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Clackamas to Columbia (C2C) Corridor Plan

>>> Task 6.2 Project List Memorandum

KITTELSON & ASSOCIATES

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INTRODUCTION

This memorandum describes projects and their initial scoring for the Clackamas to Columbia (C2C) Corridor Plan. Projects identified focus on those located directly on, roadways intersecting, or projects substantially impacting/supporting the C2C Corridor. Projects were prioritized using the methodology developed in *Task 3.4: Corridor Prioritization Measures and Methodology Memorandum*.

PROJECT PRIORITIZATION

This section presents the substantial projects within the C2C Corridor and presents their scores based on the goals and measures developed in Task 3.4. Project descriptions, locations, and costs are from the following documents:

- Metro Regional Transportation Plan (RTP)
- Clackamas County Transportation System Plan (TSP)
- Gresham TSP
- Happy Valley TSP
- SE 172nd Avenue/190th Drive Corridor Management Plan
- Pleasant Valley TSP Refinement Plan (in-process)
- North Carver Pleasant Valley Land Use and Transportation Plan (in-process)
- Damascus Mobility Plan (in-process)

Where projects overlapped, the most-recent document's cost estimated were used. Table 1 shows the key projects and their scores. Key projects focus on arterial roadways and regional connectivity, including bicycle, pedestrian, transit, freight, and vehicle projects. Figure 1 illustrates these key projects as well as the proposed new and improved collector roadways for reference (dashed and solid lines, respectively). Collectors provide important connections between local streets and the regional C2C Corridor but are not included in the scoring.

As shown, the projects that score highest include the 172nd-190th Connector (13), 181st Avenue Improvements and 182nd Avenue Improvements (12.7), SE 172nd Avenue improvements (12), and SE 190th Avenue improvements and Enhanced Transit on C2C (11.7). These projects represent critical connections for complete north-south connectivity. The projects that score lowest include improvements to existing roadways further from the C2C mainline, including Foster Road and Tillstrom Road (4.2).

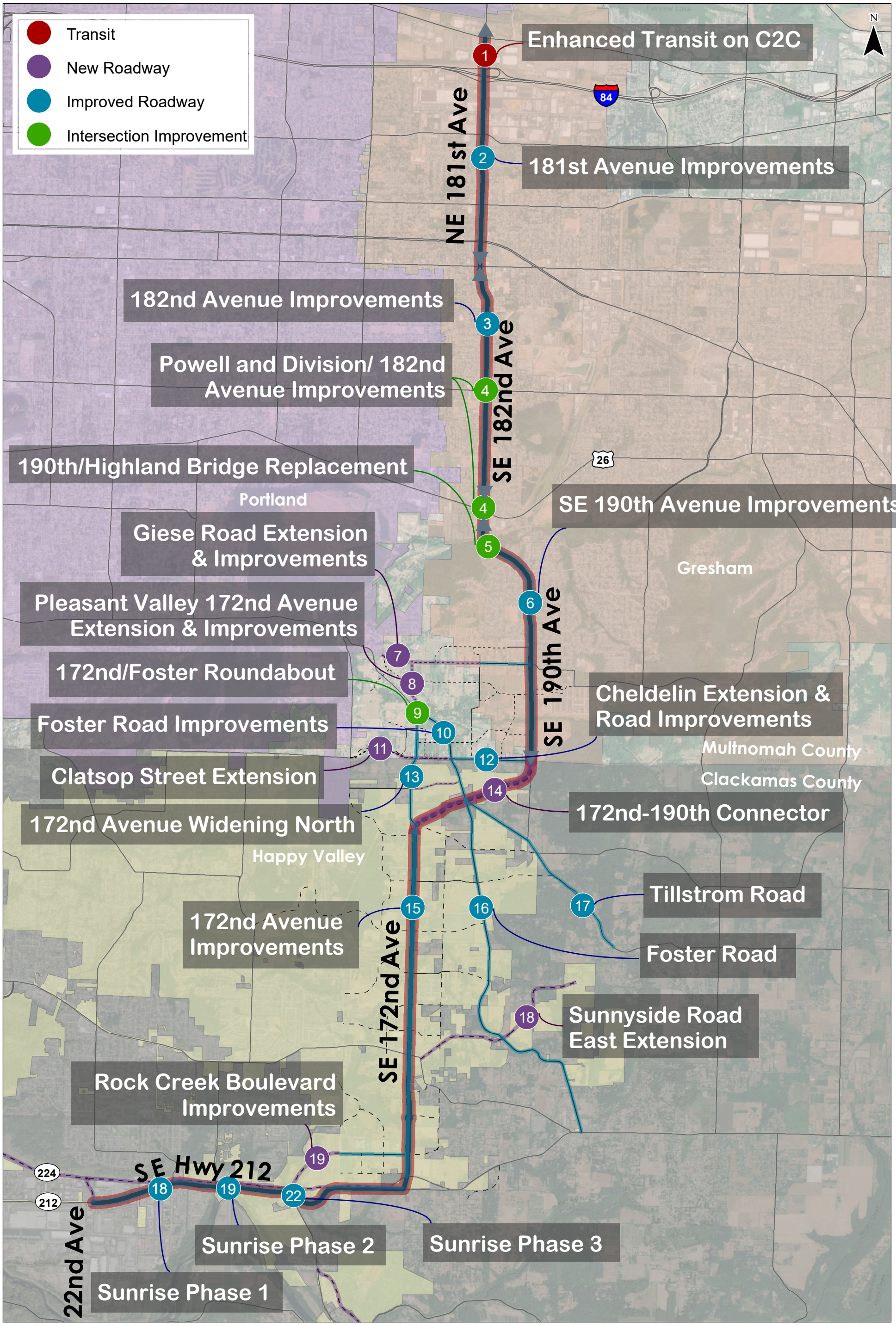
Detailed project scoring methodology is included in Appendix A. Detailed project scoring and cost estimate source information is included in Appendix B.

Table 1. Project Scoring

Map ID	Project Title	Description	Location	Adjusted 2020 Cost	Safety & Security	Equitable Transportation	Multimodal Mobility	Livability and Accessibility	Economic Development	Fiscal Stewardship	Connectivity	Total
Metro RTP												
1	Enhanced Transit on C2C	Provide enhanced transit (arrivals every 15 minutes or better during most of the day) along the C2C Corridor	C2C Corridor	PENDING METRO BOND WORK	+0.7	+2	+1	+2	+2	+2	+2	11.7
Metro Transportation Investment Bond Refinement												
2	181ST Avenue Improvements	Adding complete sidewalks from I-84 to San Rafael, widening from I-84 to Sandy, add turn lanes for Halsey and 181st, Rockwood safety improvments (Stark to I-84), Glisan intersection improvements, Glisan to Yamhill "Complete Boulevard" design improvements, adding turn lanes to Stark and Sandy intersections.	181st Avenue (I-84 to 182nd Avenue)	PENDING METRO BOND WORK	+1.7	+2	+2	+2	+2	+2	+1	12.7
3	182nd Avenue Improvements	Filling sidewalk gaps from Eastwood Court to Division, seven pedestrian crossing additions or improvement along 182nd, and intersection striping and intersection lighting improvements at 182nd and Division	182nd Avenue (181st Avenue to Highland Drive)	PENDING METRO BOND WORK	+1.7	+2	+2	+2	+2	+2	+1	12.7
City of Gresham TSP												
4	Powell and Division/ 182nd Avenue Improvements	Add a second westbound left turn lane at Division, add northbound and southbound double left-turn lanes and through lanes at Powell, and add transit/enhanced transit corridor supportive projects.	Powell Boulevard/ 190th Avenue Intersection	$2,093,000	+1	0	+1	+0.5	+2	+2	0	5.5
Pleasant Valley TSP Refinement												
5	190th/Highland Bridge Replacement	Four-lane bridge replacement with sidewallks and bike facilities as well as a seismic upgrade.	190th Avenue/ Highland Drive (over Springwater Corridor)	PENDING METRO BOND WORK	+1	0	+1	+2	+2	+2	+2	10
6	SE 190th Avenue Improvements	 Widen 190th Drive from Powell Boulevard to Cheldelin Road. Provide 5-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks. Signalize or provide roundabouts for 190th at Giese Road, Butler Road, Richey Road, and Cheldelin Road.	SE 190th Avenue (Powell Boulevard to Cheldelin Road)	$60,052,000	+1.7	0	+2	+2	+2	+2	+2	11.7
7	Giese Road Extension & Improvements	 Extend Giese Road from Foster Road to 182nd Avenue. Widen Giese Road from 182nd Avenue to 190th Drive. Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks.	Giese Road (Foster Road to 190th Drive)	$22,714,000 + 2 Stream Crossings *Not Including Right-of-Way	+0.3	0	+1	+2	+2	+1	0	6.3
8	Pleasant Valley 172nd Avenue Extension & Improvements	 Extend 172nd Avenue from Foster Road to Giese Road. Widen 172nd Avenue from Foster Road to Cheldelin Road. Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks.	172nd Avenue (Giese Road to Cheldelin Road)	$13,020,000 + 1 stream crossing *Not Including Right-of-Way	+0.3	0	+1	+2	+2	+1	+1	7.3
9	172nd/Foster Roundabout	Convert intersection to single-lane roundabout with eastbound bypass right-turn lane to improve safety and ease traffic congestion.	172nd Avenue/ Foster Road	$4,118,000	+1.7	0	+0.5	+1.5	+1	+2	0	6.7

Map ID	Project Title		Description	Location	Adjusted 2020 Cost	Safety & Security	Equitable Transportation	Multimodal Mobility	Livability and Accessibility	Economic Development	Fiscal Stewardship	Connectivity	Total
10	Foster Road Improvements		Widen Foster Road from 172nd Avenue to Cheldelin Road. Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks.	Foster Road (172nd Avenue to Cheldelin Road)	$7,593,000 + 2 stream crossings *Not Including Right-of-Way	+1.7	0	+1	+1.5	+2	+1	+1	8.2
Happy Valley TSP (Continued Further Below)													
11	Clatsop Street Extension		Extend Clatsop Street from 162nd Avenue to 172nd Avenue. Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks.	Clatsop Street (162nd Avenue and 172nd Avenue)	$4,302,000	+0.3	0	+1	+2	+2	+1	0	6.3
172nd-190th Corridor Management Plan													
12	Cheldelin Extension & Road Improvements		Extend Cheldelin Road from 172nd Avenue to Foster Road. Widen Cheldelin Road from Foster Road to 190th Drive. Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks.	Cheldelin Road (172nd Avenue and 190th Drive)	$12,000,000	+1.7	0	+1	+2	+2	+1	0	7.7
13	172nd Avenue Widening North		Widen 172nd Avenue to 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks between 172nd-190th Connector to Cheldelin Road.	172nd Avenue (Cheldelin Road to Connector)	$10,000,000	+0.3	0	+1	+2	+2	+1	+1	7.3
14	172nd-190th Connector		Provide new connector from 172nd Avenue to 190th Drive. Provide 5-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks. Provide roundabouts at Cheldelin Road, Tillstrom Road, and 172nd Avenue.	Connector (172nd Avenue and 190th Avenue)	$41,958,000 *Not Including Right-of-Way	+2	+2	+2	+2	+2	+1	+2	13
15	172nd Avenue Improvements		Widen 172nd Avenue from Connector to Sunnyside Road. Provide 5-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks. Provide roundabouts at Hemrich Road and Scouter Mountain Road and signalize Troge Road and Vogel Road.	172nd Avenue (Connector to Sunnyside Road)	$43,000,000	+2	0	+2	+2	+2	+2	+2	12
16	Foster Road		Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks from Cheldelin Road to Sunnyside Road.	Foster Road (Cheldelin Road to Troge Road)	$28,000,000	+1.7	0	+0.5	+1	0	0	+1	4.2

Map ID	Project Title	Description	Location	Adjusted 2020 Cost	Safety & Security	Equitable Transportation	Multimodal Mobility	Livability and Accessibility	Economic Development	Fiscal Stewardship	Connectivity	Total
17	Tillstrom Road	 Widen Tillstrom Road and realign at Foster Road at a stop-controlled intersection. Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks.	Tillstrom Road (Foster Road to Borges Road)	Included in 172nd-190th Connector	+1.7	0	+0.5	+1	0	0	+1	4.2
Pleasant Valley/North Carver & Happy Valley TSP												
18	SE Sunnyside Rd East Extension	 Construct new 5-lane road with continuous left turn lane, sidewalks, bike lanes and traffic signals.	Sunnyside Road (172nd Avenue to Foster Road)	$13,159,000	+0.3	0	+0.5	+1	0	0	0	1.8
19	Rock Creek Boulevard Improvements	Construct new 5-lane vehicle cross-section from Sunrise Corridor Rock Creek interchange to 162nd Avenue; Widen existing alignment of Rock Creek Boulevard to five lanes from 162nd to 177th Avenue. Facility improvements include continuous left turn lane, sidewalks, bike lanes and traffic signals. In addition, will improve safety on a High Injury Corridor.	Rock Creek Boulevard (Sunrise Corridor to 162nd Avenue)	$13,539,000	+0.3	0	+0.5	+1.5	+2	0	0	3.8
Damascus Mobility Plan												
20	Sunrise Phase 1	Phase 1: • Provides interchange at SE 142nd Avenue and Highway 212; Includes right-in, right-out access to the interchange, roundabout construction at the existing residential access, and modification of the SE 152nd Avenue intersection to a right-in, right-out, left-in intersection. • Removes north leg of SE 135th Avenue intersection and provides backage road to SE 142nd Avenue. Installs traffic signal at intersection of backage road with SE 142nd Avenue. • Upgrades OR212/224 to a Regional Boulevard with 4 vehicle lanes, median, bicycle lanes, landscape buffers, and shared-use paths on Highway 212 from SE 135th Avenue to SE 152nd Avenue. Maintains at-grade pedestrian and bicycle access at the existing SE 135th Avenue north leg to Highway 212. Includes construction, design, and right-of-way costs. • Provides backage road from SE 152nd Avenue to SE 142nd Avenue. Includes modification of the SE 152nd Avenue intersection to a right-in, right-out intersection with full median on Highway 212. Connects backage road to traffic signal installed during the beginning of Phase 1 at SE 142nd Avenue and the SE 135th Avenue backage road. Includes construction, design, and right-of-way costs.	OR 212 (135th Avenue to 152nd Avenue)	$117,368,000	+2	+2	+1.5	+1.5	+2	+2	0	11
21	Sunrise Phase 2	Phase 2: • Constructs Sunrise Gateway facility from 142nd Avenue to 172nd Avenue. Provides bridge structure over152nd Avenue and 162nd Avenue. Includes realignment of 162nd Avenue, new frontage road on southeast quadrant of Sunrise Gateway/162nd Avenue, and signalied at-grade intersection with SE 172nd Avenue. • Constructs Sunrise Gateway facility from 122nd Avenue to 142nd Avenue. Provides 122nd Avenue intersection for forward-compatibility with complete access-control. Constructs a grade-separated bicycle and pedestrian crossing at 135th Avenue.	Sunrise Gateway (122nd Avenue to 172nd Avenue)	$326,879,000	+2	+2	+1.5	+1.5	+2	+2	0	11
22	Sunrise Phase 3	Phase 3: • Constructs roundabout at Rock Creek Junction (OR 212/162nd Avenue intersection) and provides 4 vehicle lanes, median, bicycle lanes, landscape buffers, and shared-use paths on Highway 212 from 152nd Avenue to 162nd Avenue.	Rock Creek Junction Roundabout (OR 212 at 162nd Avenue)	$19,998,000	+2	+2	+1.5	+1.5	+2	+2	0	11



Draft C2C Project List

Figure **1**

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KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl

Appendix A Project Scoring Methodology

PROJECT SCORING

The prioritization measures are framed as questions that help assess to what extent a project supports the plan goals. The projects need to be scored on each prioritization measure to create a quantitative way of comparing projects. Table 3 (next page) provides a scoring scale from -1 to +2, reflecting the extent to which a project achieves the prioritization measure. The scores could be averaged for each goal and summed to provide a project score from -6 to +14, as shown in Table 4 below.

Table 4. Goal and Total Project Scoring

Proposed C2C Goal	Proposed C2C Prioritization Measure	Minimum Scoring	Maximum Scoring
Safety & Security	▪ Does the project improve an intersection or roadway identified as a **safety** concern, especially those with more severe crashes? ▪ Does the project improve **safety** and comfort for all users, especially non-auto travelers? ▪ Does the project improve the security and resiliency of the transportation system?	-1 (average of three prioritization measure scores)	+2 (average of three prioritization measure scores)
Equitable Transportation	▪ Does the project positively impact a disadvantaged population?	-1	+2
Multimodal Mobility	▪ Does the project address a mainline north-south operational deficiency (**based on level of service and/or volume-to-capacity ratio**)? ▪ Does the project positively impact the mainline north-south mobility of goods and freight?	-1 (average of two prioritization measure scores)	+2 (average of two prioritization measure scores)
Livability and Accessibility	▪ Does the project increase access between residential and commercial areas or to daily needs and services? **(access to jobs, access to community places)** ▪ Does the project increase **access to active transportation and transit?**	-1 (average of two prioritization measure scores)	+2 (average of two prioritization measure scores)
Economic Development	▪ Does the project increase access to an employment area? **(access to jobs)**	-1	+2
Fiscal Stewardship	▪ Does the project provide high value considering the cost (cost effectiveness)? ▪ Does the project better manage the existing transportation system or make better use of an existing facility?	-1 (average of two prioritization measure scores)	+2 (average of two prioritization measure scores)
Connectivity	▪ Does the project fill a gap in the existing network and increase north-south continuity? **(system completeness)**	0 (see Table 3)	+2
	Total Project Score	**-6**	**+14**

Table 3. Prioritization Measure Scoring

Proposed C2C Goal	Proposed C2C Prioritization Measure	Scoring Scale				Resources
		-1	0	+1	+2	
Safety & Security	▪ Does the project improve an intersection or roadway identified as a **safety** concern, especially those with more severe crashes?	**NA**	**No impact.**	**Improves** an intersection or roadway identified as a safety concern.	**Improves** an intersection or roadway identified as a safety concern and with a serious injury or fatal crash in the last 5 years.	▪ Crash data ▪ List of safety focus intersections
	▪ Does the project improve **safety** and comfort for all users, especially non-auto travelers?	**Degrades** safety and comfort for non-auto users. *Example:* Project provides additional turn-lanes at an intersection, increasing the crossing distance for pedestrians.	**No impact.** *Example:* Project provides an overlap phase at a signal with no change to pedestrian or bicycle timing or crossing distances.	**Improves** safety and comfort for non-auto travelers. *Example:* Project provides separated bike lanes on a roadway.	**Improves** safety and comfort for all travelers. *Example:* Project installs a roundabout with pedestrian and bicycle accommodations.	▪ Project description
	▪ Does the project improve the security and resiliency of the transportation system?	**Degrades** security and resiliency. *Example:* Project reduces capacity of evacuation and emergency access routes.	**No impact.**	**Indirectly improves** security and resiliency. *Example:* Project provides multimodal facilities on a roadway.	**Directly improves** security and resiliency. *Example:* Project improves evacuation and emergency access routes.	▪ Emergency Access Routes Map
Equitable Transportation	▪ Does the project positively impact a disadvantaged population?	**Degrades** transportation options, facilities, and/or community for transportation disadvantaged populations. *Example:* Constructing a freeway or highway through a transportation disadvantaged area.	**No impact.** *Example:* Enhancing rural capacity in an area that is not classified as transportation disadvantaged.	**Indirectly improves** transportation options and/or facilities for transportation disadvantaged populations. *Example:* Providing sidewalk access to an activity center that is not within a transportation disadvantaged area.	**Directly improves** transportation options and/or facilities for transportation disadvantaged populations. *Example:* Providing sidewalks to transit stops within a transportation disadvantaged area.	▪ Transportation Disadvantaged Population Map
Multimodal Mobility	▪ Does the project address a mainline north-south operational deficiency (**based on level of service and/or volume-to-capacity ratio**)?	**NA**	**No impact.**	**Indirectly** improves operations at a deficient location. *Example:* Project improves capacity on a roadway parallel to an over-capacity roadway.	**Directly** improves operations at a deficient location. *Example:* Project installs a roundabout at a two-way stop-controlled intersection that does not meet standards.	▪ Existing and future operations
	▪ Does the project positively impact the mainline north-south mobility of goods and freight?	**Degrades** goods and freight mobility. *Example:* Project removes industrial property access or increases congestion on a freight corridor.	**No impact.** *Example:* Project located on a residential corridor.	**Indirectly improves** goods and freight mobility. *Example:* Project increases capacity on a corridor parallel to a freight corridor.	**Directly improves** goods and freight mobility. *Example:* Project increases capacity on a freight corridor.	▪ Freight Corridors Map
Livability and Accessibility	▪ Does the project increase access between residential and commercial areas or to daily needs and services? **(access to jobs, access to community places)**	**Degrades** access and/or mobility to existing or future residential/ commercial areas. *Example*: Capacity enhancement without providing pedestrian or bicycle facilities.	**No impact.** *Example:* Capacity enhancement not related to a residential/ commercial area.	**Indirectly improves** access and mobility to existing or future residential/commercial areas. *Example*: Projects aimed at reducing vehicle crashes.	**Directly improves** access and mobility to existing or future residential/commercial areas. *Example*: Capacity or active transportation enhancement project to or within a residential/commercial area.	▪ Activity Centers Map ▪ Land Use Zoning Map

Proposed C2C Goal	Proposed C2C Prioritization Measure	Scoring Scale				Resources
		-1	0	+1	+2	
Livability and Accessibility (continued)	▪ Does the project increase **access to active transportation and transit?**	**Degrades** conditions for active transportation or transit. *Example:* Enhances motorized vehicle capacity without providing pedestrian or bicycle facilities.	**No impact.**	**Improves** conditions for active transportation or transit. *Example:* Providing sidewalk along a roadway.	**Highly improves** conditions for active transportation or transit by providing a higher level of comfort for vulnerable users. *Example:* Providing a separated multi-use path.	▪ Project description
Economic Development	▪ Does the project increase access to an employment area? **(access to jobs)**	**Degrades** access and/or mobility to existing or future employment areas. *Example*: Capacity enhancement without providing pedestrian or bicycle facilities.	**No impact.** *Example:* Capacity enhancement not related to an employment area.	**Indirectly improves** access and mobility to existing or future employment areas. *Example*: Projects aimed at reducing vehicle crashes.	**Directly improves** access and mobility to existing or future employment areas. *Example*: Capacity or active transportation enhancement project to or within an employment area.	▪ Activity Centers Map ▪ Land Use Zoning Map
Fiscal Stewardship	▪ Does the project provide high value considering the cost (cost effectiveness)?	**Cost effectiveness** factor is in the lower 50th percentile.	**Cost effectiveness** factor is in the 50th – 70th percentile.	**Cost effectiveness** factor is in the 70th – 90th percentile.	**Cost effectiveness** factor is in the 90th or above percentile.	▪ Project cost estimate ▪ Goal scoring *Note: cost effectiveness factor and percentile to be assessed once project list compiled*
	▪ Does the project better manage the existing transportation system or make better use of an existing facility?	**Degrades** an existing transportation facility.	**No impact.**	**Indirectly improves** an existing transportation facility. *Example:* Provides a parallel route to a roadway over capacity or with identified safety issues.	**Directly improves** an existing transportation facility. *Example:* Addresses capacity and/or safety issues on an existing roadway.	▪ Project description
Connectivity	▪ Does the project fill a gap in the existing network and increase north-south continuity? **(system completeness)**	**NA**	**No impact.**	**Fills a gap** in the existing network and increases north-south continuity for one mode.	**Fills a gap** in the existing network and increases north-south continuity for multiple modes.	▪ Pedestrian Network Map ▪ Bicycle Network Map ▪ Transit Network Map ▪ Auto Network Map

Appendix B Detailed Project Scoring

C2C Goal		Safety & Security						Equitable Transportation		Multimodal Mobility				Livability and Accessibility				Economic Development		Fiscal Stewardship				Connectivity	
C2C Prioritization Measure		▪ Does the project improve an intersection or roadway identified as a **safety** concern, especially those with more severe crashes?		▪ Does the project improve **safety** and comfort for all users, especially non-auto travelers?		▪ Does the project improve the security and resiliency of the transportation system?		▪ Does the project positively impact a disadvantaged population?		▪ Does the project address a mainline north - south operational deficiency **(based on level of service and/or volume-to-capacity ratio)**?		▪ Does the project positively impact the mainline north - south mobility of goods and freight?		▪ Does the project increase access between residential and commercial areas or to daily needs and services? **(access to jobs, access to community places)**		▪ Does the project increase **access to active transportation and transit?**		▪ Does the project increase access to an employment area? **(access to jobs)**		▪ Does the project provide high value considering the cost (cost effectiveness)?		▪ Does the project better manage the existing transportation system or make better use of an existing facility?		▪ Does the project fill a gap in the existing network and increase north-south continuity along the corridor? **(system completeness)**	
MAP ID	**1**	0	No Impact	0	No Impact	2	Improves capacity on north-south evacuation route	2	Provides transit for disadvantaged populations	2	Provides transit for disadvantaged populations	0	No Impact	2	Transit provides access between residential and commercial areas	2	Project provides transit on corridor	2	Transit provides access to jobs		0	2	Transit providers higher efficiency mode of transportation	2	Transit provides additional mode for north-south continuity
	2	2	Makes safety improvements on a designated high injury corridor	1	Bicycle and pedestrian improvements	2	Improves capacity on north-south evacuation route	2	Provides multimodal facilities for NE Halsey & Rockwood	2	Relieves over-capacity intersections on C2C	2	Provides north - south capacity improvements on freight route	2	Sidewalk, bike lanes, and improved pedestrian crossings provide better access near existing commercial	2	Provides bike lanes and sidewalks for future transit corridor	2	Added and improved pedestrian crossings in an existing employment area		$0	2	Addresses existing safety and capacity issues	1	Adds north-south connectivity for one mode
	3	2	Makes safety improvements on a designated high injury corridor	1	Bicycle and pedestrian improvements	2	Improves capacity on north-south evacuation route	2	Provides multimodal facilities for Rockwood	2	Relieves over-capacity intersections on C2C	2	Provides north - south capacity improvements on freight route	2	Sidewalk, bike lanes, and improved pedestrian crossings provide better access near existing commercial	2	Provides bike lanes and sidewalks for future transit corridor	2	Added and improved pedestrian crossings in an existing employment area		$0	2	Addresses existing safety and capacity issues	1	Adds north-south connectivity for one mode
	4	1	Addresses a safety concern	0	No Impact	2	Improves capacity on north-south evacuation route	0	Area not currently classified as transportation disadvantaged	1	Relieves over-capacity intersections	1	Provides capacity improvements on freight route	1	Improves capacity in residential/ commercial area	0	No Impact	1	Improves capacity in employment area		$2,093,000	2	Addresses existing safety and capacity issues	0	Does not fill a gap for north-south connectivity
	5	0	No Impact	1	Bicycle and pedestrian improvements	2	Seismic upgrade on north-south evacuation route	0	Area not currently classified as transportation disadvantaged	0	No Impact	2	Provides north - south capacity improvements on freight route	2	Improves access to existing residential and future commercial	2	Provides bike lanes and sidewalks for future transit corridor	2	Improves access to future employment		$0	2	Rehabilitates existing bridge	2	Adds north-south connectivity for multiple modes
	6	1	Addresses a safety concern	2	Provides multimodal facilities and intersection treatments at high-crash intersections	2	Improves capacity on north-south evacuation route	0	Area not currently classified as transportation disadvantaged	2	Relieves over-capacity intersections on C2C	2	Provides north - south capacity improvements on freight route	2	Improves access to existing residential and future commercial	2	Provides bike lanes and sidewalks for future transit corridor	2	Improves access to future employment		$60,052,000	2	Addresses existing safety and capacity issues	2	Adds north-south connectivity for multiple modes
	7	0	No existing roadway	0	No existing roadway	1	Provides street connectivity for evacuation	0	Area not currently classified as transportation disadvantaged	1	Relieves over-capacity intersections	1	Provides capacity improvements parallel to a freight route	2	Improves access to existing residential and future commercial	2	Provides bike lanes and sidewalks for future transit corridor	2	Improves access to future employment		$22,714,000 + 2 Stream Crossings *Not Including Right-of-Way	1	Provides a parallel route to a roadway with safety/capacity issues	0	Improves east-west connectivity, not north-south
	8	0	No existing roadway	0	No existing roadway	1	Provides street connectivity for evacuation	0	Area not currently classified as transportation disadvantaged	1	Relieves over-capacity intersections	1	Provides capacity improvements on freight route	2	Improves access to existing residential and future commercial	2	Provides bike lanes and sidewalks for future transit corridor	2	Improves access to future employment		$13,020,000 + 1 stream crossing *Not Including Right-of-Way	1	Provides a parallel route to a roadway with safety/capacity issues	1	Adds north-south connectivity for multiple modes
	9	2	Addresses serious injury crash at Foster Road/172nd Avenue	2	Provides multimodal facilities and intersection treatments at high-crash intersection	1	Provides multimodal facilities for evacuation	0	Area not currently classified as transportation disadvantaged	1	Relieves over-capacity intersection	0	No Impact	2	Improves access to existing residential and future commercial	1	Provides bike lanes and sidewalks	1	Improves capacity in future employment area		$4,118,000	2	Addresses existing safety and capacity issues	0	Does not fill a gap for north-south connectivity
	10	2	Addresses serious injury crash at Foster Road/Cheldelin Road	2	Provides multimodal facilities and intersection treatments at high-crash intersections	1	Provides multimodal facilities for evacuation	0	Area not currently classified as transportation disadvantaged	1	Relieves over-capacity intersections	1	Provides capacity improvements on freight route	2	Improves access to existing residential and future commercial	1	Provides bike lanes and sidewalks	2	Improves access to future employment		$7,593,000 + 2 stream crossings *Not Including Right-of-Way	1	Provides a parallel route to a roadway with safety/capacity issues	1	Adds north-south connectivity for one mode
	11	0	No existing roadway	0	No existing roadway	1	Provides street connectivity for evacuation	0	Area not currently classified as transportation disadvantaged	1	Relieves Foster Road	1	Provides capacity improvements parallel to a freight route	2	Improves access to existing residential and future commercial	2	Provides bike lanes and sidewalks for future transit corridor	2	Improves access to future employment		$4,302,000	1	Provides a parallel route to a roadway with safety/capacity issues	0	Improves east-west connectivity, not north-south
	12	2	Addresses serious injury crash at Foster Road/Cheldelin Road	2	Provides multimodal facilities and cross-section treatments at serious crash locations	1	Provides multimodal facilities for evacuation	0	Area not currently classified as transportation disadvantaged	1	Relieves Foster Road	1	Provides capacity improvements parallel to a freight route	2	Improves access to existing residential and future commercial	2	Provides bike lanes and sidewalks for future transit corridor	2	Improves access to future employment		$16,423,000	1	Provides a parallel route to a roadway with safety/capacity issues	0	Improves east-west connectivity, not north-south
	13	0	No existing roadway	0	No existing roadway	1	Provides multimodal facilities for evacuation	0	Area not currently classified as transportation disadvantaged	1	Relieves Foster Road	1	Provides capacity improvements on freight route	2	Improves access to existing residential and future commercial	2	Provides bike lanes and sidewalks for future transit corridor	2	Improves access to future employment		$13,686,000	1	Provides a parallel route to a roadway with safety/capacity issues	1	Adds north-south connectivity for one mode

14	2	Addresses serious injury crashes on 172nd	2	Provides multimodal facilities and roundabout at serious crash locations	2	Creates north-south evacuation route	2	Provides missing connection between disadvantaged areas and job centers	2	Relieves over-capacity intersections on C2C	2	Provides north - south capacity improvements on freight route	2	Improves access to existing residential and future commercial	2	Provides bike lanes and sidewalks for future transit corridor	2	Improves access to future employment		$41,958,000 *Not Including Right-of-Way	1	Provides a parallel route to a roadway with safety/capacity issues	2	Adds north-south connectivity for multiple modes
15	2	Addresses serious injury crashes on 172nd	2	Provides multimodal facilities and cross-section treatments at serious crash locations	2	Improves capacity on north-south evacuation route	0	Area not currently classified as transportation disadvantaged	2	Relieves over-capacity intersections on C2C	2	Provides north - south capacity improvements on freight route	2	Improves access to existing residential and future commercial	2	Provides bike lanes and sidewalks for future transit corridor	2	Improves access to future employment		$58,848,000	2	Addresses existing safety and capacity issues	2	Adds north-south connectivity for multiple modes
16	2	Addresses serious injury and fatal crashes on Foster	2	Provides multimodal facilities and cross-section treatments at serious crash locations	1	Provides multimodal facilities for evacuation	0	Area not currently classified as transportation disadvantaged	0	No Impact	1	Provides capacity improvements parallel to a freight route	1	Improves access to low-density residential/ farmland	1	Provides bike lanes and sidewalks	0	Area not zoned for employment		$28,000,000	0	No Impact	1	Adds north-south connectivity for one mode
17	2	Addresses serious injury and fatal crashes on Tillstrom	2	Provides multimodal facilities and cross-section treatments at serious crash locations	1	Provides multimodal facilities for evacuation	0	Area not currently classified as transportation disadvantaged	0	No Impact	1	Provides capacity improvements parallel to a freight route	1	Improves access to low-density residential/ farmland	1	Provides bike lanes and sidewalks	0	Area not zoned for employment		Included in 172nd-190th Connector	0	No Impact	1	Adds north-south connectivity for one mode
18	0	No existing roadway	0	No existing roadway	1	Provides street connectivity for evacuation	0	Area not currently classified as transportation disadvantaged	0	No Impact	1	Provides capacity improvements parallel to a freight route	1	Improves access to low-density residential/ farmland	1	Provides roadway with bike lanes and sidewalks	0	Area not zoned for employment		$13,159,000	0	No Impact	0	Improves east-west connectivity, not north-south
19	0	No existing roadway	0	No existing roadway	1	Provides street connectivity for evacuation	0	Area not currently classified as transportation disadvantaged	0	No Impact	1	Provides capacity improvements parallel to a freight route	1	Connectivity to Rock Creek with some commercial	1	Provides roadway with bike lanes and sidewalks	2	Connectivity to Rock Creek		$13,539,000	0	No Impact	0	Improves east-west connectivity, not north-south
20	2	48 serious crashes on OR 212 2007-2017	2	Provides multimodal facilities and roundabout at serious crash locations	2	Tier 2 seismic lifeline route	2	32% of corridor is equity focus area; roundabout/ multimodal for mobile home park	1	Relieves over-capacity intersections on C2C, but not north -south	2	Provides capacity improvements on a major freight route	1	Connectivity to Rock Creek and Clackamas Industrial Area with some commercial	2	Provides separated shared-use paths	2	Connectivity to Rock Creek and Clackamas Industrial Area		$117,368,000	2	Addresses existing safety and capacity issues	0	Improves east-west connectivity, not north-south
21	2	48 serious crashes on OR 212 2007-2017	2	Provides multimodal facilities and roundabout at serious crash locations	2	Tier 2 seismic lifeline route	2	32% of corridor is equity focus area; roundabout/ multimodal for mobile home park	1	Relieves over-capacity intersections on C2C, but not north -south	2	Provides capacity improvements on a major freight route	1	Connectivity to Rock Creek and Clackamas Industrial Area with some commercial	2	Provides separated shared-use paths	2	Connectivity to Rock Creek and Clackamas Industrial Area		$326,879,000	2	Addresses existing safety and capacity issues	0	Improves east-west connectivity, not north-south
22	2	48 serious crashes on OR 212 2007-2017	2	Provides multimodal facilities and roundabout at serious crash locations	2	Tier 2 seismic lifeline route	2	32% of corridor is equity focus area; roundabout/ multimodal for mobile home park	1	Relieves over-capacity intersections on C2C, but not north -south	2	Provides capacity improvements on a major freight route	1	Connectivity to Rock Creek and Clackamas Industrial Area with some commercial	2	Provides separated shared-use paths	2	Connectivity to Rock Creek and Clackamas Industrial Area		$19,998,000	2	Addresses existing safety and capacity issues	0	Improves east-west connectivity, not north-south