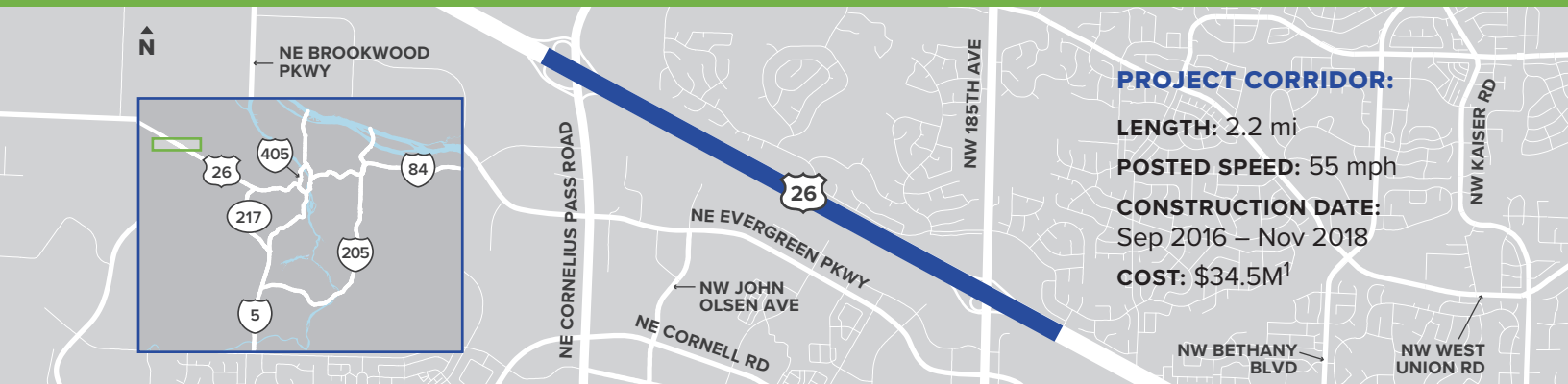


# US 26: Cornelius Pass Road to 185th Avenue

## Freeway Improvement Performance Evaluation



### THE CHALLENGE:

Congestion on the stretch of US 26 between Cornelius Pass Road and 185th Avenue was particularly evident from 3–6 p.m. Population and employment in Washington County continue to grow including high concentration on the western edge, increasing traffic demand on US 26. We recognize we can't build our way out of congestion, but we can make strategic investments in the system to manage future demand, reduce congestion and improve safety.

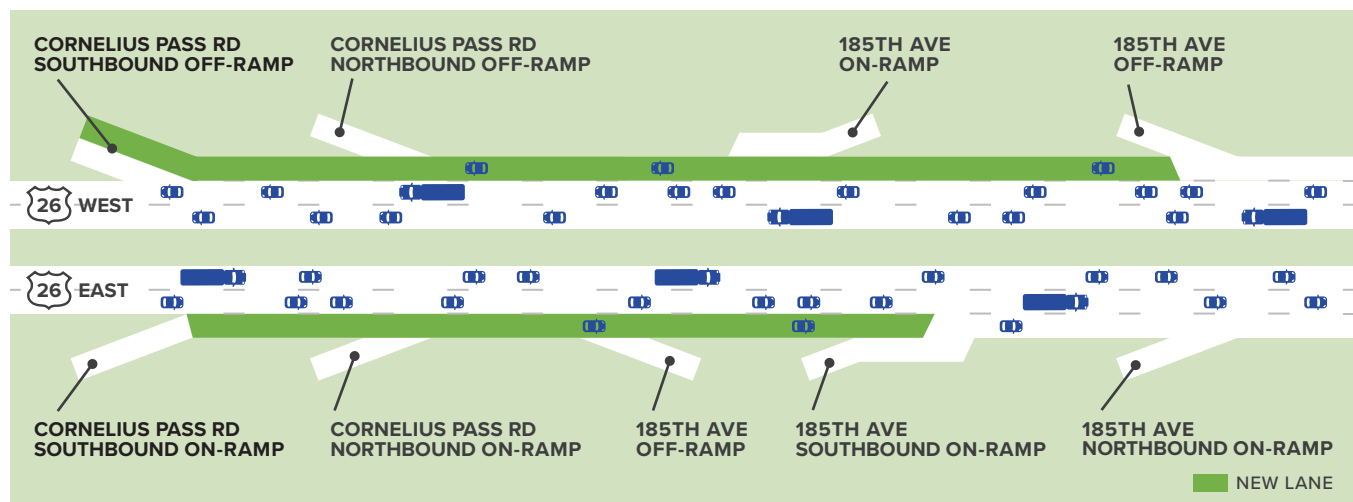
### IMPROVEMENTS MADE:

The selection of the following improvements was guided by ODOT's objective to invest in operational enhancements that preserve reliability, especially in this part of the region with its employment centers. These improvements were a part of a Jobs and Transportation Act funded project.

- Extended the third lane on US 26 in each direction between Cornelius Pass Road and 185th Avenue. The majority of the widening occurred to the inside of the highway, in the highway center median.

- Replaced the two US 26/Rock Creek bridges with one bridge. This work took place over the Rock Creek Trail.
- Improved the north side of the US 26/Cornelius Pass Road interchange, including adding a second lane to the westbound off-ramp (the loop ramp).
- Built a noise wall on the north side of US 26 in the Rock Creek neighborhood.
- Added ramp meters to preserve capacity

### LANE CONFIGURATION AFTER IMPROVEMENTS:



<sup>1</sup> Includes full project cost as all project elements were required in order to add the lane, including the noise wall and bridge work

# US 26: Cornelius Pass Road to 185th Avenue

## Freeway Improvement Performance Evaluation

### EASTBOUND RESULTS:

This project included improvements to both directions of US 26 between Cornelius Pass Road and 185th Avenue. However, the benefits shown below are for eastbound traffic conditions only, because the eastbound improvements resulted in the most significant benefits. Also, most benefits were experienced on weekdays from 3–6 p.m., which is when most congestion occurs.

#### AVERAGE TRAVEL SPEED:

**+ 6.5 MPH**



DURING THE WEEKDAY P.M. PEAK PERIOD (3–6 P.M.), AVERAGE TRAVEL SPEEDS INCREASED BY 6.5 MILES PER HOUR (MPH)—**A 13 PERCENT INCREASE**—FROM 49.5 MPH TO 56 MPH.

#### RELIABLE TRAVEL TIME (MIN):

**↓ 15%**



RELIABLE TRAVEL TIMES **IMPROVED BY 15 PERCENT** ON US 26 EASTBOUND FROM 185TH AVENUE TO BROOKWOOD PARKWAY (3.53 MILES) DURING THE WEEKDAY P.M. PEAK PERIOD (3–6 P.M.), **REDUCING BY ONE MINUTE** THE TIME NEEDED TO CONFIDENTLY TRAVEL THROUGH THIS AREA.

#### VEHICLE HOURS OF DELAY:

**↓ 53%**



THE NUMBER OF VEHICLE HOURS OF DELAY EXPERIENCED ON AN AVERAGE WEEKDAY DECREASED BY 54 VEHICLE HOURS—**A 53 PERCENT DECREASE**—FROM 102 VEHICLE HOURS TO 48 VEHICLE HOURS.

#### HOURS OF CONGESTION:

**↓ 30 MIN**



THE DURATION OF THE CONGESTED PERIOD DURING AN AVERAGE WEEKDAY AFTERNOON WAS **REDUCED BY 30 MINUTES—A 22 PERCENT DECREASE**—FROM 2.25 HOURS TO 1.75 HOURS.

#### VALUE OF TIME SAVED:

**\$362K**



AS A RESULT OF THE REDUCED CONGESTION FROM 2017 TO 2019, THE VALUE OF TIME SAVED FOR THE TRAVELING PUBLIC TOTALS \$362,000—**A 53 PERCENT REDUCTION** IN THE ANNUAL COST OF CONGESTION—FROM \$686,000 TO \$324,000.

#### SAFETY:

**↓ 30%**



THE NUMBER OF CRASHES IN A ONE YEAR PERIOD FOR BOTH DIRECTIONS IN THE STUDY AREA DECREASED FROM 37 TO 26—**A 30 PERCENT DECREASE**—INDICATING A REDUCTION OF SAFETY CONCERNS RESULTING FROM CONGESTION-RELATED CONFLICTS.