

# ETC Enhanced Transit Corridors Plan

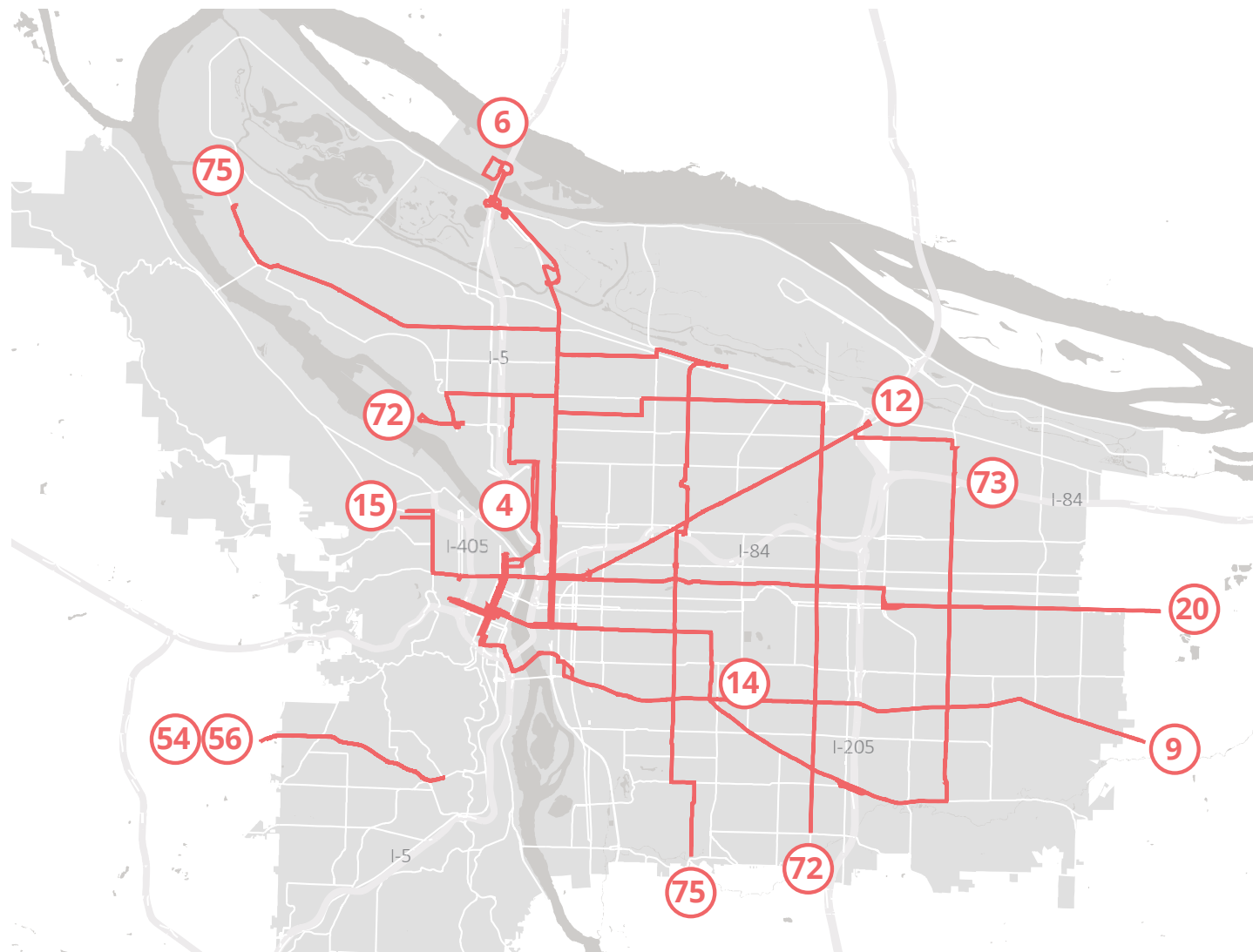
## Project Description

The Portland Bureau of Transportation (PBOT) is leading a planning process in coordination with TriMet to develop the Enhanced Transit Corridors Plan. This plan will help identify where transit priority, streamlining, and access treatments could be most beneficial on the planned TriMet Frequent Service network within the City of Portland. Such improvements can help make transit a more attractive and reliable option for people to get to work, school, and to meet their daily needs, especially for people who depend upon transit.

## Characteristics of Enhanced Transit

- Increased capacity, reliability and transit travel speed
- Flexible and context sensitive
- Moderate level of capital and operational investment
- Can be deployed relatively quickly

## Map of Recommended Candidate Corridors




Source: PBOT Staff recommendation on eleven candidate corridors for Enhanced Transit and selection process (January 18, 2017)

## Project Goals and Activities


- Support planned growth in centers and along corridors consistent with the City's Comprehensive Plan update
- Define and identify "Enhanced Transit Corridors" in Portland
- Guide the prioritization of capital and operational investments in Enhanced Transit Corridors
- Establish clear and objective operational performance measures and thresholds to define what success looks like for the most heavily used Frequent Service lines

## Initial Evaluation Criteria and Measures


**Transit Performance Measures**

**Average Existing Weekday Transit Trips** 


This measure is calculated using the Federal Transit Administration (FTA) Warrants ridership methodology.

**Transit Speed** 


This indicator identifies the overall operating speed and reveals a number of operating deficiencies across all time periods. Transit speed is defined as the 50th percentile average operating speed (exclusive of dwell time) proportional to the posted speed limit along each segment.

**Reliability** 


Describes travel speed variability over the course of the day and helps identify the influence of traffic congestion on transit during peak periods. Reliability is defined as the percent difference between the 90th and 10th percentile operating speeds.

**Dwell Time** 

This indicator describes open door time spent at bus stops, and helps to identify the influence of bus stop delay. Dwell time is defined as the 50th percentile dwell time proportional to the 50th percentile overall running time.

**Future Growth (2010 – 2035)** 

Based on the Portland Comprehensive Plan 2035 Growth Scenario, this measure shows aggregated household and job growth between 2010 and 2035 within a quarter mile of a transit line.

**Equity** 

Equity measures the percentage of households in each corridor with people of color, low income (households below 200% of the federal poverty level), and limited English proficiency (LEP) households; the score is a composite index of scores for these three demographic factors.

## Website and Contact Info

Visit our website:  
[www.portlandoregon.gov/transportation/ETCplan](http://www.portlandoregon.gov/transportation/ETCplan)

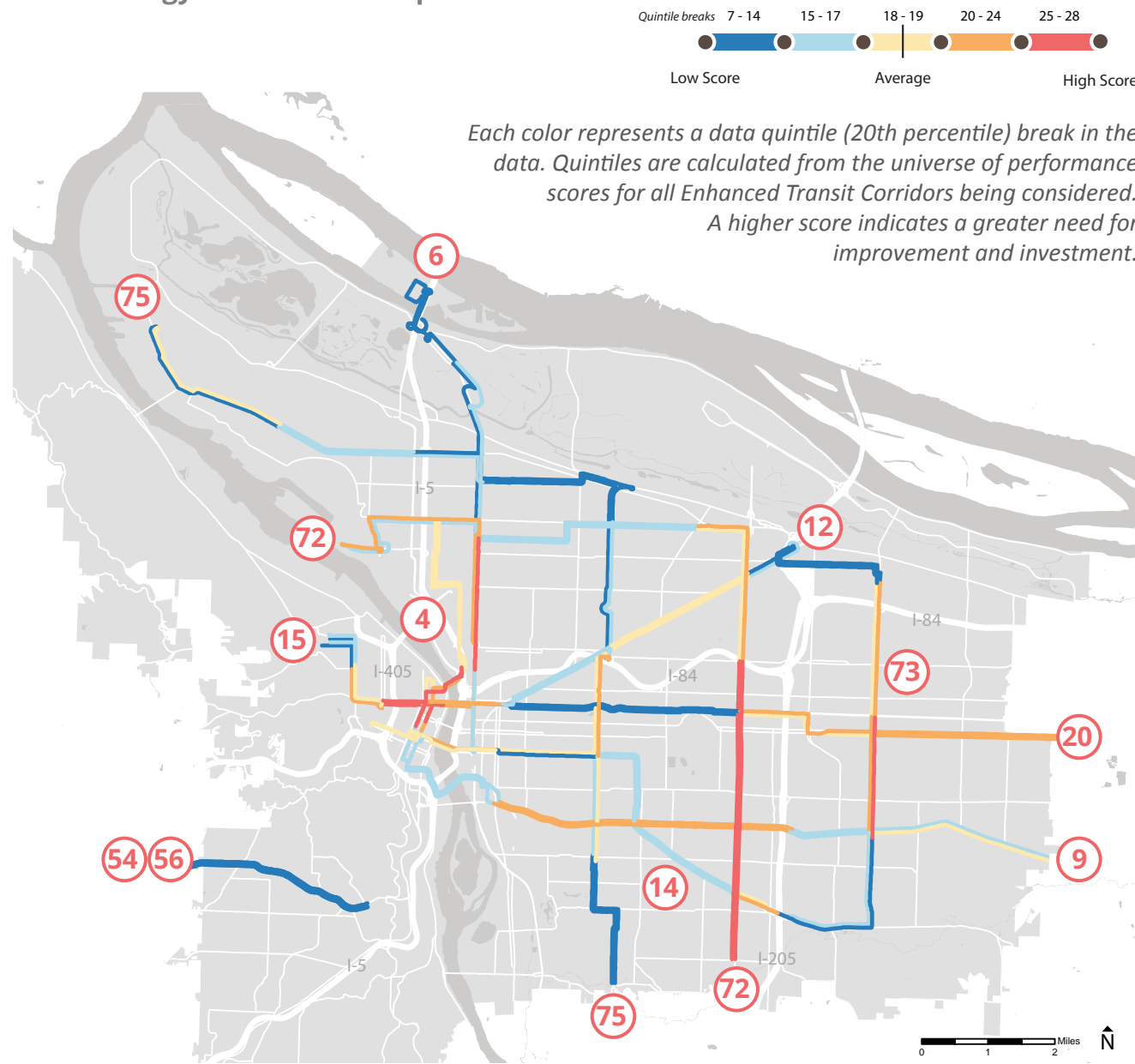
**Contact Info:**  
 April Bertelsen, Project Manager  
 Email: [etcplan@portlandoregon.gov](mailto:etcplan@portlandoregon.gov)  
 Phone: 503.823.6177

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5185, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit <http://bit.ly/13EWaCg>

# ETC Enhanced Transit Corridors Plan

## Total Scores by Corridor Segment

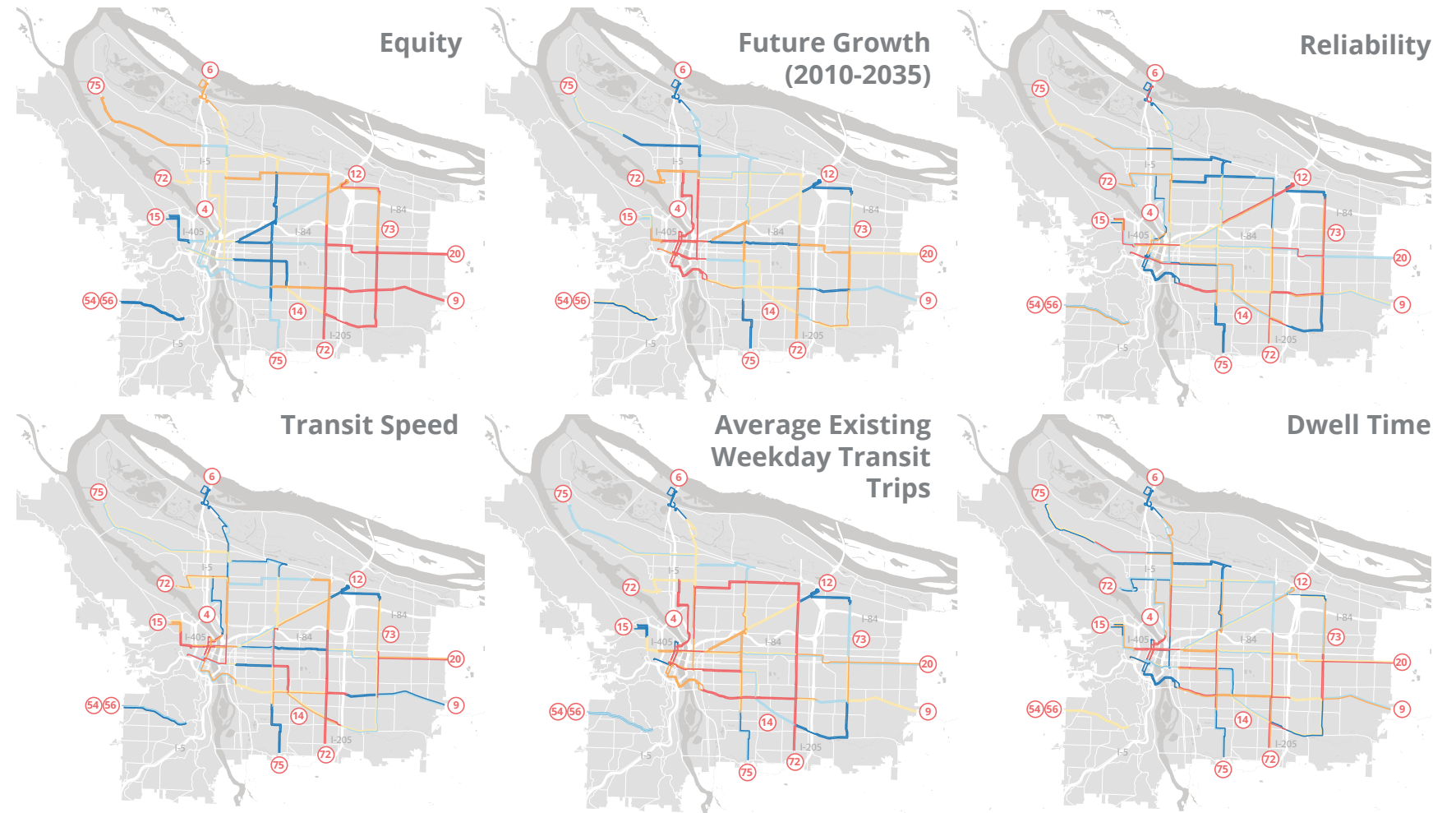
### Methodology Total Scores Map



## ETC Plan Next Steps

- Select up to three corridors for development of Conceptual Investment Plans
- Identify recommended revisions to existing projects or new projects for Metro's Regional Transportation Plan (RTP)
- Refine the methodology to identify, monitor, and prioritize transit lines for Enhanced Transit

## Evaluation Results by Individual Criteria



\* See reverse side for description of criteria

## Corridors Ranked by Total Score

Line	Corridor	Total Score	Line	Corridor	Total Score
1 (4)	Rose Quarter to N Killingsworth	41.94	7 (73)	122nd Ave	34.40
2 (72)	Killingsworth/ 82nd Ave	41.80	8 (6)	MLK Jr Blvd/ Jantzen Beach	34.16
3 (9)	SE Powell Blvd	37.90	9 (15)	W Burnside and NW 23rd to Vaughn (west segment)	31.36
4 (20)	E Burnside/ SE Stark St	37.71	10 (75)	Cesar Chavez/ Lombard	27.95
5 (12)	NE Sandy Blvd	36.46	11 (54, 56)	SW Beaverton-Hillsdale Hwy	21.99
6 (14)	SE Hawthorne/ Foster Rd	34.85			