census tracts directly adjacent to the arterial highway.
[8] The study team gathered POC population data from ACS for 2000 and 2017. The team gathered ACS data for all census tracts directly adjacent to the arterial highway. It is important to understand a change in POC population in consideration of investment, maintenance management and the current state of a roadway in order to capture potential Environmental Justice and Civil Rights issues. Historically, public investments have been lower in communities of color over time.

OHP Roadway Classification	OHP Roadway Classification Definition	Corresponding RTP Classification
Regional Highways	Typically provide connections and links to regional centers, Statewide or interstate Highways, or economic or activity centers of regional significance. The management objective is to provide safe and efficient, highspeed, continuous-flow operation in rural areas and moderate to high-speed operations in urban and urbanizing areas. A secondary function is to serve land uses in the vicinity of these highways. Inside STAs, local access is also a priority. Inside Urban Business Areas, mobility is balanced with local access.	Throughway
District Highways	Facilities of county-wide significance and function largely as county and city arterials or collectors. They provide connections and links between small urbanized areas, rural centers and urban hubs, and also serve local access and traffic. The management objective is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movements. Inside STAs, local access is a priority. Inside Urban Business Areas, mobility is balanced with local access.	Throughway Major Arterial Minor Arterial

2.2 Results

Table 2 lists the arterial highways in the Portland MPA that currently have inconsistent classifications and functions along with rationale for the change. The table provides the existing classification, the recommended classification and the corresponding rationale based on the characteristics listed in Section 2.1.

Table 3 lists the arterial highways in the Portland MPA that have consistent classifications and functions; no reclassification is recommended.

The study team looked holistically at the highway classifications map in the Portland MPA (Figure 1) to determine arterial highways that may have inconsistent classifications and functions. Such arterial highways have known changes in adjacent land use over time, including increases in population and employment, and currently function as local streets (i.e., serve local transit and trips, and have identified alternative freight routes).

The arterial highways with multiple classifications are evaluated by segment according to their OHP classifications, delineated by start and end mile points (MPs). Each segment is evaluated separately.

Table 2. State-owned arterial highways with inconsistent classification and function and recommended reclassification

Highway Number and Name (start Mile Point and end Mile Point)	Current OHP Classification (current RTP Classification)	Recommended classification	Rationale for recommended classification
OR 8: TV Highway (2.8 -17.9)	Statewide (Major Arterial)	District	▪ **Land use**: 2014 updates to the 2040 Growth Concept Map (adopted in 2000) include: o a new town center at Aloha o increased neighborhood land use between Aloha and Hillsboro in replace of urban reserves o increase in regional center land use around Hillsboro o a new town center at Cornelius ▪ **Redundant freight route**: US 26 (NW Sunset Highway) provides a parallel OHP designated freight route that serves to carry goods and people from the center of the region to the eastern portion ▪ **Function within highway system**: The arterial highway carries vehicles from OR 217 (Statewide highway) to OR 47 (Regional and Statewide highway) ▪ **Transit** o Total ridership (lines 57, 58 and 61): 19% increase from 7,280 passengers (fall 2000) to 8,670 passengers (fall 2019) o Ridership for line 57 (runs the entire segment): 38% increase from 5,120 passengers (fall 2000) to 7,080 passengers (fall 2019) ▪ **Public destinations** o # of schools: 125% increase from 4 (2000) to 9 (2019) o # of parks: 141% increase from 12 (2000) to 29 (2019) ▪ **Population and employment** o Population: 21% increase from 93,399 people (2000) to 113,224 people (2017) o Employment: 13% increase from 49,851 jobs (2002) to 56,318 jobs (2017) ▪ **POC population** o 61% increase from 32,455 people (2000) to 52,146 people (2017)

Highway Number and Name (start Mile Point and end Mile Point)	Current OHP Classification (current RTP Classification)	Recommended classification	Rationale for recommended classification
OR 43: Oswego Highway (6.1 – 11.3)	Statewide (Major Arterial)	District	▪ **Land use**: land use in the 2014 updated 2040 Growth Concept Map remained roughly the same as land use in the 2040 Growth Concept Map adopted in 2000 ▪ **Redundant freight route**: OR 224 from Milwaukie to I-205 provides a parallel OHP designated freight route to the northeast, connecting the center of the region to I-205 in Clackamas ▪ **Function within highway system**: The arterial highway segment carries travelers from the northern portion of OR 43 (District highway) to I-205 (Interstate highway) just south of West Linn ▪ **Transit** o Total ridership (lines 35 and 36): 49% increase from 2,670 passengers (fall 2000) to 3,970 passengers (fall 2019) o Ridership for line 35 (runs the entire segment): 62% increase from 2,320 passengers (fall 2000) to 3,750 passengers (fall 2019) ▪ **Public destinations** o # of schools: 600% increase from 1 (2000) to 7 (2019) o # of parks: 188% increase from 17 (2000) to 49 (2019) ▪ **Population and employment** o Population: 6% increase from 32,246 people (2000) to 34,214 people (2017) o Employment: 6% decrease from 13,424 (2002) to 12,649 (2017) ▪ **POC population** o 77% increase from 2,634 people (2000) to 4,650 people (2017) o Increase from 8% of the total population (2000) to 14% (2017)

Highway Number and Name (start Mile Point and end Mile Point)	Current OHP Classification (current RTP Classification)	Recommended classification	Rationale for recommended classification
OR 99W: Pacific Highway West (7.4 – 18.0)	Statewide (Major Arterial; Throughway)	District	▪ **Land use**: 2014 updates to the 2040 Growth Concept Map (adopted in 2000) include: o land use in the triangle created by OR 99W, OR 217 and I-5 changed from employment area to town center and increased in size ▪ **Redundant freight route**: I-5 provides a parallel OHP designated freight route connecting the region to and from the city center ▪ **Function within highway system**: The northern portion of the arterial highway segment connects I-5 (Interstate highway) and OR 217 (Statewide highway) ▪ **Transit** o Total ridership (lines 94, 95, 93, 12 and 64): 69% increase from 6,789 (fall 2000) to 11,463 (fall 2019) ▪ **Public destinations** o # of schools: 50% increase from 2 (2000) to 3 (2017) o # of parks: 58% increase from 12 (2000) to 19 (2017) ▪ **Population and employment** o Population: 5% increase from 87,578 people (2000) to 91,570 people (2017) o Employment: 21% increase from 47,166 jobs (2002) to 57,064 jobs (2017) ▪ **POC population** o 38% increase from 13,661 people (2000) to 18,888 people (2017)

Highway Number and Name (start Mile Point and end Mile Point)	Current OHP Classification (current RTP Classification)	Recommended classification	Rationale for recommended classification
OR 99E: Pacific Highway East (1.5 – 5.5)	Statewide (Throughway)	District	▪ **Land use**: 2014 updates to the 2040 Growth Concept Map (adopted in 2000) include: o a new employment area surrounding the east side of OR 99E near the northern portion of the segment ▪ **Redundant freight route**: I-205 provides a parallel OHP designated freight route connecting the region to and from the Portland city center ▪ **Function within highway system**: The arterial highway segment connects US 26 at the Ross Island Bridge (District highway) with OR 224 (Statewide highway) in Milwaukie ▪ **Transit** o Total ridership (lines 30, 32, 33, 34, 40 and 99 and MAX orange line): 61% increase from 8,440 passengers (fall 2000) to 13,560 passengers (fall 2019) o Ridership for MAX orange line (began operations in 2015): 12,160 passengers (fall 2019) ▪ **Public destinations** o # of schools: no change, with 0 in 2000 and 2017 o # of parks: 188% increase from 9 (2000) to 26 (2017) ▪ **Population and employment** o Population: 17% increase from 27,959 people (2000) to 32,653 people (2017) o Employment: 61% increase from 18,475 jobs (2002) to 29,775 jobs (2017) ▪ **POC population** o 64% increase from 3,432 people (2000) to 5,636 people (2017)

Highway Number and Name (start Mile Point and end Mile Point)	Current OHP Classification (current RTP Classification)	Recommended classification	Rationale for recommended classification

Notes:

- Land use is measured by comparing land uses surrounding the identified arterial highway segment in the 2040 Growth Concept Map (adopted in 2000) and in the 2040 Growth Concept Map (updated in 2014). The 2040 Growth Concept Map reflects both current and future land use and transportation.
- Transit ridership is measured by the total boarding passengers for the 2000 and 2019 fall quarters. Transit lines include all TriMet lines that run along the arterial highway segment (not including those that cross the arterial highway segment).
- Public destinations include parks and schools within 500 feet of the arterial highway centerline. Some increases may be due to more credible data available.
- Total population and POC population is measured by American Community Survey (ACS) data from all census tracts directly adjacent to the arterial highway, for 2000 and 2017 (the most recent available data).
- Employment is measured by OnTheMap census data from all census tracts directly adjacent to the arterial highway, for 2002 (the oldest available data) and 2017 (the most recent available data).

Table 3. State-owned arterial highways with consistent OHP classifications and functions

Highway Number and Name (start Mile Point and end Mile Point)[1]	OHP Classification	RTP Classification
OR 8: TV Highway (0.1 – 2.8)	District	Major Arterial
OR 47: TV Highway (17.9-23.1)	Regional	Throughway
OR 10: Beaverton-Hillsdale Highway (1.0 – 3.4)	District	Major Arterial
OR 10: Farmington Highway (5.9 – 7.4)	District	Major Arterial
US 26: Mount Hood Highway (0.0 – 10.0)	District	Major Arterial
US 26: Mount Hood Highway (14.2 – 19.6)	Statewide	Throughway
US 30B: Northeast Portland Highway (0.0 – 1.3)	Statewide	Major Arterial
US 30B: Northeast Portland Highway (1.3 – 9.2)	District	Minor Arterial/
US 30B: Northeast Portland Highway (9.2 – 11.3)	Statewide	Major Arterial
US 30B: Northeast Portland Highway (11.3 – 14.8)	District	Minor Arterial
US 30E: Historic Columbia Highway (0.0 – 5.8)	District	Minor Arterial/Arterial outside of UGB
US 30W: Lower Columbia River Highway (1.0 – 13.3)	Statewide	Throughway
OR 43: Oswego Highway (0.0 – 6.1)	District	Major Arterial
OR 47: Nehalem Highway (90.1 – 90.6)	District	Throughway
OR 47: Nehalem Highway (88.5 – 90.1)	Statewide	Throughway
OR 99E: Pacific Highway East (5.5 – 11.7)	District	Major Arterial
OR 99E: Pacific Highway East (11.7 – 16.4)	Regional	Major Arterial
OR 99E: North Swift Highway (2.5 – 2.7)	Statewide	Throughway
OR 99W: Pacific Highway West (-6.0 – 7.4)	District	Major Arterial
OR 141: Beaverton-Tualatin Highway (2.6 – 13.1)	District	Major Arterial
OR 210: Scholls Highway (9.0 – 9.6)	District	Major Arterial
OR 212: Clackamas-Boring Highway (0.0 – 8.5)	Statewide	Major Arterial
OR 213N: Cascade Highway North (-0.1 – 10.2)	District	Major Arterial
OR 213S: Cascade Highway South (0.0 – 7.7)	District	Throughway
OR 219: Hillsboro-Silverton Highway (0.0 – 1.3)	District	Minor Arterial
OR 224: Clackamas Highway/Sunrise Expressway (0.0 – 10.5)	District	Throughway
OR 224: Clackamas Highway/Sunrise Expressway (0.0 – 8.2)	Statewide	Throughway
Notes: [1] Some mile points are negative due to ODOT convention		