

APPENDIX A CORRIDOR SCREENING SCORES, DATA, AND METHODOLOGY

This appendix provides the overall segment-level scores and data values from the initial corridor screening analysis. It also provides additional detail on data sources, methodology, and underlying data, where there is supplemental background information, assumptions, or data beyond what was provided in the Future Opportunities memorandum.

Overall Corridor Segment Scores and Data

Figure A-1 provides detailed segment scores for each of the initial screening criterion. Figure A-2 provides the underlying data values for each criterion.

Figure A-1 Initial Corridor Screening: Segment Scores - DRAFT

Segment	Length (Mile)	Corridor	Corridor Description	Extent	A. Current population density (2010)	B. Future population density (2030)	C. Current employment density (2010)	D. Future employment density (2030)	E. Overall development potential	F. Public facility constraints (Sewer)	G. Roadway/Multimodal Improvement Projects	H. Traffic congestion (2030)	I. Existing transit ridership (2012)	J. Concentrations of transit reliant demographic groups	AVERAGE*	SUM TOTAL*	SUM RANK	Current Potential (A+C+I+J)	CURRENT RANK	Future Potential (B+D+F+H)*	FUTURE RANK
A1	2.4	U.S. 97 / 3rd St	U.S. 97 North	Hawthorne Ave to Empire Ave	1	1	3	3	2	2	2	3	2	2	2.2	20	3	9	6	11	4
A2	1.6		U.S. 97 North	Empire Ave to Robal Road	0	1	2	3	1.5	0	1	3	2	0	1.4	13	48	4	53	8.5	33
A3	1.4		U.S. 97 South	Hawthorne Ave to Reed Market Rd	2	2	3	2	1.5	2	2	3	2	2	2.2	20	5	9	6	10.5	7
A4	1.5		U.S. 97 South	Reed Market Rd to Murphy Rd	1	1	3	3	2.5	2	2	3	3	2	2.3	21	2	9	6	11.5	2
A5	2.1		U.S. 97 South	Murphy Rd to Baker Rd	0	0	0	1	2	2	0	2	0	0	0.8	7	77	0	80	7	49
A6	0.8		Baker Rd	U.S. 97 to Brookwood Blvd	1	0	0	0	0		0	2	0	0	0.4	3	84	1	77	2	84
B1	0.7	Greenwood / Newport	Greenwood Ave	U.S. 97 to 8th	1	2	3	2	1.5	2	1	2	0	1	1.6	15	33	5	42	9.5	15
B2	1.2		Greenwood Ave	8th to Dean Swift Rd	3	1	1	1	1	3	2	3	1	3	1.9	17	19	8	15	9	25
B3	0.4		Greenwood Ave	Dean Swift Rd to NE 27th St	0	1	3	3	0.5	3	1	1	3	3	1.9	18	16	9	6	8.5	33
B4	1.0		Greenwood Ave	NE 27th St to Hamby Rd	1	3	1	0	1	3	1	2	0	2	1.4	13	45	4	53	9	25
B5	0.3		Greenwood Ave	U.S. 97 to NW Wall St	1	1	3	3	0.5	2	1	0	3	0	1.5	14	40	7	21	6.5	54
B6	1.0		Newport Ave	NW Wall St to NW 14th St	3	3	2	2	0.5	1	1	3	2	2	2.1	19	11	9	6	9.5	15
B7	0.7		Newport Ave / NW Shevlin Park Rd	NW 14th St to NW Crossing Dr	3	3	1	1	1.5	1	1	2	2	1	1.7	16	27	7	21	8.5	33
B8	1.0		NW Crossing Dr	NW Shevlin Park Rd to NW Mt. Washington Dr	2	3	1	1	1	1	1	0	0	1	1.1	10	58	4	53	6	60
B9	1.4		NW Mt. Washington Dr	NW Crossing Dr to NW College Way	1	2	1	1	2	1	1	2	0	0	1.1	10	58	2	70	8	40
B10	1.3		NW College Way	NW Mt. Washington Dr to NW Newport Ave	1	1	2	2	1	1	1	1	3	1	1.4	13	45	7	21	6	60
C1	1.4	Galveston / Franklin / Bear Creek / Greenwood	Franklin Ave / NE Bear Creek Rd	U.S. 97 to SE 15th Ave	1	0	2	2	1	2	1	2	0	2	1.3	12	50	5	42	7	49
C2	0.9		NE Bear Creek Rd / Dean Swift Rd	SE 15th St to Greenwood Ave	3	2	2	2	1.5	3	1	1	1	3	2.1	19	11	9	6	9.5	15
C3	0.5		Franklin Ave	U.S. 97 to NW Wall St	2	2	3	3	0.5	2	1	1	1	1	1.7	16	27	7	21	8.5	33
C4	1.0		Galveston / Riverside	NW Wall St to NW 14th Ave	3	3	2	2	0.5	1	1	3	0	2	1.8	17	23	7	21	9.5	15
C5	1.2		Galveston	NW 14th St to Mt. Washington Dr	3	3	1	1	1	1	0	0	0	0	1.1	10	58	4	53	6	60
D1	1.3	Brookwood	Wall/Bond Streets	Franklin Ave to SW Industrial Way	3	2	3	3	1	2	0	0	3	2	2.1	19	9	11	1	8	40
D2	1.0		Bond Street	SW Industrial Way to Reed Market Rd	0	0	3	3	1	2	0	2	1	2	1.6	14	36	6	33	8	40
D3	1.5		Brookwood Blvd	Reed Market Road to Murphy Road (Future)	3	3	0	0	1	2	2	3	2	3	1.9	17	19	8	15	9	25
D4	2.7		Brookwood Blvd	Murphy Road (Future) to Poplar St	3	2	0	0	0	2	1	0	1	2	1.1	10	58	6	33	4	82
D5	1.1		Brookwood Blvd	Poplar St to Baker Rd	0	0	0	0	0		0	0	0	0	0.0	0	86	0	80	0	86
E1	1.4	Wells Acres / Butler Market	Wells Acres	NE 27th St to Butler Market	3	3	1	0	1	3	2	0	2	3	1.8	16	25	9	6	7	49
E2	0.4		Butler Market	NE Wells Acres Rd to NE Studio Rd	3	3	1	0	1.5	3	1	2	3	3	2.2	20	5	10	4	9.5	15
E3	0.5		Butler Market	NE Studio Rd to U.S. 20	0	0	2	3	1.5	3	0	2	0	2	1.5	14	40	4	53	9.5	15
F1	0.1	Neff/Olney	Olney - Penn - Neff	NW Wall St to U.S. 97	1	1	3	3	1.5	2	0	2	0	1	1.6	15	33	5	42	9.5	15
F2	1.7		Olney - Penn - Neff	U.S. 97 to NE Purcell Blvd	2	2	2	2	1	2	2	2	0	3	1.8	16	25	7	21	9	25
F3	0.5		Olney - Penn - Neff	NE Purcell Blvd to NE 27th St	1	1	3	3	1.5	3	1	2	2	3	2.2	20	5	9	6	10.5	7
F4	1.0		Olney - Penn - Neff	NE 27th St to Sports Complex (TBD)	3	2	0	0	0	3	2	0	0	2	1.1	10	58	5	42	5	71
G1	1.0	Reed Market	SW Reed Market Rd	SE 27th St to SE 15th St	2	2	0	0	1.5	0	2	1	1	3	1.2	11	55	6	33	4.5	75
G2	1.2		SW Reed Market Rd	SE 15th St to U.S. 97	2	3	2	2	2	2	2	2	0	3	2.0	18	14	7	21	11	4
G3	0.5		SW Reed Market Rd	U.S. 97 to Brookwood Blvd	3	3	1	1	0.5	2	0	3	0	3	1.8	17	23	7	21	9.5	15
G4	1.1		SW Reed Market Rd	Brookwood Blvd to SW Colorado Ave	0	0	2	2	1.5	2	0	3	0	1	1.3	12	51	3	63	8.5	33
H1	1.3	Wall / Bond	Wall/Bond Streets	SW Industrial Way to NW Franklin Ave	3	2	3	3	1	2	0	0	3	2	2.1	19	9	11	1	8	40
H2	1.1		Wall/Bond Streets	NW Franklin Ave to NE Revere Ave	1	1	3	3	1	2	1	3	0	1	1.7	15	30	5	42	10	12
I1	0.4	14th / Century	14th St	NW Newport Ave to NW Galveston Ave	3	3	2	1	1	1	1	0	0	2	1.4	13	45	7	21	6	60
I2	0.6		14th St	SW Simpson Ave to NW Galveston Ave	3	3	2	2	0.5	1	0	0	1	1	1.5	14	40	7	21	6.5	54
I3	0.5		Century Dr	Colorado to Simpson	0	0	3	3	1.5	1	0	0	0	0	0.9	9	70	3	63	5.5	66
I4	0.3		Century Dr	Mt. Washington Dr to Colorado	0	0	2	3	1.5	1	0	1	0	0	0.9	9	70	2	70	6.5	54
I5	1.4		Century Dr	City Limits to Mt. Washington Dr	2	1	1	0	1.5	1	0	3	0	1	1.2	11	55	4	53	6.5	54
J1	0.6	Simpson	Simpson Ave	SW 14th St to Mt. Washington Dr	2	1	2	1	2	1	1	0	0	0	1.0	9	67	4	53	5	71
J2	0.8		Mt. Washington	SW Simpson Ave to SW Century Dr	0	1	1	1	0.5	1	0	1	0	0	0.6	6	78	1	77	4.5	75
J3	0.3		See I4 (Century Dr)	Mt. Washington Dr to Colorado	0	0	2	2	1.5	1	0	1	0	0	0.8	8	75	2	70	5.5	66
J4	0.8		Emkay Dr / Cyber Dr	SW Century Dr to Simpson	0	0	3	3	1	1	1		0	1	1.1	9	67	4	53	5	71
J5	0.2		Simpson Ave	SW Cyber Dr to SW 14th St	0	0	3	3	0.5	1	1	0	1	1	1.1	10	63	5	42	4.5	75
J6	1.2		Mt. Washington Dr.	Simpson to NW Crossing	2	1	1	1	1	1	0	1	0	0	0.9	8	73	3	63	5	71
K1	1.2	Colorado	Colorado Ave	SW Century Dr to Wall/Bond St	1	0	3	3	2	1	1	3	0	1	1.6	14	36	5	42	9	25
L1	0.4	27th	27th St	NE Butler Market Rd to NE Wells Acres Rd	3	3	0	0	1.5	3	1	1	0	2	1.5	14	40	5	42	8.5	33
L2	1.7		27th St	NE Wells Acres Rd to Greenwood Ave	3	3	3	3	1.5	3	2	2	2	3	2.6	24	1	11	1	12.5	1
L3	1.2		27th St	Greenwood Ave to Reed Market Rd	2	2	1	1	1	3	2	3	1	3	1.9	17	19	7	21	10	12
L4	1.9		27th St	Reed Market Rd to Rickard Rd	0	2	0	0	0.5	0	2	3	0	0	0.6	6	78	0	80	5.5	66
M1	0.9	Purcell	Purcell Blvd	Greenwood Ave to NE Neff Rd	2	3	2	2	1	3	1	1	3	3	2.2	20	3	10	4	10	12
M2	1.1		Purcell Blvd	NE Neff Rd to Wells Acres Rd	2	3	3	2	1.5	3	2	0	0	3	1.9	18	16	8	15	9.5	15

Initial Corridor Screening: Segment Scores (Continued) - DRAFT

Segment	Length (Mile)	Corridor	Corridor Description	Extent	A. Current population density (2010)	B. Future population density (2030)	C. Current employment density (2010)	D. Future employment density (2030)	E. Overall development potential	F. Public facility constraints (Sewer)	G. Roadway/Multimodal Improvement Projects	H. Traffic congestion (2030)	I. Existing transit ridership (2012)	J. Concentrations of transit reliant demographic groups	AVERAGE*	SUM TOTAL*	SUM RANK	Current Potential (A+C+H+J)	CURRENT RANK	Future Potential (B+D+F+H)*	FUTURE RANK
N1	0.4	15th	15th St.	Greenwood Ave to NE Bear Creek Rd	1	0	1	1	0.5	3	0	0	1	3	1.2	11	55	6	33	4.5	75
N2	1.0		15th St.	NE Bear Creek Road to Reed Market Rd	2	2	1	1	1	3	0	2	2	3	1.9	17	19	8	15	9	25
N3	1.2		15th St.	SE Reed Market Rd to Murphy Rd	1	2	0	0	1.5	1	1	3	0	1	1.1	10	63	2	70	7.5	46
N4	0.8	8th/9th/Brosterhous	15th St.	Murphy Rd to Knott Rd	0	2	0	0	1.5	0	1	0	0	0	0.4	4	83	0	80	3.5	83
O1	0.9		American Ln. / Brosterhous Road	Murphy Rd to Knott Rd	1	2	0	0	2	2	1	0	0	1	0.9	8	73	2	70	6	60
O2	1.3		American Ln. / Brosterhous Road	Reed Market Rd to Murphy Rd	3	3	1	1	2.5	2	1	1	0	2	1.7	16	27	6	33	9.5	15
O3	1.5		SE 8th/9th	SE Reed Market Rd to Franklin Ave	1	0	2	2	1	3	2	2	0	3	1.6	14	36	6	33	8	40
O4	1.5		SE 8th/9th	Franklin Ave to NE Butler Market Rd	3	3	1	1	1	3	1	3	0	3	2.0	18	14	7	21	11	4
P1	1.0	Murphy	Murphy Rd	Brosterhous Rd to Parrell Road	2	1	0	1	1	2	2	1	0	1	1.0	9	67	3	63	6	60
P2	0.5		Murphy Rd (E. Extension)	Brosterhous Rd to SE 15th St	2	3	0	0	1.5	2	2	0	0	1	1.1	10	63	3	63	6.5	54
P3	0.9		W. Murphy Road Realignment/Extension	Parrell Road to Brookwood Blvd	2	2	1	1	3	2	2	1	0	3	1.7	15	30	6	33	9	25
Q1	1.4	4th / Studio	NE 5th St / NE 4th St / NE Studio Road	Hawthorne Ave to Butler Market Rd	2	2	3	3	1.5	2	3	2	2	2	2.2	20	5	9	6	10.5	7
R1	0.7	Division	Division	NE Revere Ave to U.S. 20	1	0	2	2	0.5	2	1	2	0	2	1.3	12	51	5	42	6.5	54
S1	0.1	Revere	NE Revere Ave	NW Wall St to U.S. 97	2	1	1	1	2	2	0	3	0	2	1.6	14	36	5	42	9	25
S2	0.7		NE Revere Ave	U.S. 97 to NE 8th St	2	3	3	2	1.5	2	2	2	0	3	2.1	19	11	8	15	10.5	7
T1	2.1	O.B. Riley	O B Riley Road	Cooley Rd to U.S. 20	0	1	2	1	0.5	0	2	3	0	0	0.8	8	75	2	70	5.5	66
U1	1.0	Boyd Acres	Boyd Acres Road	NE Butler Market Rd to Empire Ave	2	1	2	3	2.5	3	2	2	0	2	1.9	18	16	6	33	11.5	2
U2	1.8		Boyd Acres Road	Empire Ave to Cooley Rd	3	2	0	0	1.5	0	1	1	0	1	0.9	9	70	4	53	4.5	75
V1	0.3	18th	Butler Market Rd / Brinson Blvd	NE Wells Acres Rd to NE 18th St	3	3	0	0	1.5	3	1	1	0	3	1.6	15	33	6	33	8.5	33
V2	0.8		NE 18th St	Brinson Blvd to Empire Ave	0	0	2	2	2	3	0	0	0	2	1.2	11	53	4	53	7	49
V3	1.4		NE 18th St	Empire Ave to Cooley Rd	2	2	0	1	2	0	2	3	0	1	1.2	11	53	3	63	8	40
V4			NE 18th St	Cooley Rd to Juniper Ridge	0	0	0	2	1.5	0	2	1	0	0	0.5	5	82	0	80	4.5	75
W1	1.5	Empire	Empire Ave	O.B. Riley Rd to NE 18th St	0	0	2	2	2.5	3	2	3	0	1	1.5	14	40	3	63	10.5	7
W2	1.0		Empire Ave Extension	NE 18th St to NE Wells Acres Rd	2	2	1	0	1.5	3	3	1	0	2	1.4	13	48	5	42	7.5	46
X1	1.1	Cooley	Cooley Road	NE 18th St to Hunnell Road	1	1	1	2	1.5	0	2	3	0	0	1.1	10	63	2	70	7.5	46
X2	0.7	Cooley	Cooley Road	Hunnell Rd to O.B. Riley Rd	0	1	0	2	1.5	0	1	1	0	0	0.6	6	78	0	80	5.5	66
Y1	1.3	Knott	Knott Rd	U.S. 97 to China Hat Rd	0	0	0	0	0		0	0	0	0	0.0	0	86	0	80	0	86
Y2	1.6	Knott	Knott Rd	China Hat Rd. to SE 15th St	1	0	0	0	1.5	2	0	1	0	0	0.6	6	78	1	77	4.5	75
Y3	1.3	Knott	Knott Rd	SE 15th St to Rickard Rd	0	0	0	0	0		0	1	0	0	0.1	1	85	0	80	1	85
Z1	0.7	Hawthorne	Hawthorne Ave (with new undercrossing)	NE 4th Ave to NW Wall St	1	1	3	3	1	2	3	0	3	1	1.7	15	30	8	15	7	49

* Not including E or G

** E and G to be added

Figure A-2 Initial Corridor Screening: Segment Data Values - DRAFT

Segment	Length (Mile)	Corridor	Corridor Description	Extent	A.Current population density (2010) - Persons per Acre (Block-level data)*	B.Future population density (2030) - Persons per Acre (TAZ-level data)*	C.Current employment density (2010) - Persons per Acre (TAZ-level data)*	D.Future employment density (2030) - Persons per Acre (TAZ-level data)*	E1.Residential development potential (2008) - Density of Potential New Housing Units (Residential)*	E2.Non-Residential development potential (2008) - Building to Land Value Ratio (non-Residential)*	F.Public facility constraints (Sewer) - 0 = Greatest Constraint, 3 = Most Favorable (Qualitative Assessment)	G.Roadway/Multimodal Improvement Projects - 0 = Minimal Benefit, 3 = Highest Benefit (Qualitative Assessment based on SDC and TSP Projects)	H.Traffic congestion (2030) - 2030 PM Peak Direction V/C (highest ratio = highest score)	I.Existing transit ridership (2012) - Weekly Boardings per Corridor Mile*	J.Concentrations of transit reliant demographic groups - Persons per Acre (Block or Block-Group Level Data)*
A1	2.4	U.S. 97 / 3rd St	U.S. 97 North	Hawthorne Ave to Empire Ave	1.6	3.5	7.7	9.6	0.47	1.0%	2	2	1.2	274	11.2
A2	1.6		U.S. 97 North	Empire Ave to Robal Road	0.9	3.3	4.3	11.1	0.06	18.3%	0	1	1.2	118	7.6
A3	1.4		U.S. 97 South	Hawthorne Ave to Reed Market Rd	4.4	5.9	5.8	7.4	0.41	1.1%	2	2	1.1	208	13.0
A4	1.5		U.S. 97 South	Reed Market Rd to Murphy Rd	2.5	3.5	5.6	9.1	0.68	6.0%	2	2	1.0	235	13.7
A5	2.1		U.S. 97 South	Murphy Rd to Baker Rd	0.8	2.3	0.2	1.9	0.20	7.7%	2	0	0.8	0	8.9
A6	0.8		Baker Rd	U.S. 97 to Brookwood Blvd	2.1	1.9	0.1	0.1	0.00	0.0%	n/a	0	0.8	0	5.2
B1	0.7	Greenwood / Newport	Greenwood Ave	U.S. 97 to 8th	2.2	5.5	8.0	8.0	0.63	0.0%	2	1	0.9	5	9.8
B2	1.2		Greenwood Ave	8th to Dean Swift Rd	6.6	4.5	1.4	2.4	0.20	1.3%	3	2	1.0	84	16.8
B3	0.4		Greenwood Ave	Dean Swift Rd to NE 27th St	1.1	4.5	9.2	9.3	0.11	0.5%	3	1	0.7	390	16.0
B4	1.0		Greenwood Ave	NE 27th St to Hamby Rd	2.3	8.8	0.5	0.5	0.32	0.0%	3	1	0.9	0	13.3
B5	0.3		Greenwood Ave	U.S. 97 to NW Wall St	1.7	3.4	25.4	27.3	0.00	1.6%	2	1	0.5	640	7.2
B6	1.0		Newport Ave	NW Wall St to NW 14th St	6.8	6.7	5.3	5.3	0.13	0.0%	1	1	1.1	96	11.6
B7	0.7		Newport Ave / NW Shevlin Park Rd	NW 14th St to NW Crossing Dr	7.4	8.7	1.0	1.9	0.37	1.4%	1	1	0.9	119	10.1
B8	1.0		NW Crossing Dr	NW Shevlin Park Rd to NW Mt. Washington Dr	3.7	7.5	0.6	2.0	0.01	5.6%	1	1	0.4	5	9.0
B9	1.4		NW Mt. Washington Dr	NW Crossing Dr to NW College Way	2.7	4.6	0.7	2.6	0.60	1.2%	1	1	0.9	13	8.8
B10	1.3		NW College Way	NW Mt. Washington Dr to NW Newport Ave	2.4	3.5	4.0	3.8	0.46	0.1%	1	1	0.7	554	10.0
C1	1.4	Galveston / Franklin / Bear Creek / Greenwood	Franklin Ave / NE Bear Creek Rd	U.S. 97 to SE 15th Ave	2.4	2.9	3.6	4.3	0.29	0.1%	2	1	0.9	18	13.3
C2	0.9		NE Bear Creek Rd / Dean Swift Rd	SE 15th St to Greenwood Ave	5.6	5.8	2.1	3.9	0.27	1.6%	3	1	0.6	83	16.6
C3	0.5		Franklin Ave	U.S. 97 to NW Wall St	4.6	6.5	18.5	18.8	0.10	0.0%	2	1	0.6	48	10.2
C4	1.0		Galveston / Riverside	NW Wall St to NW 14th Ave	5.9	6.8	4.1	5.0	0.11	0.0%	1	1	1.0	22	12.8
C5	1.2		Galveston	NW 14th St to Mt. Washington Dr	4.9	6.5	0.7	1.0	0.03	4.5%	1	0	0.5	0	8.7
D1	1.3	Brookwood	Wall/Bond Streets	Franklin Ave to SW Industrial Way	5.3	6.2	12.7	14.4	0.30	0.0%	2	0	0.4	232	13.3
D2	1.0		Bond Street	SW Industrial Way to Reed Market Rd	0.6	0.9	10.9	10.6	0.04	7.8%	2	0	0.9	78	11.3
D3	1.5		Brookwood Blvd	Reed Market Road to Murphy Road (Future)	7.0	8.0	0.2	0.1	0.30	0.0%	2	2	1.1	99	14.3
D4	2.7		Brookwood Blvd	Murphy Road (Future) to Poplar St	5.2	6.0	0.2	0.3	0.03	0.0%	2	1	0.3	57	13.6
D5	1.1		Brookwood Blvd	Poplar St to Baker Rd	1.5	1.9	0.1	0.1	0.00	0.0%	n/a	0	0.1	0	7.8
E1	1.4	Wells Acres / Butler Market	Wells Acres	NE 27th St to Butler Market	7.6	9.0	0.5	0.6	0.27	0.0%	3	2	0.4	194	17.8
E2	0.4		Butler Market	NE Wells Acres Rd to NE Studio Rd	9.4	8.8	0.6	0.8	0.65	0.0%	3	1	0.9	259	17.6
E3	0.5		Butler Market	NE Studio Rd to U.S. 20	1.5	2.8	5.4	8.7	0.36	2.8%	3	0	0.9	0	11.8
F1	0.1	Neff/Olney	Olney - Penn - Neff	NW Wall St to U.S. 97	2.8	3.4	11.7	12.3	0.12	6.4%	2	0	0.8	0	10.1
F2	1.7		Olney - Penn - Neff	U.S. 97 to NE Purcell Blvd	4.6	6.2	3.1	3.8	0.45	0.0%	2	2	0.9	0	15.2
F3	0.5		Olney - Penn - Neff	NE Purcell Blvd to NE 27th St	2.0	3.8	23.1	25.0	2.38	0.0%	3	1	1.0	190	18.1
F4	1.0		Olney - Penn - Neff	NE 27th St to Sports Complex (TBD)	5.0	6.0	0.3	0.3	0.01	0.0%	3	2	0.4	0	12.3
G1	1.0	Reed Market	SW Reed Market Rd	SE 27th St to SE 15th St	4.0	4.9	0.1	0.4	0.52	0.0%	0	2	0.7	66	14.9
G2	1.2		SW Reed Market Rd	SE 15th St to U.S. 97	3.6	7.8	2.6	4.8	1.97	1.6%	2	2	0.8	0	14.3
G3	0.5		SW Reed Market Rd	U.S. 97 to Brookwood Blvd	6.6	7.6	0.4	1.3	0.18	0.0%	2	0	1.1	0	17.9
G4	1.1		SW Reed Market Rd	Brookwood Blvd to SW Colorado Ave	1.1	2.3	1.8	3.4	0.06	10.1%	2	0	1.0	0	9.7
H1	1.3	Wall / Bond	Wall/Bond Streets	SW Industrial Way to NW Franklin Ave	5.2	5.8	8.9	9.3	0.31	0.4%	2	0	0.4	232	13.6
H2	1.1		Wall/Bond Streets	NW Franklin Ave to NE Revere Ave	2.1	3.2	15.8	17.4	0.09	1.8%	2	1	1.0	0	10.3
I1	0.4	14th / Century	14th St	NW Newport Ave to NW Galveston Ave	8.1	8.5	2.2	2.5	0.21	0.0%	1	1	0.4	0	11.6
I2	0.6		14th St	SW Simpson Ave to NW Galveston Ave	7.7	6.9	2.6	4.1	0.08	0.8%	1	0	0.5	45	9.1
I3	0.5		Century Dr	Colorado to Simpson	0.0	0.3	9.7	9.1	0.00	27.3%	1	0	0.2	0	8.8
I4	0.3		Century Dr	Mt. Washington Dr to Colorado	0.8	0.8	2.6	8.4	0.00	27.5%	1	0	0.7	29	9.0
I5	1.4		Century Dr	City Limits to Mt. Washington Dr	2.9	3.8	0.6	0.8	0.12	3.5%	1	0	1.0	0	9.0
J1	0.6	Simpson	Simpson Ave	SW 14th St to Mt. Washington Dr	3.0	3.5	1.8	2.2	0.10	23.3%	1	1	0.5	5	8.1
J2	0.8		Mt. Washington	SW Simpson Ave to SW Century Dr	1.3	3.0	1.0	1.8	0.00	2.5%	1	0	0.7	14	8.1
J3	0.3		See I4 (Century Dr)	Mt. Washington Dr to Colorado	0.6	1.0	3.8	7.8	0.00	36.8%	1	0	0.7	29	8.7
J4	0.8		Emkay Dr / Cyber Dr	SW Century Dr to Simpson	0.2	0.5	8.6	14.5	0.00	6.0%	1	1	n/a	13	10.0
J5	0.2		Simpson Ave	SW Cyber Dr to SW 14th St	0.1	0.2	12.1	15.3	0.00	1.8%	1	1	0.5	34	10.0
J6	1.2		Mt. Washington Dr.	Simpson to NW Crossing	3.2	4.5	0.9	2.5	0.03	7.7%	1	0	0.7	0	8.6
K1	1.2	Colorado	Colorado Ave	SW Century Dr to Wall/Bond St	2.0	2.3	7.1	10.8	0.10	10.9%	1	1	1.2	0	10.8
L1	0.4	27th	27th St	NE Butler Market Rd to NE Wells Acres Rd	5.8	6.6	0.4	0.5	0.17	3.5%	3	1	0.7	0	11.5
L2	1.7		27th St	NE Wells Acres Rd to Greenwood Ave	5.1	7.5	9.2	10.3	1.88	0.0%	3	2	0.8	177.3	17.8
L3	1.2		27th St	Greenwood Ave to Reed Market Rd	3.9	6.2	1.3	1.1	0.45	0.0%	3	2	1.0	61.3	15.0
L4	1.9		27th St	Reed Market Rd to Rickard Rd	1.0	4.9	0.3	0.8	0.09	0.0%	0	2	1.2	0.0	7.1

Initial Corridor Screening: Segment Data Values (Continued) - DRAFT

Segment	Length (Mile)	Corridor	Corridor Description	Extent	A. Current population density (2010) - Persons per Acre (Block-level data)*	B. Future population density (2030) - Persons per Acre (TAZ-level data)*	C. Current employment density (2010) - Persons per Acre (TAZ-level data)*	D. Future employment density (2030) - Persons per Acre (TAZ-level data)*	E1. Residential development potential (2008) - Density of Potential New Housing Units (Residential)*	E2. Non-Residential development potential (2008) - Building to Land Value Ratio (non-Residential)*	F. Public facility constraints (Sewer) - 0 = Greatest Constraint, 3 = Most Favorable (Qualitative Assessment)	G. Roadway/Multimodal Improvement Projects - 0 = Minimal Benefit, 3 = Highest Benefit (Qualitative Assessment based on SDC and TSP Projects)	H. Traffic congestion (2030) - 2030 PM Peak Direction V/C (highest ratio = highest score)	I. Existing transit ridership (2012) - Weekly Boardings per Corridor Mile*	J. Concentrations of transit reliant demographic groups - Persons per Acre (Block or Block-Group Level Data)*
M1	0.9	Purcell	Purcell Blvd	Greenwood Ave to NE Neff Rd	4.9	8.8	5.4	6.0	0.43	0.2%	3	1	0.6	223.0	16.7
M2	1.1		Purcell Blvd	NE Neff Rd to Wells Acres Rd	4.9	7.9	7.4	8.0	2.13	0.0%	3	2	0.2	0.0	18.5
N1	0.4	15th	15th St.	Greenwood Ave to NE Bear Creek Rd	2.7	2.1	0.7	2.2	0.17	0.6%	3	0	0.5	37.4	17.0
N2	1.0		15th St.	NE Bear Creek Road to Reed Market Rd	4.8	5.3	1.5	2.0	0.41	0.0%	3	0	1.0	206.4	15.1
N3	1.2		15th St.	SE Reed Market Rd to Murphy Rd	2.5	5.7	0.1	0.1	1.17	0.0%	1	1	1.1	0.0	10.2
N4	0.8		15th St.	Murphy Rd to Knott Rd	1.1	5.4	0.1	0.8	2.33	0.0%	0	1	0.3	0.0	8.2
O1	0.9	8th/9th/Brosterhaus	American Ln. / Brosterhaus Road	Murphy Rd to Knott Rd	2.0	5.2	0.1	0.3	1.01	2.2%	2	1	0.5	0.0	10.1
O2	1.3		American Ln. / Brosterhaus Road	Reed Market Rd to Murphy Rd	4.9	7.1	1.1	2.1	1.45	4.5%	2	1	0.8	0.0	11.8
O3	1.5		SE 8th/9th	SE Reed Market Rd to Franklin Ave	2.3	2.3	3.0	6.4	0.10	1.3%	3	2	0.8	0.0	14.5
O4	1.5		SE 8th/9th	Franklin Ave to NE Butler Market Rd	6.0	8.4	1.1	1.2	0.43	0.0%	3	1	1.1	0.0	16.5
P1	1.0	Murphy	Murphy Rd	Brosterhaus Rd to Parrell Road	2.8	3.5	0.2	1.0	0.22	0.0%	2	2	0.7	0.0	10.0
P2	0.5		Murphy Rd (E. Extension)	Brosterhaus Rd to SE 15th St	2.9	8.7	0.1	0.0	2.39	0.0%	2	2	0.5	0.0	10.6
P3	0.9		W. Murphy Road Realignment/Extension	Parrell Road to Brookwood Blvd	3.7	6.1	1.5	3.3	0.48	14.4%	2	2	0.6	0.0	14.0
Q1	1.4	4th / Studio	NE 5th St / NE 4th St / NE Studio Road	Hawthorne Ave to Butler Market Rd	4.0	6.5	7.6	8.6	0.76	0.3%	2	3	0.8	120.9	12.6
R1	0.7	Division	Division	NE Revere Ave to U.S. 20	1.7	2.6	4.2	7.8	0.17	0.1%	2	1	0.9	0.0	12.9
S1	0.1	Revere	NE Revere Ave	NW Wall St to U.S. 97	3.2	4.2	0.6	3.4	0.20	4.8%	2	0	1.0	0.0	13.8
S2	0.7		NE Revere Ave	U.S. 97 to NE 8th St	4.6	8.7	5.4	6.6	0.69	0.0%	2	2	0.9	0.0	15.8
T1	2.1	O.B. Riley	O B Riley Road	Cooley Rd to U.S. 20	1.3	3.3	2.5	3.3	0.19	0.8%	0	2	1.2	0.0	8.4
U1	1.0	Boyd Acres	Boyd Acres Road	NE Butler Market Rd to Empire Ave	3.1	3.9	4.6	10.4	0.83	4.8%	3	2	0.9	0.0	13.0
U2	1.8		Boyd Acres Road	Empire Ave to Cooley Rd	4.9	5.2	0.4	0.4	0.48	0.5%	0	1	0.6	0.0	10.4
V1	0.3	18th	Butler Market Rd / Brinson Blvd	NE Wells Acres Rd to NE 18th St	7.5	11.0	0.3	0.5	0.76	0.8%	3	1	0.6	0.0	17.6
V2	0.8		NE 18th St	Brinson Blvd to Empire Ave	1.5	1.5	3.8	7.6	0.07	33.9%	3	0	0.3	0.0	11.1
V3	1.4		NE 18th St	Empire Ave to Cooley Rd	3.3	5.2	0.2	1.2	0.13	10.2%	0	2	1.0	0.0	9.7
V4			NE 18th St	Cooley Rd to Juniper Ridge	0.1	0.1	0.0	6.8	0.00	67.7%	0	2	0.7	0.0	5.0
W1	1.5	Empire	Empire Ave	O.B. Riley Rd to NE 18th St	1.4	3.0	3.8	7.0	0.36	8.5%	3	2	1.0	0.0	10.3
W2	1.0		Empire Ave Extension	NE 18th St to NE Wells Acres Rd	3.9	4.9	0.4	0.7	0.09	4.8%	3	3	0.7	0.0	11.0
X1	1.1	Cooley	Cooley Road	NE 18th St to Hunnell Road	1.6	3.1	1.3	4.9	0.06	22.8%	0	2	1.0	0.0	6.9
X2	0.7	Cooley	Cooley Road	Hunnell Rd to O.B. Riley Rd	0.2	4.2	0.1	4.2	0.00	13.7%	0	1	0.6	0.0	7.5
Y1	1.3	Knott	Knott Rd	U.S. 97 to China Hat Rd	0.1	0.6	0.0	0.0	0.00	0.0%	n/a	0	0.4	0.0	5.6
Y2	1.6	Knott	Knott Rd	China Hat Rd. to SE 15th St	1.6	2.6	0.1	0.1	0.48	0.3%	2	0	0.6	0.0	7.7
Y3	1.3	Knott	Knott Rd	SE 15th St to Rickard Rd	0.1	1.1	0.0	0.8	0.00	0.0%	n/a	0	0.7	0.0	5.0
Z1	0.7	Hawthorne	Hawthorne Ave (with new undercrossing)	NE 4th Ave to NW Wall St	1.8	3.7	17.2	17.5	0.24	0.0%	2	3	0.4	6022.5	9.0

* Within a 1/4 mile network buffer of each corridor segment (or straight-line buffer for roadway segments that do not currently exist)

Data Breaks:	A	B	C	D	E	E	F	G	H	I	J
0	0.0	0.0	0.0	0.0	0.0	0.0%	0	0	0.0	0.0	0.0
1	1.6	3.0	0.4	0.9	0.1	0.9%	1	0	0.5	32.4	9.0
2	2.8	4.6	1.8	3.4	0.2	3.2%	2	0	0.8	90.2	11.0
3	4.9	6.5	5.4	8.2	0.5	8.0%	3	0	1.0	211.5	13.9

Population/Employment Criteria

The following data sources were used for the population and employment analysis:

- Current population density was based on the 2010 Census at the block level.
- Current employment density was based on 2010 data from the Oregon Department of Employment, compiled by BMPO and aggregated by TAZ.
- Future (2030) population density by TAZ was based on BMPO projections from 2006.
- Future (2030) employment density by TAZ was based on BMPO projections from 2006.

The following additional assumptions were made related to projected employment:

- At Juniper Ridge, Transportation Analysis Zones (TAZs) 530, 531, 121, and 529 were assumed to be urbanized within the planning horizon for this study. Total employment of 2,880 persons was assumed across these TAZs.
- At the planned OSU Cascades campus in the Columbia/Simpson area, a student enrollment of 3,000 was assumed by 2025. Subsequent information provided by OSU indicated that an accelerated time frame is anticipated and enrollment of 5,000 students is now projected by 2015. The assumptions used in the analysis are therefore conservative. Students are not directly captured by population and employment metrics, however an assumption for staff and faculty employment was incorporated using a ratio of 9.45 staff/faculty per student¹ or over 315 employees. No assumption was made for students residing on campus.

Development Potential

City of Bend Buildable Land Inventory

Redevelopment potential was analyzed in the initial screening of potential transit corridor segments using the City of Bend's Buildable Lands Inventory (BLI) data. The BLI is an inventory of vacant and redevelopable residential lands within in the City's Urban Growth Boundary (UGB), developed in 2005 and last updated in

¹ <http://oregonstate.edu/leadership/sites/default/files/provost-documents/annual-report/09-10/OSU-Cascades-Campus-Appendix.pdf>

2008. A GIS shapefile of the 2008 data, provided by the City of Bend, was used in the analysis.

As described in the flowchart provided in Figure A-3, redevelopable land was identified based on “GPDevStat” field values matching the following criteria defined in the BLI metadata file:

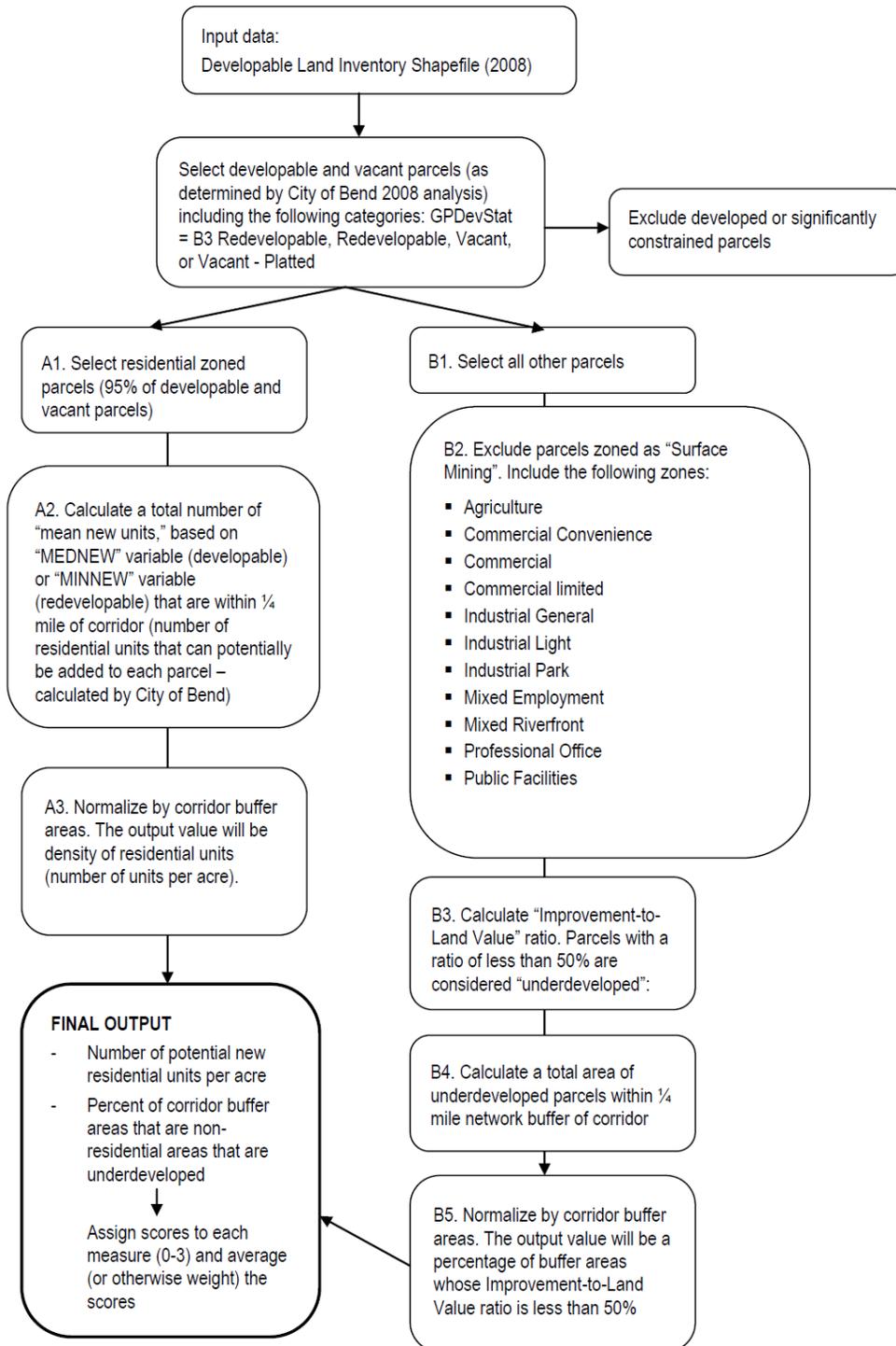
- **B3 Redevelopable:** Lot met the criteria for "Redevelopable" as stated below AND it met the following additional criteria approved by the City's Planning Commission: The lot is at least one half acre in size, the land value is greater than the improvement value, AND the lot does not have CC&Rs that prohibit future subdivision.
- **Redevelopable:** Lot is considered redevelopable, but it did not meet the Planning Commission-approved B3 Redevelopable criteria detailed above. Method: Identified the number of NEW dwelling units that could be built on the lot based on the mean density allowed by its plan designation. Calculated the ratio of NEW units to EXISTING units on the lot. Lots where the ratio was greater than or equal to 1 were considered redevelopable (i.e., you could double the number of dwelling units on the property).
- **Vacant or Vacant - Platted:** Lot is vacant.

The data was then analyzed within two tracks:

- Parcels zoned as residential and not “developed”
 - Utilize the “MEDUNITS” variable to calculate a density of potential housing units within a quarter-mile network distance of the proposed transit corridor segment. This corresponds to the following average (of minimum and maximum) densities: RL = 1.65, RS = 4.8, RM = 14.55, and RH = 32.4 units per acre.
- Parcels zoned as residential and “redevelopable”
 - Utilize the “MINUNITS” variable, recognizing lower potential land use intensity for infill development.
- All other parcels
 - Include parcels in commercial, industrial, mixed-use, agricultural, and public facilities zones and calculate a ratio of improvements to land value. We would then calculate the percentage of land area within a quarter-mile network distance of the proposed transit corridor segment where the ratio is less than 50%.

These measures were then averaged (other weighting is also possible) in the overall transit corridor screening evaluation. Maps of the results included in the Future Opportunities Memo (separately for residential and non-residential uses) were used to inform the focused land use assessment of the identified corridors.

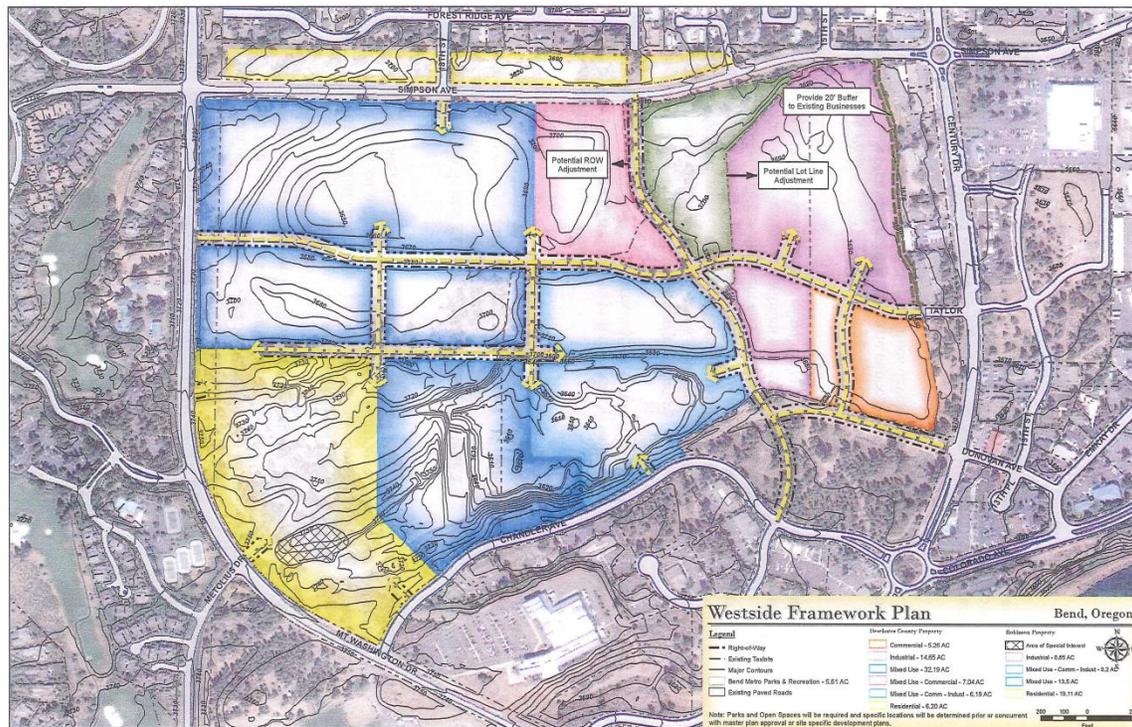
Figure A-3 BLI Analysis Methodology



Robinson Surface Mining and Demolition Landfill Site

The Robinson surface mining site, now being utilized as a demolition materials landfill site, along with vacant land owned by Deschutes County, are located in the area bounded by Mt. Washington Drive on the east, Century Drive on the west, Simpson Avenue on the north, and Chandler Avenue on the south (see Westside Framework Plan in Figure A-4 and the Non-Residential Development Potential map in Figure 5). The site is currently zoned with surface mining, residential and public facilities designations. The framework plan shown in Figure A-4 envisions mixed-use development and transportation connections integrated with the surrounding area. It was assumed that there will be 37 acres of redevelopment potential on the site within the planning period for this study, based on the City’s Economic Opportunities Analysis (EOA), which anticipated rezoning and redevelopment of the site by 2028.

Figure A-4 Westside Framework Plan, 2010



Future Traffic Congestion

Figure A-5 provides detailed data, by corridor segment, from the Bend Travel Demand Model, 2030 MTP scenario, as developed by TPAU (ODOT Transportation Planning and Analysis Unit).

Roadway Improvements

Roadway improvement projects were compiled from the City of Bend System Development Charge project list (not limited to projects eligible for funding) and the City of Bend Urban Area TSP.

Figure A-6 identifies the types of improvements identified within each corridor segment.

Figure A-7 provides a listing of identified projects by corridor segment.

Figure A-5 Initial Corridor Screening: Detailed 2030 Travel Demand Model Data by Segment

SegmentID	Corridor	Corridor Description	Extent	Existing Roadway	Congestion (2030 PM Peak Direction V/C)	Total Trips (2030 Daily, Bi-Directional)	Trips by Purpose (Daily)										Trips Purpose Share (of total daily vehicle volume)										Total Trips (2030 Daily, Bi-Directional)	Percent Volume Increase (2030-2003)
							hbw	hbs	hbr	hbo	nhbw	nhbnw	hbcnl	hbsch	external	hbw	hbs	hbr	hbo	nhbw	nhbnw	hbcnl	hbsch	external				
A1	U.S. 97 / 3rd St	U.S. 97 North	Hawthorne Ave to Empire Rd	Yes	1.17	46,440	7,550	5,139	3,563	7,779	4,530	9,996	7	1	7,875	16%	11%	8%	17%	10%	22%	0%	0%	17%	31,082	49%		
A2		U.S. 97 North	Empire Ave to Robal Road	Yes	1.24	34,772	3,605	1,777	1,756	3,490	1,956	3,607	30	30	18,222	10%	5%	5%	10%	6%	10%	0%	0%	53%	14,898	131%		
A3		U.S. 97 South	Hawthorne Ave to Reed Market Rd	Yes	1.10	18,040	3,154	2,166	1,456	3,343	1,905	4,022	116	159	1,720	17%	12%	8%	19%	11%	22%	1%	1%	10%	13,995	29%		
A4		U.S. 97 South	Reed Market Rd to Murphy Rd	Yes	0.98	39,931	7,479	4,802	3,664	7,842	3,520	7,485	156	129	4,854	19%	12%	9%	20%	9%	19%	0%	0%	12%	25,841	55%		
A5		U.S. 97 South	Murphy Rd to Baker Rd	Yes	0.79	32,846	3,101	1,421	1,486	2,779	573	862	211	15	22,398	9%	4%	5%	8%	2%	3%	1%	0%	68%	25,111	31%		
A6		Baker Rd	U.S. 97 to Brookwood Blvd	Yes	0.83	12,280	3,232	1,489	1,774	3,157	512	717	177	32	1,190	26%	12%	14%	26%	4%	6%	1%	0%	10%	13,010	-6%		
B1	Greenwood / Newport	Greenwood Ave	U.S. 97 to 8th	Yes	0.91	30,309	5,426	3,617	2,924	5,992	2,582	5,632	510	6	3,620	18%	12%	10%	20%	9%	19%	2%	0%	12%	19,862	53%		
B2		Greenwood Ave	8th to Dean Swift Rd	Yes	1.00	40,638	7,813	4,731	4,303	8,047	3,547	7,360	521	84	4,231	19%	12%	11%	20%	9%	18%	1%	0%	10%	24,640	65%		
B3		Greenwood Ave	Dean Swift Rd to NE 27th St	Yes	0.67	27,790	5,262	3,386	2,770	5,569	2,558	5,315	322	55	2,552	19%	12%	10%	20%	9%	19%	1%	0%	9%	20,150	38%		
B4		Greenwood Ave	NE 27th St to Hamby Rd	Yes	0.88	18,286	3,554	1,723	2,101	3,520	923	1,289	101	68	5,008	19%	9%	11%	19%	5%	7%	1%	0%	27%	11,679	57%		
B5		Greenwood Ave	U.S. 97 to NW Wall St	Yes	0.55	16,123	3,281	1,836	1,870	3,567	1,525	2,734	651	2	657	20%	11%	12%	22%	9%	17%	4%	0%	4%	12,125	33%		
B6		Newport Ave	NW Wall St to NW 14th St	Yes	1.09	20,249	4,176	2,242	2,352	4,468	1,774	3,126	870	3	1,237	21%	11%	12%	22%	9%	15%	4%	0%	6%	13,165	54%		
B7		Newport Ave / NW Shevlin Park Rd	NW 14th St to NW Crossing Dr	Yes	0.94	18,077	3,800	1,655	1,889	3,666	1,759	2,888	1,197	115	1,110	21%	9%	10%	20%	10%	16%	7%	1%	6%	9,516	90%		
B8		NW Crossing Dr	NW Shevlin Park Rd to NW Mt. Washington Dr	Yes	0.36	6,144	1,425	646	665	1,293	632	1,048	0	181	255	23%	11%	11%	21%	10%	17%	0%	3%	4%	#N/A	new road since '03		
B9		NW Mt. Washington Dr	NW Crossing Dr to NW College Way	Yes	0.85	16,326	3,525	1,625	1,869	3,340	1,452	2,460	34	696	1,326	22%	10%	11%	20%	9%	15%	0%	4%	8%	3,331	390%		
B10		NW College Way	NW Mt. Washington Dr to NW Newport Ave	Yes	0.68	7,906	1,195	142	371	969	993	1,318	1,920	5	994	15%	2%	5%	12%	13%	17%	24%	0%	13%	6,618	19%		
C1	Galveston / Franklin / Bear Creek / Greenwood	Franklin Ave / NE Bear Creek Rd	U.S. 97 to SE 15th Ave	Yes	0.93	16,803	3,220	1,882	1,537	3,162	1,837	3,430	6	423	1,305	19%	11%	9%	19%	11%	20%	0%	3%	8%	15,785	6%		
C2		NE Bear Creek Rd / Dean Swift Rd	SE 15th St to Greenwood Ave	Yes	0.60	10,655	2,089	1,208	962	2,071	1,127	2,180	16	240	764	20%	11%	9%	19%	11%	20%	0%	2%	7%	7,693	39%		
C3		Franklin Ave	U.S. 97 to NW Wall St	Yes	0.64	9,374	1,884	1,022	872	1,818	1,110	2,060	9	15	584	20%	11%	9%	19%	12%	22%	0%	0%	6%	5,299	77%		
C4		Galveston / Riverside	NW Wall St to NW 14th Ave	Yes	1.01	10,556	2,329	1,254	1,111	2,160	989	1,837	76	37	763	22%	12%	11%	20%	9%	17%	1%	0%	7%	6,293	68%		
C5		Galveston (including Skyliners Drive)	NW 14th St to Mt. Washington Dr	Yes	0.53	7,283	1,867	836	933	1,630	566	887	25	84	455	26%	11%	13%	22%	8%	12%	0%	1%	6%	3,233	125%		
D1	Brookwood	Brookwood Blvd	Franklin Ave to SW Industrial Way	Yes	0.36	9,370	1,791	775	674	1,582	1,416	2,356	2	6	767	19%	8%	7%	17%	15%	25%	0%	0%	8%	6,180	52%		
D2		Brookwood Blvd	SW Industrial Way to Murphy Road (Future)	Yes	0.94	12,847	3,108	1,386	1,077	2,534	1,141	2,075	206	0	1,320	24%	11%	8%	20%	9%	16%	2%	0%	10%	6,487	98%		
D3		Brookwood Blvd	Murphy Road (Future) to Reed Market Rd	Yes	1.07	18,759	4,618	2,278	2,634	4,797	1,018	1,673	230	144	1,367	25%	12%	14%	26%	5%	9%	1%	1%	7%	8,008	134%		
D4		Brookwood Blvd	Reed Market Rd to Poplar St	Yes	0.34	5,699	1,464	685	826	1,464	279	517	64	14	385	26%	12%	15%	26%	5%	9%	1%	0%	7%	1,210	371%		
D5		Brookwood Blvd	Poplar St to Baker Rd	Yes	0.09	1,466	301	133	240	361	49	61	7	113	201	21%	9%	16%	25%	3%	4%	0%	8%	14%	1,223	20%		
E1	Wells Acres / Butler Market	Wells Acres	NE 27th St to Butler Market	Yes	0.40	5,298	1,308	573	749	1,284	341	508	48	73	415	25%	11%	14%	24%	6%	10%	1%	1%	8%	5,012	6%		
E2		Butler Market	NE Wells Acres Rd to NE Studio Rd	Yes	0.90	16,185	4,105	1,670	1,858	3,020	1,665	2,384	53	1	1,430	25%	10%	11%	19%	10%	15%	0%	0%	9%	13,281	22%		
E3		Butler Market	NE Studio Rd to U.S. 20	Yes	0.87	10,050	2,350	969	1,181	1,915	844	1,384	18	0	1,389	23%	10%	12%	19%	8%	14%	0%	1%	14%	6,129	64%		
F3	Neff/Olney	Olney-Penn-Neff	NE 27th St to NE Purcell Blvd	Yes	0.96	16,596	3,514	1,230	1,384	3,508	1,952	3,289	111	166	1,442	21%	7%	8%	21%	12%	20%	1%	0%	9%	11,575	43%		
F4		Olney-Penn-Neff	NE 27th to Sports Complex(TBD)	Yes	0.44	6,671	1,522	786	922	1,725	463	747	46	97	363	23%	12%	14%	26%	7%	11%	1%	1%	5%	5,872	14%		
F2		Olney-Penn-Neff	NE Purcell Blvd U.S. 97	Yes	0.94	19,501	3,877	1,643	1,798	3,855	2,692	4,346	159	204	926	20%	8%	9%	20%	14%	22%	1%	1%	5%	18,066	8%		
F1		Olney-Penn-Neff	U.S. 97 to NW Wall St	Yes	0.84	11,747	2,741	913	1,304	2,607	1,506	2,206	278	0	193	23%	8%	11%	22%	13%	19%	2%	0%	2%	9,189	28%		
G1		Reed Market	SW Reed Market Rd	SE 27th St to SE 15th St	Yes	0.67	27,685	5,880	3,270	3,317	6,468	2,330	4,396	44	71	1,908	21%	12%	12%	23%	8%	16%	0%	0%	7%	15,271	81%	
G2	SW Reed Market Rd		SE 15th St to U.S. 97	Yes	0.83	34,371	7,180	4,021	3,721	7,345	2,897	5,665	9	92	3,441	21%	12%	11%	21%	8%	16%	0%	0%	10%	19,855	73%		
G3	SW Reed Market Rd		U.S. 97 to Brookwood Blvd	Yes	1.10	24,610	5,015	2,438	2,633	4,833	1,920	3,443	15	17	4,295	20%	10%	11%	20%	8%	14%	0%	0%	17%	10,284	139%		
G4	SW Reed Market Rd		Brookwood Blvd to SW Colorado Ave	Yes	1.04	19,917	3,784	1,935	2,458	4,166	1,425	2,546	13	272	3,316	19%	10%	12%	21%	7%	13%	0%	1%	17%	6,829	192%		
H1	Wall / Bond	Wall/Bond	SW Industrial Way to NW Franklin Ave	Yes	0.37	9,490	1,803	780	689	1,601	1,423	2,368	7	14	803	19%	8%	7%	17%	15%	25%	0%	0%	8%	6,204	53%		
H2		Wall/Bond	NW Franklin Ave to NE Revere Ave	Yes	0.96	13,614	2,455	926	943	2,077	1,868	3,056	19	2	2,267	18%	7%	7%	15%	14%	22%	0%	0%	17%	8,944	52%		
I1	14th / Century	14th St	NW Newport Ave to NW Galveston Ave	Yes	0.43	6,834	1,568	547	765	1,404	627	951	412	87	473	23%	8%	11%	21%	9%	14%	6%	1%	7%	5,384	27%		
I2		14th St	SW Simpson Ave to NW Galveston Ave	Yes	0.49	6,205	1,425	523	754	1,383	559	856	311	95	298	23%	8%	12%	22%	9%	14%	5%	2%	5%	4,629	34%		
I3		Century Dr	Colorado to Simpson	Yes	0.20	2,331	488	177	248	452	222	348	78	98	222	21%	8%	11%	19%	10%	15%	3%	4%	10%	1,211	92%		
I4		Century Dr	Mt. Washington Dr to Colorado	Yes	0.67	13,221	2,541	1,000	1,034	2,068	1,182	2,023	105	120	3,148	19%	8%	8%	16%	9%	15%	1%	1%	24%	5,447	143%		
I5		Century Dr	City Limits to Mt. Washington Dr	Yes	0.98	17,823	2,886	1,502	1,399	2,818	1,389	2,666	59	45	5,060	16%	8%	8%	16%	8%	15%	0%	0%	28%	6,690	166%		
J1	Simpson	Simpson Ave	SW 14th St to Mt. Washington Dr	Yes	0.46	8,281	2,085	911	812	1,697	806	1,323	33	24	589	25%	11%	10%	20%	10%	16%	0%	0%	7%	5,135	61%		
J2		Mt. Washington	SW Simpson Ave to SW Century Dr	Yes	0.70	13,197	2,743	1,403	2,004	3,134	807	1,332	33	437	1,303	21%	11%	15%	24%	6%	10%	0%	3%	10%	5,275	150%		
J3		See I4 (Century Dr)	Mt. Washington Dr to Colorado	Yes	0.67	13,221	2,541	1,000	1,034	2,068	1,182	2,023	105	120	3,148	19%	8%	8%	16%	9%	15%	1%	1%	24%	5,447	143%		
J4		Emkay Dr / Cyber Dr	SW Century Dr to Simpson	Yes	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
J5		Simpson Ave	SW Cyber Dr to SW 14th St																									

Figure A-6 Initial Corridor Screening: Roadway Improvement Projects by Segment and Category

Corridor	Segment	Score	Assessment	Corridor	Corridor Description	Extent	Major Signal or Intersection Improvements	Minor Signal or Intersection Improvements	HAWK Signal / Pedestrian Crossings	Curb/Sidewalk Infill	Bike Lanes or Multi-Use Trail	Major Roadway Capacity Project	Minor Roadway Capacity Project	New Roadway Connection	
A	A1	2	Moderately Beneficial	U.S. 97 / 3rd St	U.S. 97 North	Hawthorne Ave to Empire Ave	X		X	X	X				
A	A2	1	Slightly Beneficial		U.S. 97 North	Empire Ave to Robal Road			X		X				
A	A3	2	Moderately Beneficial		U.S. 97 South	Hawthorne Ave to Reed Market Rd	X		X	X					
A	A4	2	Moderately Beneficial		U.S. 97 South	Reed Market Rd to Murphy Rd	X	X			X			X	
A	A5	0	Neutral		U.S. 97 South	Murphy Rd to Baker Rd									
A	A6	0	Neutral		Baker Rd	U.S. 97 to Brookwood Blvd									
B	B1	1	Slightly Beneficial	Greenwood / Newport	Greenwood Ave	U.S. 97 to 8th	X		X						
B	B10	1	Slightly Beneficial		Greenwood Ave	8th to Dean Swift Rd					X				
B	B2	2	Moderately Beneficial		Greenwood Ave	Dean Swift Rd to NE 27th St	X		X						
B	B3	1	Slightly Beneficial		Greenwood Ave	NE 27th St to Hamby Rd			X						
B	B4	1	Slightly Beneficial		Greenwood Ave	U.S. 97 to NW Wall St					X	X			
B	B5	1	Slightly Beneficial		Newport Ave	NW Wall St to NW 14th St						X			
B	B6	1	Slightly Beneficial		Newport Ave / NW Shevlin Park Rd	NW 14th St to NW Crossing Dr					X				
B	B7	1	Slightly Beneficial		NW Crossing Dr	NW Shevlin Park Rd to NW Mt. Washington Dr					X	X			
B	B8	1	Slightly Beneficial		NW Mt. Washington Dr	NW Crossing Dr to NW College Way					X	X		X	
B	B9	1	Slightly Beneficial		NW College Way	NW Mt. Washington Dr to NW Newport Ave									
C	C1	1	Slightly Beneficial	Galveston / Franklin / Bear Creek / Greenwood	Franklin Ave / NE Bear Creek Rd	U.S. 97 to SE 15th Ave	X	X		X	X				
C	C2	1	Slightly Beneficial		NE Bear Creek Rd / Dean Swift Rd	SE 15th St to Greenwood Ave					X	X			
C	C3	1	Slightly Beneficial		Franklin Ave	U.S. 97 to NW Wall St					X	X			
C	C4	1	Slightly Beneficial		Galveston / Riverside	NW Wall St to NW 14th Ave					X	X			
C	C5	0	Neutral		Galveston	NW 14th St to Mt. Washington Dr									
D	D1	0	Neutral	Brookwood	Brookwood Blvd	Franklin Ave to SW Industrial Way									
D	D2	0	Neutral		Brookwood Blvd	SW Industrial Way to Reed Market Rd			X						
D	D3	2	Moderately Beneficial		Brookwood Blvd	Reed Market Road to Murphy Road (Future)			X		X	X			
D	D4	1	Slightly Beneficial		Brookwood Blvd	Murphy Road (Future) to Poplar St					X	X			
D	D5	0	Neutral		Brookwood Blvd	Poplar St to Baker Rd									
E	E1	2	Moderately Beneficial	Wells Acres / Butler Market	Wells Acres	NE 27th St to Butler Market		X		X	X				
E	E2	1	Slightly Beneficial		Butler Market	NE Wells Acres Rd to NE Studio Rd					X				
E	E3	0	Neutral		Butler Market	NE Studio Rd to U.S. 20			X						
F	F1	0	Neutral	Neff/Olney	Olney - Penn - Neff	NW Wall St to U.S. 97									
F	F2	2	Moderately Beneficial		Olney - Penn - Neff	U.S. 97 to NE Purcell Blvd	X	X	X	X	X				
F	F3	1	Slightly Beneficial		Olney - Penn - Neff	NE Purcell Blvd to NE 27th St	X	X							
F	F4	2	Moderately Beneficial		Olney - Penn - Neff	NE 27th St to Sports Complex (TBD)							X		
G	G1	2	Moderately Beneficial	Reed Market	SW Reed Market Rd	SE 27th St to SE 15th St	X	X				X			
G	G2	2	Moderately Beneficial		SW Reed Market Rd	SE 15th St to U.S. 97	X					X			
G	G3	0	Neutral		SW Reed Market Rd	U.S. 97 to Brookwood Blvd									
G	G4	0	Neutral		SW Reed Market Rd	Brookwood Blvd to SW Colorado Ave									
H	H1	0	Neutral	Wall / Bond	Wall/Bond	SW Industrial Way to NW Franklin Ave									
H	H2	1	Slightly Beneficial		Wall/Bond	NW Franklin Ave to NE Revere Ave			X		X		X		
I	I1	1	Slightly Beneficial	14th / Century	14th St	NW Newport Ave to NW Galveston Ave				X			X		
I	I2	0	Neutral		14th St	SW Simpson Ave to NW Galveston Ave			X						
I	I3	0	Neutral		Century Dr	Colorado to Simpson			X						
I	I4	0	Neutral		Century Dr	Mt. Washington Dr to Colorado									
I	I5	0	Neutral		Century Dr	City Limits to Mt. Washington Dr					X				
J	J1	1	Slightly Beneficial	Simpson	Simpson Ave	SW 14th St to Mt. Washington Dr		X		X	X				
J	J2	0	Neutral		Mt. Washington	SW Simpson Ave to SW Century Dr									
J	J3	0	Neutral		See 14 (Century Dr)	Mt. Washington Dr to Colorado									
J	J4	1	Slightly Beneficial		Emkay Dr / Cyber Dr	SW Century Dr to Simpson			X		X	X			
J	J5	1	Slightly Beneficial		Simpson Ave	SW Cyber Dr to SW 14th St			X		X				
J	J6	0	Neutral		Mt. Washington Dr.	Simpson to NW Crossing			X						
K	K1	1	Slightly Beneficial	Colorado	Colorado Ave	SW Century Dr to Wall/Bond St			X	X	X				
L	L1	1	Slightly Beneficial	27th	27th St	NE Butler Market Rd to NE Wells Acres Rd	X	X		X					
L	L2	2	Moderately Beneficial		27th St	NE Wells Acres Rd to Greenwood Ave	X	X		X					
L	L3	2	Moderately Beneficial		27th St	Greenwood Ave to Reed Market Rd			X			X			
L	L4	2	Moderately Beneficial		27th St	Reed Market Rd to Rickard Rd			X				X		
M	M1	1	Slightly Beneficial	Purcell	Purcell Blvd	Greenwood Ave to NE Neff Rd		X							
M	M2	2	Moderately Beneficial		Purcell Blvd	NE Neff Rd to Wells Acres Rd	X					X			X
N	N1	0	Neutral	15th	15th St.	Greenwood Ave to NE Bear Creek Rd		X							
N	N2	0	Neutral		15th St.	NE Bear Creek Road to Reed Market Rd			X						
N	N3	1	Slightly Beneficial		15th St.	SE Reed Market Rd to Murphy Rd	X				X				
N	N4	1	Slightly Beneficial		15th St.	Murphy Rd to Knott Rd			X		X				
O	O1	1	Slightly Beneficial	8th/9th/Brosterhous	American Ln. / Brosterhous Road	Murphy Rd to Knott Rd			X	X	X				
O	O2	1	Slightly Beneficial		American Ln. / Brosterhous Road	Reed Market Rd to Murphy Rd			X		X	X			
O	O3	2	Moderately Beneficial		SE 8th/9th	SE Reed Market Rd to Franklin Ave			X		X	X			
O	O4	1	Slightly Beneficial		SE 8th/9th	Franklin Ave to NE Butler Market Rd	X		X		X				
P	P1	2	Moderately Beneficial	Murphy	Murphy Rd	Brosterhous Rd to Parrell Road		X		X	X	X			
P	P2	2	Moderately Beneficial		Murphy Rd (E. Extension)	Brosterhous Rd to SE 15th St			X						X
P	P3	2	Moderately Beneficial		W. Murphy Road Realignment/Extension	Parrell Road to Brookwood Blvd			X						X
Q	Q1	3	Significantly Beneficial	4th / Studio	NE 5th St / NE 4th St / NE Studio Road	Hawthorne Ave to Butler Market Rd	X		X	X	X	X			
R	R1	1	Slightly Beneficial	Division	Division	NE Revere Ave to U.S. 20				X					
S	S1	0	Neutral	Revere	NE Revere Ave	NW Wall St to U.S. 97									
S	S2	2	Moderately Beneficial		NE Revere Ave	U.S. 97 to NE 8th St	X				X		X		
T	T1	2	Moderately Beneficial	O.B. Riley	O B Riley Road	Cooley Rd to U.S. 20						X			
U	U1	2	Moderately Beneficial	Boyd Acres	Boyd Acres Road	NE Butler Market Rd to Empire Ave		X				X			
U	U2	1	Slightly Beneficial		Boyd Acres Road	Empire Ave to Cooley Rd				X	X	X		X	
V	V1	1	Slightly Beneficial	18th	Butler Market Rd / Brinson Blvd	NE Wells Acres Rd to NE 18th St				X					
V	V2	0	Neutral		NE 18th St	Brinson Blvd to Empire Ave	X								
V	V3	2	Moderately Beneficial		NE 18th St	Empire Ave to Cooley Rd	X					X			
V	V4	2	Moderately Beneficial		NE 18th St	Cooley Rd to Juniper Ridge	X		X			X			
W	W1	2	Moderately Beneficial	Empire	Empire Ave	O.B. Riley Rd to NE 18th St	X	X				X			
W	W2	3	Significantly Beneficial		Empire Ave Extension	NE 18th St to NE Wells Acres Rd	C					X			X
X	X1	2	Moderately Beneficial	Cooley	Cooley Road	NE 18th St to Hunnell Road		X				X			
X	X2	1	Slightly Beneficial	Cooley	Cooley Road	Hunnell Rd to O.B. Riley Rd		X				X			
Y	Y1	0	Neutral	Knott	Knott Rd	U.S. 97 to China Hat Rd		X							
Y	Y2	0	Neutral	Knott	Knott Rd	China Hat Rd. to SE 15th St		X		X					
Y	Y3	0	Neutral	Knott	Knott Rd	SE 15th St to Rickard Rd		X							
Z	Z1	3	Significantly Beneficial	Hawthorne	Hawthorne Ave (with new undercrossing)	NE 4th Ave to NW Wall St			X	X	X			X	

Figure A-7 Initial Corridor Screening: Detailed Listing of Roadway Improvement Projects by Segment

Segment	Corridor	Corridor Description	Extent	Street_Nam	From_	To	Category	Category Description	Need	Need Description	Project Description			
A1	U.S. 97 / 3rd St	U.S. 97 North	Hawthorne Ave to Empire Ave	3RD ST, SE	HAWTHORNE INT.	N/A	4	intersection modernization	C	Multimodal	HAWK Signal			
				HWY. 20 (N) / 3RD ST.	GREENWOOD INT.	N/A	9	ODOT facility	B	Safety	Signal Modification			
				EMPIRE AVENUE	3RD/HWY 20(N) INT.	N/A	4	intersection modernization	A	Capacity	Signal Modification/Lane Addition			
				HWY. 20 (N) / 3RD ST.	DIVISION ST. (N)	REVERE	9	ODOT facility	C	Multimodal	Curb, Bike Lanes, Sidewalk Infill			
				HWY. 20 (N) / 3RD ST.	REVERE	GREENWOOD	9	ODOT facility	C	Multimodal	Curb, Sidewalk Infill			
				HWY. 20 (N) / 3RD ST.	EMPIRE	DIVISION ST. (N)	9	ODOT facility	C	Multimodal	Curb, Sidewalk Infill			
				A2	U.S. 97 North	Empire Ave to Robal Road	EMPIRE AVENUE	JAMISON INTERSECTION	N/A	4	intersection modernization	B	Safety	Restriction
							COOLEY RD	HUNNEL RD. (W) INT.	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout
							JAMISON	EMPIRE	(N. OF N. FIRE STATION)	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill
							HWY 20	ROBAL ROAD	HWY 97	9	ODOT facility	B	Safety	ODOT FACILITY
A3	U.S. 97 South	Hawthorne Ave to Reed Market Rd	3RD ST, SE	HAWTHORNE INT.	N/A	4	intersection modernization	C	Multimodal	HAWK Signal				
			REED MKT. RD	SE 3RD ST. INTERSECTION	N/A	3	partial modernization	A	Capacity	Multi-lane Roundabout				
			3RD ST, SE	FRANKLIN INT.	N/A	4	intersection modernization	A	Capacity	Signal Modification				
			WILSON	3RD ST. INT.	N/A	4	intersection modernization	A	Capacity	Upgrade Traffic Signal/Intersection				
			3RD ST, SE	FRANKLIN	WILSON	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill				
A4	U.S. 97 South	Reed Market Rd to Murphy Rd	3RD ST, SE	WILSON	DIVISION (S)	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill				
			REED MKT. RD	SE 3RD ST. INTERSECTION	N/A	3	partial modernization	A	Capacity	Multi-lane Roundabout				
			REED MKT. RD	BROSTERHOU/3RD INT.	N/A	4	intersection modernization	A	Capacity	Multi-lane Roundabout				
			3RD ST, SE	POWERS INT.	N/A	4	intersection modernization	A	Capacity	Signal Modification				
			3RD ST, SE	BADGER INT.	N/A	4	intersection modernization	B	Safety	Signal Modification				
			3RD ST, SE	REED LANE INT.	N/A	4	intersection modernization	B	Safety	Signal Modification				
			POWERS	3RD ST. INT.	N/A	4	intersection modernization	A	Capacity	Signal Modification/Lane Addition				
			3RD ST, SE	WILSON	DIVISION (S)	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill				
			3RD ST, SE	DIVISION (S)	POWERS	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill				
			3RD ST, SE	POWERS	MURPHY	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill				
A5	U.S. 97 South	Murphy Rd to Baker Rd	None											
A6	Baker Rd	U.S. 97 to Brookwood Blvd	None											
B1	Greenwood / Newport	Greenwood Ave	U.S. 97 to 8th	8th St., NE	GREENWOOD INT.	N/A	4	intersection modernization	A	Capacity	Full Signal/Intersection Improvements			
				4TH ST, NE	GREENWOOD INT.	N/A	4	intersection modernization	B	Safety	New Traffic Signal			
				HWY. 20 (E) / GREENWOOD	6TH ST. INT.	N/A	9	ODOT facility	C	Multimodal	Pedestrian Crossing			
				HWY. 20 (N) / 3RD ST.	GREENWOOD INT.	N/A	9	ODOT facility	B	Safety	Signal Modification			
				GREENWOOD AVE	WALL	3RD ST., NE	3	partial modernization	C	Multimodal	Bike Lane Infill (Parking Removal)			
				HWY. 20 (E) (GREENWOOD)	3RD ST., NE	12TH ST.	9	ODOT facility	C	Multimodal	Sidewalk Infill			
				B2	Greenwood Ave	8th to Dean Swift Rd	8th St., NE	GREENWOOD INT.	N/A	4	intersection modernization	A	Capacity	Full Signal/Intersection Improvements
							HWY. 20 (E) / GREENWOOD	12TH ST. INT.	N/A	9	ODOT facility	C	Multimodal	Pedestrian Crossing
							HWY. 20 (E) / GREENWOOD	12TH ST.	PURCELL	9	ODOT facility	C	Multimodal	Pedestrian Crossing
							GREENWOOD AVE	WALL	3RD ST., NE	3	partial modernization	C	Multimodal	Bike Lane Infill (Parking Removal)
B3	Greenwood Ave	Dean Swift Rd to NE 27th St	HWY. 20 (E) / GREENWOOD	12TH ST.	PURCELL	9	ODOT facility	C	Multimodal	Pedestrian Crossing				
B4	Greenwood Ave	NE 27th St to Hamby Rd	HWY. 20 (E) / GREENWOOD	27TH ST.	UGB (2000)	9	ODOT facility	C	Multimodal	Curb, Bike Lanes, Sidewalk Infill				
B5	Greenwood Ave	U.S. 97 to NW Wall St	GREENWOOD AVE	WALL	3RD ST., NE	3	partial modernization	C	Multimodal	Bike Lane Infill (Parking Removal)				
B6	Newport Ave	NW Wall St to NW 14th St	NEWPORT	COLLEGE WAY	12TH ST.	3	partial modernization	C	Multimodal	Sidewalk Infill				
B7	Newport Ave / NW Shevlin Park Rd	NW 14th St to NW Crossing Dr	SHEVLIN PK. RD	MT. WASHINGTON	COLLEGE WAY	3	partial modernization	C	Multimodal	Multi-use Trail, Curb, Sidewalk Infill				
			NEWPORT	COLLEGE WAY	12TH ST.	3	partial modernization	C	Multimodal	Sidewalk Infill				
B8	NW Crossing Dr	NW Shevlin Park Rd to NW Mt. Washington Dr	NW CROSSING	SKYLINE RANCH RD.	MT. WASH. DRIVE	3	partial modernization	C	Multimodal	Partial Widening, Curb, Bike Lanes, Side				
B9	NW Mt. Washington Dr	NW Crossing Dr to NW College Way	None											
B10	NW College Way	NW Mt. Washington Dr to NW Newport Ave	COLLEGE WAY	NEWPORT	SAGINAW	3	partial modernization	C	Multimodal	Sidewalk Infill				
C1	Galveston / Franklin / Bear	Franklin Ave / NE Bear Creek Rd	U.S. 97 to SE 15th Ave	FRANKLIN	UNDERCROSSING	N/A	5	crossing structures	C	Multimodal	Bike Lanes, Sidewalk Infill			
				FRANKLIN	4TH ST. INTERSECTION	N/A	4	intersection modernization	B	Safety	New Traffic Signal			
				3RD ST, SE	FRANKLIN INT.	N/A	4	intersection modernization	A	Capacity	Signal Modification			
				NE Bear Creek Rd / Dean Swift Rd	SE 15th St to Greenwood Ave	BEAR CK. RD	15 TH ST.	PETTIGREW	3	partial modernization	C	Multimodal	Curb, Bike Lanes, Sidewalk Infill	
				Franklin Ave	U.S. 97 to NW Wall St	FRANKLIN	WALL	PARKWAY	3	partial modernization	C	Multimodal	Bike Lane Infill (Parking Removal)	
C2	Franklin Ave	U.S. 97 to NW Wall St	FRANKLIN	UNDERCROSSING	N/A	5	crossing structures	C	Multimodal	Bike Lanes, Sidewalk Infill				
C3	Galveston / Riverside	NW Wall St to NW 14th Ave	RIVERSIDE	GALVESTON	WALL	3	partial modernization	C	Multimodal	Bike Lane Infill (Parking Removal)				
			GALVESTON AVE	14TH ST., NW	RIVERSIDE AVE.	3	partial modernization	C	Multimodal	Sidewalk Infill				
C4	Galveston / Riverside	NW Wall St to NW 14th Ave	RIVERSIDE	GALVESTON	WALL	3	partial modernization	C	Multimodal	Bike Lane Infill (Parking Removal)				
C5	Galveston	NW 14th St to Mt. Washington Dr	None											
D1	Brookwood	Brookwood Blvd	Franklin Ave to SW Industrial Way	None										
D2	Brookwood Blvd	SW Industrial Way to Murphy Road (Future)	BOND	COLUMBIA INT.	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout				
D3	Brookwood Blvd	Murphy Road (Future) to Reed Market Rd	BROOKSWOOD	POWERS INT.	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout				
			BROOKSWOOD	POWERS	PINEBROOK	3	partial modernization	A	Capacity	New 3- Lane Arterial				
D4	Brookwood Blvd	Reed Market Rd to Poplar St	BROOKSWOOD	REED MKT. RD.	POWERS	3	partial modernization	C	Multimodal	Sidewalk Infill				
			LODGEPole	MAHOGANY	POPLAR	3	partial modernization	C	Multimodal	Curb, Bike Lanes, Sidewalk Infill				
D5	Brookwood Blvd	Poplar St to Baker Rd	None											
E1	Wells Acres / Butler Market	Wells Acres	NE 27th St to Butler Market	WELLS ACRE RD	BUTLER MKT RD	NE 27TH	3	partial modernization	C	Multimodal	Bike Lane Infill (Parking Removal), Side			
				BUTLER MKT. RD	8TH ST	UGB (2000)	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill			
				27TH ST, NE	WELLS ACRES INT.	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout			
				BUTLER MKT. RD	WELLS ACRES RD. INT.	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout			
E2	Butler Market	NE Wells Acres Rd to NE Studio Rd	BUTLER MKT. RD	BOYD ACRES RD.	8TH ST.	3	partial modernization	C	Multimodal	Sidewalk Infill				
E3	Butler Market	NE Studio Rd to U.S. 20	4TH ST. NE	BUTLER MKT. INT.	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout				
F1	Neff/Olney	Olney - Penn - Neff	NW Wall St to U.S. 97	PORTLAND AVE	WALL ST. INT.	N/A	4	intersection modernization	A	Capacity	Upgrade Traffic Signal/Intersection			
F2	Olney - Penn - Neff	U.S. 97 to NE Purcell Blvd	4TH ST. NE	OLNEY INT.	N/A	4	intersection modernization	A	Capacity	New Traffic Signal				
			NEFF RD	PURCELL INTERSECTION	N/A	4	intersection modernization	B	Safety	New Traffic Signal/ Lane Addition				
			OLNEY AVE	RAILROAD CROSSING	N/A	6	others	C	Multimodal	Rail Crossing for Bike Lanes & Sidewalk				
			NEFF RD/PENN	8TH ST. INT.	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout				

Initial Corridor Screening: Detailed Listing of Roadway Improvement Projects by Segment (Continued)

Segment	Corridor	Corridor Description	Extent	Street_Nam	From_	To	Category	Category Description	Need	Need Description	Project Description
F3		Olney - Penn - Neff	NE Purcell Blvd to NE 27th St	NEFF RD	PURCELL INTERSECTION	N/A	4	intersection modernization	B	Safety	New Traffic Signal/ Lane Addition
F4		Olney - Penn - Neff	NE 27th St to Sports Complex (TBD)	27TH ST, NE	NEFF RD. INT	N/A	4	intersection modernization	B	Safety	Signal Modification/Lane Addition
G1	Reed Market	SW Reed Market Rd	SE 27th St to SE 15th St	REED MKT. RD	SE 15TH ST. INT.	N/A	4	intersection modernization	A	Capacity	Multi-lane Roundabout
G2		SW Reed Market Rd	SE 15th St to U.S. 97	REED MKT. RD	AMERICAN LN. INT. (NEW).	N/A	4	intersection modernization	A	Capacity	Interim Signal
G3		SW Reed Market Rd	U.S. 97 to Brookwood Blvd	None							
G4		SW Reed Market Rd	Brookwood Blvd to SW Colorado Ave	None							
H1	Wall / Bond	Wall/Bond	SW Industrial Way to NW Franklin Ave	None							
H2		Wall/Bond	NW Franklin Ave to NE Revere Ave	WALL ST	BOND INT.	N/A	4	intersection modernization	B	Safety	New Channelization
I1	14th / Century	14th St	NW Newport Ave to NW Galveston Ave	14TH ST	NEWPORT	GALVESTON	3	partial modernization	C	Multimodal	Sidewalk Infill
I2		14th St	SW Simpson Ave to NW Galveston Ave	SIMPSON AVE	14TH ST. INT.	N/A	4	intersection modernization	D	Other	Roundabout Upgrade
I3		Century Dr	Colorado to Simpson	SIMPSON AVE	14TH ST. INT.	N/A	4	intersection modernization	D	Other	Roundabout Upgrade
I4		Century Dr	Mt. Washington Dr to Colorado	None							
I5		Century Dr	City Limits to Mt. Washington Dr	CENTURY DR	MT. WASHINGTON	UGB (2000)	3	partial modernization	C	Multimodal	Sidewalk Infill
J1	Simpson	Simpson Ave	SW 14th St to Mt. Washington Dr	SIMPSON AVE	14TH ST. INT.	N/A	4	intersection modernization	D	Other	Roundabout Upgrade
J2		Mt. Washington	SW Simpson Ave to SW Century Dr	MT. WASHINGTON	SIMPSON INT.	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout
J3		See I4 (Century Dr)	Mt. Washington Dr to Colorado	None							
J4		Emkay Dr / Cyber Dr	SW Century Dr to Simpson	SIMPSON AVE	COLUMBIA INT.	N/A	4	intersection modernization	D	Other	Single Lane Roundabout
J5		Simpson Ave	SW Cyber Dr to SW 14th St	SIMPSON AVE	14TH ST. INT.	N/A	4	intersection modernization	D	Other	Roundabout Upgrade
J6		Mt. Washington Dr.	Simpson to NW Crossing	MT. WASHINGTON	SIMPSON INT.	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout
K1	Colorado	Colorado Ave	SW Century Dr to Wall/Bond St	SIMPSON AVE	COLORADO INT.	N/A	4	intersection modernization	D	Other	Roundabout Upgrade
L1	27th	27th St	NE Butler Market Rd to NE Wells Acres Rd	27TH ST, NE	WELLS ACRES INT.	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout
L2		27th St	NE Wells Acres Rd to Greenwood Ave	27TH ST, NE	BUTLER MKT. INT.	N/A	4	intersection modernization	A	Capacity	Upgrade signal to multi-lane roundabout
L3		27th St	Greenwood Ave to Reed Market Rd	REED MKT. RD	27TH ST. INT.	N/A	4	intersection modernization	A	Capacity	Upgrade Traffic Signal/Intersection
L4		27th St	Reed Market Rd to Rickard Rd	REED MKT. RD	27TH ST. INT.	N/A	4	intersection modernization	A	Capacity	Upgrade Traffic Signal/Intersection
M1	Purcell	Purcell Blvd	Greenwood Ave to NE Neff Rd	NEFF RD	PURCELL INTERSECTION	N/A	4	intersection modernization	B	Safety	New Traffic Signal/ Lane Addition
M2		Purcell Blvd	NE Neff Rd to Wells Acres Rd	NEFF RD	PURCELL INTERSECTION	N/A	4	intersection modernization	B	Safety	New Traffic Signal/ Lane Addition
N1	15th	15th St.	Greenwood Ave to NE Bear Creek Rd	None							
N2		15th St.	NE Bear Creek Road to Reed Market Rd	15TH ST	WILSON INTERSECTION	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout
N3		15th St.	SE Reed Market Rd to Murphy Rd	15TH ST	FERGUSON	KNOTT ROAD	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill
N4		15th St.	Murphy Rd to Knott Rd	15TH ST	KNOTT INTERSECTION	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout
O1	8th/9th/Brosterhous	American Ln. / Brosterhous Road	Murphy Rd to Knott Rd	BROSTERHOUS	KNOTT INTERSECTION	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout
O2		American Ln. / Brosterhous Road	Reed Market Rd to Murphy Rd	REED MKT. RD	AMERICAN LN. INT. (NEW).	N/A	4	intersection modernization	A	Capacity	Interim Signal
O3		SE 8th/9th	SE Reed Market Rd to Franklin Ave	REED MKT. RD	AMERICAN LN. INT. (NEW).	N/A	4	intersection modernization	A	Capacity	Interim Signal
O4		SE 8th/9th	Franklin Ave to NE Butler Market Rd	8TH ST, NE	BUTLER MKT. RD.	REVERE	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill

Initial Corridor Screening: Detailed Listing of Roadway Improvement Projects by Segment (Continued)

Segment	Corridor	Corridor Description	Extent	Street_Nam	From_	To	Category	Category Description	Need	Need Description	Project Description
				8th St., NE	GREENWOOD INT.	N/A	4	intersection modernization	A	Capacity	Full Signal/Intersection Improvements
				NEFF RD/PENN	8TH ST. INT.	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout
P1	Murphy	Murphy Rd	Brosterhus Rd to Parrell Road	MURPHY ROAD	COUNTRY CLUB INT.	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout
				MURPHY ROAD	BROSTERHOUS INT.	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout
				MURPHY ROAD	PARRELL ROAD	BROSTERHOUS	2	Full modernization	A	Capacity	Upgrade 2-lanes to 3-lanes with bike lan
P2		Murphy Rd (E. Extension)	Brosterhus Rd to SE 15th St	MURPHY ROAD	RAILROAD CROSSING	N/A	5	crossing structures	B	Safety	Overpass of the existing railroad
				MURPHY ROAD	BROSTERHOUS INT.	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout
				MURPHY ROAD	BROSTERHOUS	SE 15TH ST.	1	New road construction	B	Safety	New 2- Lane Collector
P3		W. Murphy Road Realignment/Ext	Parrell Road to Brookwood Blvd	MURPHY ROAD	HWY 97:FRONTAGE INT. (S)	N/A	1	New road construction	B	Safety	Single Lane Roundabout
				MURPHY ROAD	FRONTAGE INT. (N)	N/A	1	New road construction	B	Safety	Single Lane Roundabout (F1)
Q1	4th / Studio	NE 5th St / NE 4th St / NE Studio Ro	Hawthorne Ave to Butler Market Rd	3RD ST, SE	HAWTHORNE INT.	N/A	4	intersection modernization	C	Multimodal	HAWK Signal
				4TH ST, NE	REVERE INT.	N/A	4	intersection modernization	B	Safety	New Traffic Signal
				HWY. 20 (N) / 3RD ST.	GREENWOOD INT.	N/A	9	ODOT facility	B	Safety	Signal Modification
				REVERE	3RD STREET	4TH ST.	3	partial modernization	B	Safety	Capacity Three Lane Arterial
				4TH ST. NE	BUTLER MKT. RD.	REVERE	3	partial modernization	C	Multimodal	Curb, Bike Lanes, Sidewalk Infill
				HWY. 20 (N) / 3RD ST.	REVERE	GREENWOOD	9	ODOT facility	C	Multimodal	Curb, Sidewalk Infill
				3RD ST, SE	GREENWOOD	FRANKLIN	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill
				STUDIO RD	4TH ST., NE	BUTLER MARKET RD.	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill
R1	Division	Division	NE Revere Ave to U.S. 20	DIVISION ST.	HWY 20 (N)	REVERE	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill
S1	Revere	NE Revere Ave	NW Wall St to U.S. 97	None							
S2		NE Revere Ave	U.S. 97 to NE 8th St	REVERE	DIVISION	3RD STREET	3	partial modernization	B	Safety	Capacity Three Lane Arterial
				REVERE	3RD STREET	4TH ST.	3	partial modernization	B	Safety	Capacity Three Lane Arterial
				REVERE	4TH St.	8th St.	3	partial modernization	C	Multimodal	Sidewalk Infill
				4TH ST, NE	REVERE INT.	N/A	4	intersection modernization	B	Safety	New Traffic Signal
T1	O.B. Riley	O B Riley Road	Cooley Rd to U.S. 20	O.B. RILEY	UGB (2008)	HWY 20 (N)	2	Full modernization	A	Capacity	New 3- Lane Arterial
U1	Boyd Acres	Boyd Acres Road	NE Butler Market Rd to Empire Ave	BOYD ACRES RD	CANAL CROSSING	N/A	5	crossing structures	A	Capacity	2-Canal Crossing Structures
				BOYD ACRES RD	BRINSON INT.	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout
				BOYD ACRES RD	EMPIRE	BUTLER MARKET	3	partial modernization	A	Capacity	Upgrade 3-Lane Arterial
U2		Boyd Acres Road	Empire Ave to Cooley Rd	BOYD ACRES RD	Fred Meyer Int.	N/A	4	intersection modernization	B	Safety	Channelization
				BOYD ACRES RD	Morningstar Int.	N/A	4	intersection modernization	B	Safety	Channelization
				BOYD ACRES RD	COOLEY	EMPIRE	3	partial modernization	C	Multimodal	Curb, Bike Lanes, Sidewalk Infill
V1	18th	Butler Market Rd / Brinson Blvd	NE Wells Acres Rd to NE 18th St	BUTLER MKT. RD	8TH ST	UGB (2000)	3	partial modernization	C	Multimodal	Curb, Sidewalk Infill
				BUTLER MKT. RD	WELLS ACRES RD. INT.	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout
V2		NE 18th St	Brinson Blvd to Empire Ave	EMPIRE AVENUE	18TH ST. INTERSECTION	N/A	4	intersection modernization	A	Capacity	Multi-lane Roundabout
V3		NE 18th St	Empire Ave to Cooley Rd	18TH ST	YEOMAN	EMPIRE	3	partial modernization	A	Capacity	Upgrade to 3-lane Arterial
				18TH ST	COOLEY RD.	YEOMAN	3	partial modernization	B	Safety	Upgrade to 3-lane Arterial
				EMPIRE AVENUE	18TH ST. INTERSECTION	N/A	4	intersection modernization	A	Capacity	Multi-lane Roundabout
V4		NE 18th St	Cooley Rd to Juniper Ridge	COOLEY RD	NE 18TH ST.	UGB (2000)	1	New road construction	A	Capacity	New 3- Lane Arterial
				18TH ST	TALUS	US97 CONNECTION RD	1	New road construction	A	Capacity	New 3-Lane Arterial
				18TH ST	EMPLOYMENT LOCAL INT.	N/A	4	intersection modernization	A	Capacity	Multi-lane Roundabout
				COOLEY RD	PURCELL INTERSECTION	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout
W1	Empire	Empire Ave	O.B. Riley Rd to NE 18th St	EMPIRE AVENUE	18TH ST. INTERSECTION	N/A	4	intersection modernization	A	Capacity	Multi-lane Roundabout
				EMPIRE AVENUE	JAMISON INTERSECTION	N/A	4	intersection modernization	B	Safety	Restriction
				EMPIRE AVENUE	3RD/HWY 20(N) INT.	N/A	4	intersection modernization	A	Capacity	Signal Modification/Lane Addition
				EMPIRE AVENUE	3RD/HWY20 (N)	PARKWAY RAMPS	3	partial modernization	A	Capacity	New 5-Lane Arterial
				EMPIRE AVENUE	O.B. RILEY RD.	3RD/HWY20 (N)	3	partial modernization	B	Safety	Upgrade 2-lanes to 3-lanes (left turn) w
				EMPIRE AVENUE	BOYD ACRES RD.	18TH ST.	2	Full modernization	A	Capacity	Upgrade 2-lanes to 5-lanes (left turn) w
W2		Empire Ave Extension	NE 18th St to NE Wells Acres Rd	EMPIRE AVENUE	18TH ST.	PURCELL	3	partial modernization	B	Safety	Upgrade 2-lanes to 3-lanes (left turn) w
				EMPIRE AVENUE	TALUS	BUTLER MARKET RD.	1	New road construction	A	Capacity	New 3- Lane Arterial
				EMPIRE AVENUE	CANAL CROSSING	N/A	5	crossing structures	C	Multimodal	CANAL CROSSING
				EMPIRE AVENUE	18TH ST. INTERSECTION	N/A	4	intersection modernization	A	Capacity	Multi-lane Roundabout
				EMPIRE AVENUE	PURCELL INTERSECTION	N/A	4	intersection modernization	A	Capacity	Multi-lane Roundabout
				EMPIRE AVENUE	BUTLER MKT. INT.	N/A	4	intersection modernization	A	Capacity	Upgrade signal to multi-lane roundabou
X1	Cooley	Cooley Road	NE 18th St to Hunnell Road	COOLEY RD	HWY 20	HWY 97 (N)	2	Full modernization	A	Capacity	New 3- Lane Arterial
				COOLEY RD	HWY 97 (N)	HIGH STANDARD	9	ODOT facility	A	Capacity	Mid-Term Concept
				HWY 97 (N)	COOLEY INTERCHANGE	N/A	9	ODOT facility	A	Capacity	Mid-Term Concept
				COOLEY RD	HUNNEL RD. (E) INT.	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout
				COOLEY RD	HUNNEL RD. (W) INT.	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout
X2	Cooley	Cooley Road	Hunnell Rd to O.B. Riley Rd	COOLEY RD	HWY 20	HWY 97 (N)	2	Full modernization	A	Capacity	New 3- Lane Arterial
				COOLEY RD	HUNNEL RD. (W) INT.	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout
Y1	Knott	Knott Rd	U.S. 97 to China Hat Rd	KNOTT RD	CHINA HAT INT.	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout
Y2		Knott Rd	China Hat Rd. to SE 15th St	KNOTT RD	CANAL CROSSING	N/A	5	crossing structures	C	Multimodal	Sidewalk Infill over Canal
				15TH ST	KNOTT INTERSECTION	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout
				BROSTERHOUS	KNOTT INTERSECTION	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout
				KNOTT RD	CHINA HAT INT.	N/A	4	intersection modernization	B	Safety	Single Lane Roundabout
				KNOTT RD	COUNTRY CLUB INT.	N/A	4	intersection modernization	C	Multimodal	Single Lane Roundabout
Y3		Knott Rd	SE 15th St to Rickard Rd	15TH ST	KNOTT INTERSECTION	N/A	4	intersection modernization	A	Capacity	Single Lane Roundabout
Z1	Hawthorne	Hawthorne Ave (with new undercro	NE 4th Ave to NW Wall St	HAWTHORNE/ OREGON	WALL ST.	PARKWAY	3	partial modernization	B	Safety	Bike Lanes, Sidewalk Infill
				3RD ST, SE	HAWTHORNE INT.	N/A	4	intersection modernization	C	Multimodal	HAWK Signal

Category	
1	New road construction
2	Full modernization
3	partial modernization
4	intersection modernization
5	crossing structures
6	others
7	completed
8	Studies
9	ODOT facility
10	STSP project No Improvement planned

Need	
A	Capacity
B	Safety
C	Multimodal
D	Other