3.2.2 INITIAL SCREENING

Screening Process

Using the criteria and methods identified in the FXSP Evaluation Framework (3.1.1), the FXSP Initial Screening process analyzed 53 potential FX corridors (3.2.1). The screening process narrows the corridors to **15** corridors that will be evaluated in greater detail for opportunity to achieve the benefits identified in the FX standards and for cost risk that may preclude a feasible project given funding limitations.

This section describes the screening results and recommends **15** corridors to be advanced for more detailed evaluation.

Screening Metrics

Figure 1 summarizes the screening metrics. There are 14 individual metrics which are categorized within five "metric areas." Each metric area is weighted equally, eliminating any potential disparity based on the number of metrics. See the FSXP Evaluation Framework (3.1.1) for a more detailed description of the metrics.

Figure 1 Summary of Screening Metrics

Metric Area	# of Metrics	Summary of Metrics
Land Use and Access	5	▪ Population density, 2020 and 2045. ▪ Employment density, 2020 and 2045. ▪ Travel demand (density of productions and attractions), 2045.
Equity	2	▪ Percent of corridor within Metro Equity Focus Areas (EFAs). ▪ Average TriMet Equity Index score.
Ridership	1	Existing weekday daily boardings, Fall 2023.
Transit Speed and Reliability	3	▪ Average weekday daily passenger-weighted delay per corridor mile (hours), Fall 2023. ▪ Average weekday daily bus delay per corridor mile (hours), Fall 2023. ▪ Average segment-weighted Better Bus Transit Operations score, Fall 2023
Walkability	3	▪ Intersections per acre, 2020 and 2045. ▪ % sidewalk coverage.

Note: Densities are calculated for 3/8-mile straight-line buffers (see discussion in 3.1.1: Evaluation Framework).

Corridors Screened

Figure 2 illustrates the corridors included in the screening. **Figure 3** illustrates how the corridors relate to the High Capacity Transit (HCT) Strategy, by tier. See 3.2.1 for additional details on how these corridors were identified.

Figure 2 Corridors Identified for FXSP Initial Screening

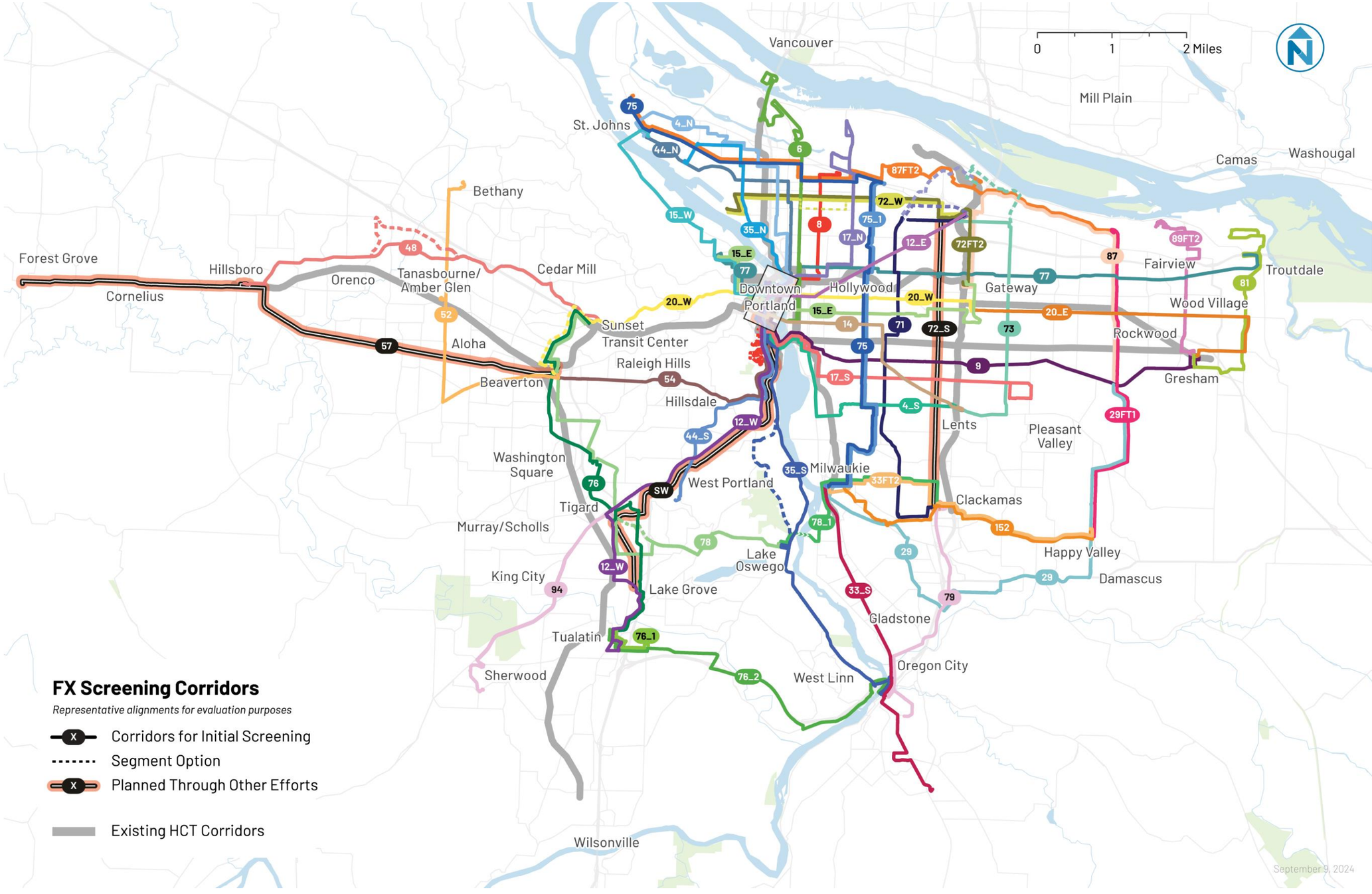
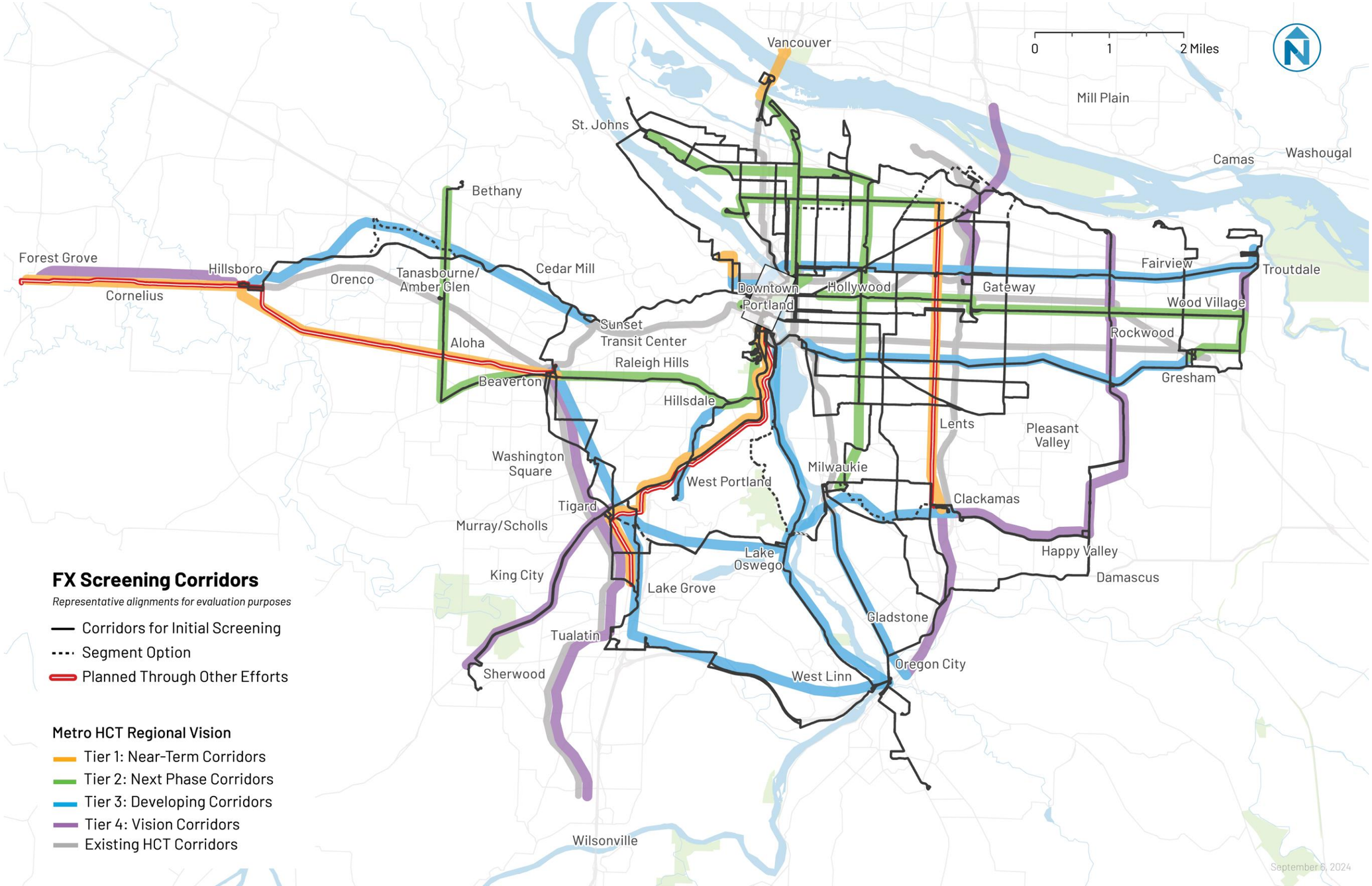


Figure 3 Corridors Identified for FXSP Initial Screening with HCT Strategy Corridors by Tier



Screening Results

Figure 4 provides a table of screening results providing data *values* and scores for the 14 individual metrics analyzed, scores for the 5 metric areas, and the total *score*. The table is sorted by total score, from highest to lowest.

- **Metric Scoring:** Each metric, such as Current Population Density, was assigned a score on a scale from 1 to 6, where a higher score represents stronger performance, using the natural breaks method. **Figure** 4 shows the data *values* of **individual metrics**, and the score is represented using a six-category color-coded scale (green). Darker green indicates values with a stronger performance.

	Weakest Performance					Strongest Performance
Individual Metrics (data values)	1*					6*

Note: The results table lists data values. Cells are color-coded based on the 1 to 6 score.

- **Total and Metric Area Scores:** A score was created for each metric area, such as Land Use, taking an average of individual metric scores within a given metric area, to allow for comparison between metric areas. Each corridor also has a total score, which is the average of the five metric area scores. There is no weighting. Both the metric area score and total score are shown in shades of purple. Darker purple indicates stronger performance. These scores were created to allow the project team to sort the corridors and understand how they perform in each metric area and overall. However, additional qualitative considerations were used to develop the narrowed list of recommended corridors, as described below.

	Weakest Performance				Strongest Performance
Metric Areas (1 to 6 scores)	1*				6*

Note: The results table shows the average score on a scale of 1 to 6. Cells are color-coded using 5 categories based on quintiles (equal number in each category).

- **Grouped Corridors:** Related corridors or variations were grouped where further evaluation is required to determine which alignment to advance, or whether multiple alignments should be advanced to the next stages of evaluation. This will include developing network scenarios in consultation with the Forward Together 2.0 to consider alignment with future transit network changes and modeling ridership and access for the scenarios. The corridors are discussed below. Figure 4 is sorted based on the highest scoring corridor within a group of related corridors, as indicated by the "grouped order" column in the table.

The linked interactive map illustrates total and metric area scores for the corridors, along with a sortable data table: TriMet FX Corridors. The map and table can be toggled between corridors and segments.

Figure 4 FXSP Initial Screening Results, by Total Score within Grouped Corridors: Metric Area Scores (1 to 6) and Individual Metric Data Values

Map ID	Corridor	Route Miles	HCT Tier	Geography	Grouped Order	Total Score	Total Score Rank	Metric Area Scores					Land Use					Equity		Ridership	Speed & Reliability			Walkability		
													2020		2045											
								Land Use	Equity	Ridership	S&R	Walkability	Emp per acre	Pop per acre	Emp per acre	Pop per acre	Total Travel Demand (P+A) per acre	Pct of Corridor within Metro EFAs	Average TriMet 10-Factor Index Score	Weekday Daily Boardings per corr. mile, Fall 2023	Daily Pass. Delay per corr. mile (Hours; w/out downtown)	Daily Bus Delay per corr. mile (Hours; w/out downtown)	Transit Operations Score (w/out downtown)	Intersect. per Acre 2020	Intersect. per Acre 2045	% Sidewalk Coverage
12_E	Dwtn Portland - Parkrose/Sumner (via NE Sandy Blvd)	13.8	-	Portland	1.0	5.4	1	5.8	3.5	6.0	6.0	5.7	34.7	14.9	38.9	19.6	330	53%	17.1	318	18.5	0.62	0.67	2.5	2.5	82%
14	Dwtn Portland - Lents (via SE Hawthorne/Foster)	15.8	-	Portland	2.0	4.9	2	5.0	3.5	5.0	5.7	5.3	22.8	16.1	25.9	20.6	264	64%	15.9	237	13.7	0.66	0.65	2.5	2.5	89%
4_N	Dwtn Portland - St. Johns (via N Albina / Mississippi + N Fessenden)	22.5	2	Portland	3.0	4.8	3	5.0	4.0	5.0	4.7	5.3	24.7	13.8	28.3	18.6	246	66%	16.8	212	12.6	0.52	0.52	2.4	2.4	81%
4_N+44_N	Dwtn Portland - St. Johns (via N Albina/Mississippi + N Rosa Parks)	22.5	2	Portland	3.1	4.4	7	5.0	4.0	4.0	3.7	5.3	25.1	14.1	28.6	18.6	248	70%	16.7	182	10.7	0.48	0.49	2.3	2.3	83%
44_N+4_N	Dwtn Portland - St Johns (via N Williams/Vancouver + Fessenden)	22.5	2	Portland	3.2	4.1	11	5.4	3.0	3.0	3.3	6.0	29.9	14.4	34.4	19.8	287	58%	14.7	164	10.0	0.45	0.45	2.7	2.7	81%
44_N	Dwtn Portland - St Johns (via N Williams/Vancouver + Rosa Parks)	18.9	2	Portland	3.3	4.0	13	5.4	3.0	3.0	2.7	6.0	30.1	14.7	34.4	19.8	287	63%	14.6	130	7.7	0.42	0.41	2.6	2.6	83%
35_N	Dwtn Portland - Portsmouth (via N Greeley)	16.2	2	Portland	3.4	3.3	24	5.0	3.5	1.0	2.0	5.0	33.1	12.5	37.6	17.0	286	60%	15.8	63	4.2	0.37	0.40	2.4	2.5	76%
15_E	NW Portland - Gateway (via SE Belmont)	22.1	-	Portland	4.0	4.7	4	5.0	3.5	5.0	5.3	4.7	25.7	14.6	29.3	18.2	272	55%	17.1	211	12.8	0.58	0.63	2.0	2.0	80%
8	Woodlawn - Dwtn Portland and OHSU (via NE 15th)	17.0	-	Portland	5.0	4.7	5	6.0	3.0	4.0	4.7	5.7	38.6	15.0	44.2	20.9	346	59%	14.8	198	13.3	0.52	0.54	2.9	2.9	78%
4_S	Dwtn Portland - Lents (via SE Milwaukie/Woodstock)	20.0	-	Portland	6.0	4.6	6	4.6	3.5	4.0	5.3	5.7	27.1	13.2	31.5	17.1	251	61%	15.6	201	16.3	0.73	0.53	2.7	2.7	78%
9	Dwtn Portland - Gresham (via SE Powell)	30.9	3	Portland, East Mult.	8.0	4.4	8	4.0	5.0	4.0	4.7	4.3	18.5	12.6	21.6	16.0	202	86%	20.0	173	15.4	0.42	0.59	2.1	2.2	70%
72_S_1	Clackamas - Parkrose (via E 82nd and NE Sandy)	19.0	1	Portland, Clackamas	9.0	4.2	9	2.2	5.5	6.0	5.0	2.3	4.9	10.0	6.0	11.9	122	82%	22.1	364	19.1	0.40	0.69	0.9	0.9	60%
72_S_2	Clackamas - Cully (via E 82nd and NE Lombard)	20.3	1	Portland, Clackamas	9.1	4.2	10	2.2	5.5	6.0	5.0	2.3	4.7	9.8	5.8	11.7	117	81%	21.3	338	19.1	0.40	0.69	0.9	0.9	59%
44_S	Dwtn - Hillsdale - PCC-Sylvania (via SW Capitol Hwy)	16.5	3	Portland	12.0	4.0	12	5.0	2.5	4.0	4.7	4.0	30.5	12.3	34.5	16.0	263	51%	13.3	187	10.9	0.54	0.57	2.4	2.5	46%
20_E	SE 102nd - Gresham (via SE Stark)	20.6	2	Portland, East Mult.	14.0	3.9	14	2.2	6.0	4.0	4.0	3.3	4.3	10.9	5.7	12.5	108	94%	23.4	173	11.1	0.45	0.54	1.4	1.5	68%
20_W	SE 102nd - Beaverton TC (via Burnside/SW Barnes/Cedar Hills)	31.2	2	Portland, Washington	14.1	3.5	21	3.6	2.5	4.0	4.0	3.3	16.7	10.6	19.3	14.0	199	54%	13.5	183	12.4	0.39	0.52	1.3	1.3	67%
17_N	Dwtn Portland - NE Sunderland (via NE 33rd)	16.8	-	Portland	15.0	3.9	15	5.0	2.0	3.0	4.0	5.3	29.9	12.3	34.5	17.0	283	35%	15.0	141	10.4	0.58	0.49	2.4	2.4	83%
54	Dwtn Portland - Hillsdale - Beaverton (via SW Beaverton-Hillsdale Hwy)	19.7	2	Portland, Washington	16.0	3.8	16	4.2	2.0	4.0	5.3	3.3	26.8	10.8	30.7	14.0	246	34%	15.1	197	12.7	0.67	0.60	2.0	2.1	51%
6	Dwtn Portland - Hayden Island (via NE MLK Jr)	22.8	2	Portland	17.0	3.8	17	4.0	3.5	4.0	3.0	4.3	25.8	10.1	29.8	15.1	250	56%	17.0	190	12.2	0.35	0.45	2.2	2.2	71%
17_S	Dwtn Portland - SE 136th (via SE Holgate)	20.9	-	Portland	18.0	3.7	18	4.4	4.5	2.0	3.3	4.3	22.7	12.6	26.1	16.1	223	82%	17.5	120	8.7	0.36	0.49	2.2	2.2	72%
73	Lents - Parkrose (via E 122nd)	18.0	-	Portland	19.0	3.6	19	1.8	6.0	5.0	3.7	1.7	3.0	9.3	3.7	11.1	75	97%	21.4	211	8.5	0.35	0.56	0.7	0.8	44%
73FT2	Lents - Cascade Station (via E 122nd)	20.4	-	Portland	19.1	3.5	20	1.4	5.0	5.0	4.3	2.0	4.7	7.6	5.6	9.2	80	76%	20.6	230	9.6	0.37	0.63	0.7	0.8	47%

Map ID	Corridor	Route Miles	HCT Tier	Geography	Grouped Order	Total Score	Total Score Rank	Metric Area Scores					Land Use					Equity		Ridership	Speed & Reliability			Walkability		
													2020		2045											
								Land Use	Equity	Ridership	S&R	Walkability	Emp per acre	Pop per acre	Emp per acre	Pop per acre	Total Travel Demand (P+A) per acre	Pct of Corridor within Metro EFAs	Average TriMet 10-Factor Index Score	Weekday Daily Boardings per corr. mile, Fall 2023	Daily Pass. Delay per corr. mile (Hours; w/out downtown)	Daily Bus Delay per corr. mile (Hours; w/out downtown)	Transit Operations Score (w/out downtown)	Intersect. per Acre 2020	Intersect. per Acre 2045	% Sidewalk Coverage
78_1	Lake Oswego - Milwaukie - Clackamas (via SE King)	15.5	3	Clackamas	22.0	3.5	22	1.8	3.5	5.0	4.7	2.3	5.2	8.4	6.3	10.1	107	51%	16.7	226	10.6	0.62	0.53	1.2	1.2	36%
33FT2	Milwaukie - Clackamas - Happy Valley (via SE King/Sunnyside)	19.1	3 & 4	Clackamas	22.1	2.6	35	1.8	3.5	2.0	3.3	2.3	4.7	8.0	5.6	10.3	100	51%	16.9	80	5.0	0.35	0.65	0.9	1.0	56%
152	Milwaukie - Clackamas - Happy Valley (via SE International/Sunnyside)	18.3	3 & 4	Clackamas	22.2	1.9	50	1.4	2.0	1.0	3.0	2.3	5.6	6.8	6.7	9.1	95	41%	14.9	20	2.1	0.31	0.64	0.7	0.8	59%
29	Milwaukie - Happy Valley - W Powell (via Lake/Hwy 212/172nd	33.7	4	East Mult., Clackamas	22.3	1.3	53	1.0	2.0	1.0	1.0	1.3	2.7	4.2	3.5	6.4	45	25%	15.6	8	0.8	0.17	0.41	0.4	0.5	48%
12_W	Tualatin/Tigard - Dwtn Portland (via SW Barbur/Hall)	30.3	1	Portland, Washington	23.0	3.4	23	3.2	2.0	3.0	5.3	3.3	20.9	9.3	23.7	12.1	199	45%	14.4	160	12.3	0.56	0.63	1.6	1.6	54%
77	NW Portland - Hollywood - Troutdale (via NE Broadway, Halsey)	36.7	3	Portland, East Mult.	25.0	3.3	25	3.6	4.0	2.0	3.3	3.3	14.8	11.1	17.4	14.0	172	68%	18.1	101	6.2	0.39	0.55	1.4	1.5	71%
57	Beaverton - Hillsboro - Forest Grove (via SW Tualatin Valley Hwy)	33.6	1	Washington	26.0	3.3	26	1.6	5.0	4.0	3.7	2.0	4.6	7.2	5.3	8.8	85	82%	20.4	187	12.3	0.32	0.52	0.5	0.6	68%
52	PCC-Rock Creek - Aloha - Beaverton (via W 185th + SW Farmington)	21.9	2	Washington	27.0	3.1	27	2.0	5.0	2.0	3.7	2.7	4.4	9.6	5.3	11.1	104	92%	17.7	110	9.2	0.48	0.48	0.9	0.9	67%
72FT2	Swan Island - Gateway (via NE Killingsworth, Sandy, 102nd)	22.0	2	Portland	28.0	3.0	28	2.0	3.5	4.0	3.3	2.3	4.5	10.2	5.4	11.7	87	63%	16.5	186	10.8	0.37	0.49	1.0	1.0	58%
72_W	Swan Island - Parkrose (via NE Killingsworth and NE Sandy)	16.5	2	Portland	28.1	3.0	29	2.2	2.5	4.0	3.3	3.0	4.7	10.8	5.5	12.4	89	53%	14.6	186	10.8	0.37	0.47	1.1	1.1	64%
76	Sunset TC - Beaverton - Tigard - Tualatin (via SW Cedar Hills, Hall, Greenburg, 72nd)	30.4	3	Washington	30.0	3.0	30	2.0	4.0	3.0	4.3	1.7	10.6	5.7	12.3	8.2	143	60%	17.6	150	11.0	0.50	0.54	0.6	0.7	62%
76+76_1	Sunset TC - Beaverton - Tigard - Meridian Park Hosp (via SW Hall, Greenburg, 72nd)	34.3	3	Washington	30.1	2.9	31	2.0	3.5	3.0	4.3	1.7	10.0	5.9	11.5	8.2	137	57%	17.6	142	10.3	0.53	0.53	0.6	0.7	62%
76+76_2	Sunset TC - Beaverton - Tigard - Oregon City (via SW Hall, Greenburg, 72nd)	53.2	3	Washington, Clackamas	30.2	2.6	36	1.8	2.0	3.0	4.3	1.7	7.1	4.9	8.3	7.7	105	42%	14.6	135	9.8	0.51	0.54	0.5	0.5	57%
78+78_1	Sunset TC - Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas (via SW Hall + SE King)	33.9	3	Clackamas, Washington	30.3	2.3	42	1.8	2.5	2.0	3.0	2.0	6.6	6.8	7.7	8.8	104	42%	15.7	116	6.8	0.40	0.48	0.7	0.8	47%
78	Sunset TC - Beaverton - Tigard - Lake Oswego (via SW Hall)	33.9	3	Washington, Clackamas	30.4	2.1	47	1.8	2.5	2.0	3.0	1.3	7.3	6.2	8.5	8.3	104	38%	15.2	114	6.7	0.42	0.46	0.6	0.7	53%
15_W	Dwtn Portland - St. Johns (via NW 23rd/St Helens)	17.5	2	Portland	32.0	2.7	32	3.4	1.0	2.0	4.0	3.3	26.1	8.4	29.1	10.6	208	18%	10.3	96	6.5	0.46	0.57	1.4	1.4	66%
75_1	NE Columbia Blvd - Hollywood - Milwaukie (via SE Cesar Chavez)	21.9	2	Portland, Clackamas	33.0	2.7	33	2.4	1.5	3.0	3.3	3.3	4.7	11.5	5.3	13.1	96	32%	14.1	157	9.5	0.37	0.51	1.1	1.1	75%
75	St Johns - Hollywood - Milwaukie (via N Lombard + SE Cesar Chavez)	39.2	2	Portland, Clackamas	33.1	2.6	34	2.2	2.0	3.0	3.0	3.0	4.2	10.6	4.8	11.9	85	45%	14.6	149	9.2	0.35	0.50	0.9	0.9	77%
33_S	Oregon City - Milwaukie (via McLoughlin)	21.5	3	Clackamas	33.2	2.4	40	1.2	4.0	2.0	3.7	1.0	3.9	6.1	5.1	8.4	81	67%	17.0	115	6.4	0.39	0.58	0.6	0.7	41%
89FT2	Gresham - Blue Lake Park (via SE 223rd)	11.4	-	East Mult.	37.0	2.5	37	1.0	5.0	1.0	2.7	3.0	4.3	5.6	5.9	6.2	75	61%	19.4	51	4.3	0.38	0.51	1.2	1.5	62%
79	Oregon City - Clackamas (via SE 82nd Dr, I-205)	17.8	4	Clackamas	38.0	2.4	38	1.4	3.5	2.0	4.0	1.3	6.3	5.1	7.4	5.9	91	52%	18.4	116	5.2	0.66	0.54	0.6	0.7	45%
71FT2_1	Clackamas - Parkrose (via SE 52nd, NE 57th, NE Lombard)	27.8	-	Portland, Clackamas	39.0	2.4	39	2.0	3.0	2.0	2.7	2.3	5.0	9.5	5.6	10.3	89	49%	16.2	95	6.0	0.35	0.48	0.8	0.8	57%

Map ID	Corridor	Route Miles	HCT Tier	Geography	Grouped Order	Total Score	Total Score Rank	Metric Area Scores					Land Use					Equity		Ridership	Speed & Reliability			Walkability		
													2020		2045											
								Land Use	Equity	Ridership	S&R	Walkability	Emp per acre	Pop per acre	Emp per acre	Pop per acre	Total Travel Demand (P+A) per acre	Pct of Corridor within Metro EFAs	Average TriMet 10-Factor Index Score	Weekday Daily Boardings per corr. mile, Fall 2023	Daily Pass. Delay per corr. mile (Hours; w/out downtown)	Daily Bus Delay per corr. mile (Hours; w/out downtown)	Transit Operations Score (w/out downtown)	Intersect. per Acre 2020	Intersect. per Acre 2045	% Sidewalk Coverage
71	Clackamas - Parkrose (via SE 52nd, NE 57th, NE Prescott)	26.6	-	Portland, Clackamas	39.1	2.3	41	2.0	3.0	2.0	2.0	2.3	4.9	10.0	5.6	10.8	92	48%	15.7	89	5.1	0.32	0.44	0.8	0.9	60%
71FT2	Clackamas - Cascade Station (via SE 52nd, NE 57th, NE Cully)	29.3	-	Portland, Clackamas	39.2	2.2	45	1.6	2.5	2.0	2.3	2.3	5.3	8.5	6.1	9.3	88	39%	15.9	96	6.1	0.35	0.47	0.8	0.9	57%
48	Sunset TC - Tanasbourne - Hillsboro (via Cornell)	24.0	3	Washington	43.0	2.2	43	2.0	3.0	1.0	3.0	2.0	7.7	7.9	9.1	9.5	105	67%	14.6	59	4.8	0.40	0.54	0.5	0.6	64%
81	Gresham - Troutdale (via NE Kane/257th)	15.4	4	East Mult.	44.0	2.2	44	1.0	4.0	1.0	1.3	3.7	3.8	5.8	4.9	6.7	75	49%	20.7	45	1.9	0.33	0.38	1.1	1.4	73%
35_S	Dwtn Portland - Lake Oswego - Oregon City (via Hwy 43)	30.4	3	Portland, Clackamas	46.0	2.1	46	3.0	1.0	1.0	2.3	3.3	20.3	8.7	23.5	12.0	185	28%	12.3	49	3.5	0.29	0.47	1.7	1.9	51%
87FT2	St Johns - Cascade Station - Rockwood - W Powell (via N/NE Lombard, Airport, E 181st/182nd)	44.1	2 & 4	Portland, East Mult.	48.0	2.1	48	1.0	3.0	2.0	2.3	2.0	5.1	5.8	6.2	6.3	65	45%	17.2	96	5.9	0.31	0.45	0.6	0.7	65%
87	Gateway - SE Powell (via Parkrose/Sumner TC, NE Airport, E 181st/182nd)	25.2	4	East Mult.	48.1	2.0	49	1.0	4.5	1.0	2.3	1.3	5.8	5.5	7.1	6.1	74	60%	20.1	70	3.6	0.38	0.45	0.5	0.6	47%
29FT1	Happy Valley - SE Powell (via SE 172nd/190th)	20.0	4	East Mult., Clackamas	48.2	1.9	51	1.2	4.0	1.0	1.7	1.7	2.4	5.5	3.5	8.1	58	53%	20.1	64	3.6	0.32	0.39	0.4	0.6	60%
94	Tigard - Sherwood (via Pacific Hwy)	15.6	4	Washington	52.0	1.4	52	1.0	1.5	1.0	2.0	1.7	3.2	6.5	3.6	7.4	65	23%	14.8	46	3.6	0.32	0.43	0.5	0.5	58%

Notes: Line work of each representative corridor is primarily based on the existing and planned TriMet bus routes, as reflected in Forward Together (FT) 1.0; some corridors reflect FT 2.0 proposals, or modifications/routing where streets or infrastructure does not currently exist (e.g., Corridors 78_1 or 29FT1). Identifiers reflect the primary existing or planned TriMet line number with an additional suffix followed by an underscore to indicate relative location (N, S, E, W) and to differentiate extensions (1, 2), and/or specific data source (FT1, FT2). Better Bus data is based on existing service and normalized based on existing service miles.

Screening Recommendations

Figure 5 illustrates preliminary recommendations and **Figure** 6 provides a table with the screening recommendation and rationale.

- The top **15** corridors are designated **Advance**, indicating they should be considered in the next, more detailed stage of evaluation. For grouped corridors, a single representative alignment is chosen as the recommended alignment for evaluation, which may be the strongest performing alignment or be a hybrid of multiple alignments. Alternative segments or termini (such as shorter corridors) may be carried forward for further analysis. In some cases, the recommendation consists of combined corridors or corridor segments (such as 20_W and 20_E, which were originally considered separate corridor but were combined into a single corridor). Corridors falling into one of these categories are noted as Advance Alternative Alignment or Combine with Other Option in the table of recommendations.
- **3** corridors are designated **Planned Through Other Efforts**, which means that an FX corridor is already being advanced as part of another planning process. These corridors were included in the initial screening for comparative purposes.
- The remaining corridors are designated as **Not Advanced**, meaning the FX System Plan will not evaluate or prioritize them for implementation within the time horizon of this plan (2050). However, concurrent or future studies could identify other types of transit improvements for these corridors outside of the FXSP process. For example, TriMet's Forward Together service plans could recommend service improvements (e.g., increased frequency and/or span of service) and TriMet's Better Bus Program could identify capital improvements to address localized bus delay or areas of congestion. The corridor designation could be revisited through future updates to the Regional Transportation Plan (RTP), Regional HCT Strategy, and/or the FX System Plan, if corridor conditions change. The RTP is updated on a five-year cycle, while the HCT Strategy is refreshed periodically, but not at set intervals.

An analysis of corridor segments was also conducted to help understand which portions of corridors have strong performance and which have weaker performance. This analysis was used to develop the recommendations including alternative terminus options. This analysis is shown in Appendix A.

Examples of how the segment-level analysis influenced recommendations include the splitting of Corridor 20_W and merging portions with Corridors 20_E and 76, and the combination of 4_N,75, and 8 connecting Saint Johns and Downtown via N Lombard and N Williams, as well as Oregon Health and Science University (OHSU).

Figure 5 Recommended Corridors to Advance for Evaluation in Task 3.3 Opportunity and Cost Risk Assessment

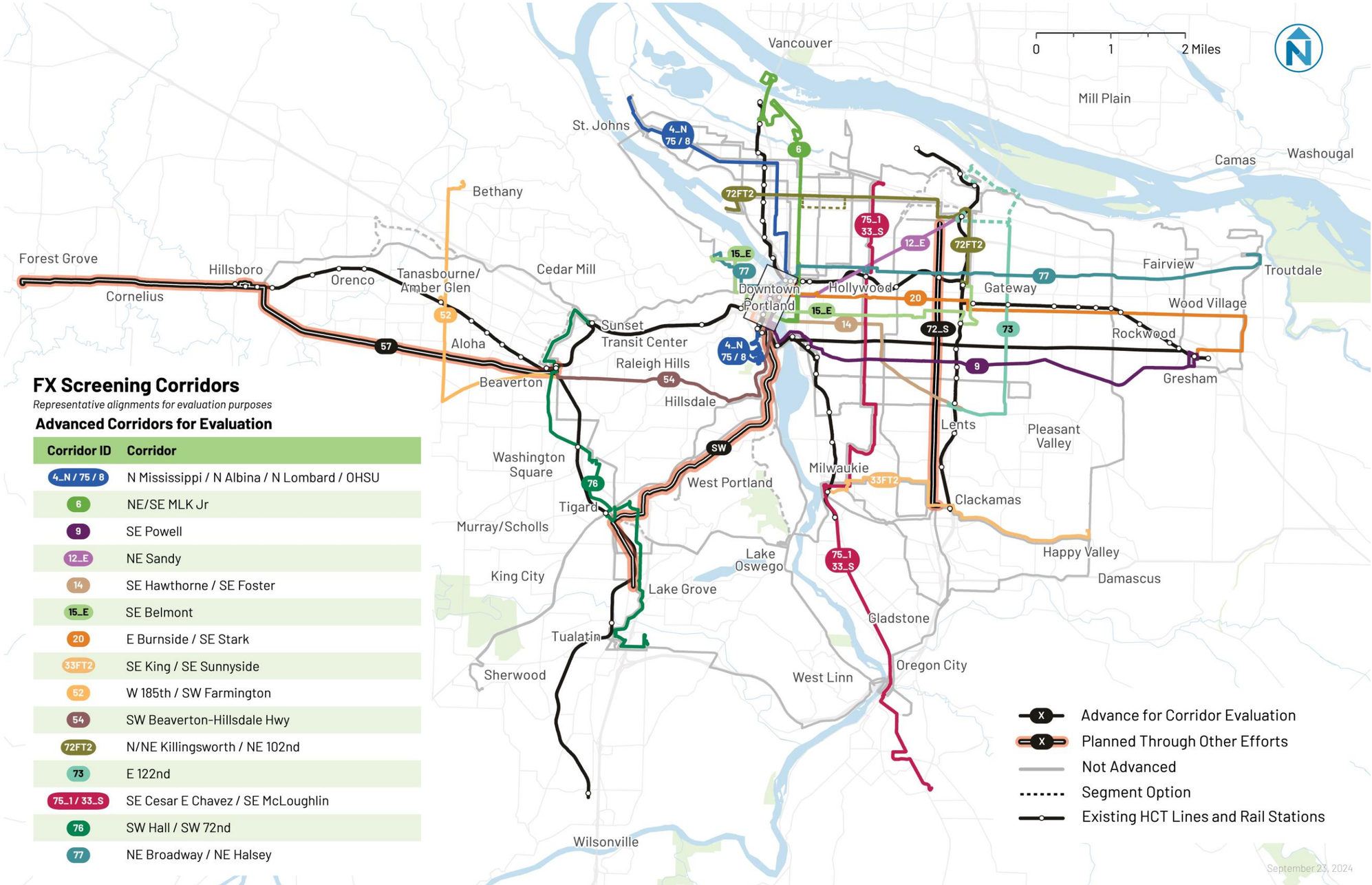


Figure 6 FXSP Initial Screening Recommendations by Total Score within Grouped Corridors

Map ID	Corridor	Route Miles	HCT Tier	Geography	Group Order	Total Score	Total Score Rank	Screening Recommendation	Rank of Grouped Corridors	Screening Rationale	Notes on Further Evaluation
12_E	Dwtn Portland - Parkrose/Sumner (via NE Sandy Blvd)	13.8	-	Portland	1.0	5.4	1	Advance	1	Non-HCT, High rank (multiple categories)	-
14	Dwtn Portland - Lents (via SE Hawthorne/Foster)	15.8	-	Portland	2.0	4.9	2	Advance	2	Non-HCT, High rank (multiple categories)	Given close proximity of 14_E, 15_E, and 20_E, advance all three for further evaluation but consider including only 2 of 3 corridors in FXSP prioritization, depending on evaluation results.
4_N	Dwtn Portland - St. Johns (via N Albina / Mississippi + N Fessenden)	22.5	2	Portland	3.0	4.8	3	Advance	3	HCT Tier 2, High rank (multiple categories)	Recommend a combined 4_N / 75 / 8 alignment using Lombard between Albina/Mississippi and St. Johns (based on segment analysis)
4_N+44_N	Dwtn Portland - St. Johns (via N Albina/Mississippi + N Rosa Parks)	22.5	2	Portland	3.1	4.4	7	Advance Alternative Alignment	3	Alignment option	4_N / 75 alignment
44_N+4_N	Dwtn Portland - St Johns (via N Williams/Vancouver + Fessenden)	22.5	2	Portland	3.2	4.1	11	Advance Alternative Alignment	3	Alignment option	4_N / 75 alignment
44_N	Dwtn Portland - St Johns (via N Williams/Vancouver + Rosa Parks)	18.9	2	Portland	3.3	4.0	13	Advance Alternative Alignment	3	Alignment option	4_N / 75 alignment
35_N	Dwtn Portland - Portsmouth (via N Greeley)	16.2	2	Portland	3.4	3.3	24	Advance Alternative Alignment	3	Alignment option	4_N / 75 alignment
15_E	NW Portland - Gateway (via SE Belmont)	22.1	-	Portland	4.0	4.7	4	Advance	-	Non-HCT, High rank (multiple categories)	Given close proximity of 14_E, 15_E, and 20_E, advance all three for further evaluation but consider including only 2 of 3 corridors in FXSP prioritization, depending on evaluation results.
8	Woodlawn - Dwtn Portland and OHSU (via NE 15th)	17.0	-	Portland	5.0	4.7	5	Do Not Advance	4	Non-HCT, High rank (multiple categories)	OHSU segment is assumed as part of St. Johns - Downtown corridor; at network refinement stage (Task 3.4), other potential connections could be considered.
4_S	Dwtn Portland - Lents (via SE Milwaukie/Woodstock)	20.0	-	Portland	6.0	4.6	6	Do Not Advance	-	Non-HCT	-
9	Dwtn Portland - Gresham (via SE Powell)	30.9	3	Portland, East Mult.	8.0	4.4	8	Advance	5	HCT Tier 3, High rank (multiple categories)	-

Map ID	Corridor	Route Miles	HCT Tier	Geography	Group Order	Total Score	Total Score Rank	Screening Recommendation	Rank of Grouped Corridors	Screening Rationale	Notes on Further Evaluation
72_S_1	Clackamas - Parkrose (via E 82nd and NE Sandy)	19.0	1	Portland, Clackamas	9.0	4.2	9	Planned Through Other Efforts	N/A	Planned investment in active planning	N/A
72_S_2	Clackamas - Cully (via E 82nd and NE Lombard)	20.3	1	Portland, Clackamas	9.1	4.2	10	Planned Through Other Efforts	N/A	Alignment option	N/A
44_S	Dwtn - Hillsdale - PCC-Sylvania (via SW Capitol Hwy)	16.5	3	Portland	12.0	4.0	12	Do Not Advance	-	HCT Tier 3, would be improved through shared alignment with corridor 54 (Tier 2)	-
20_E	SE 102nd - Gresham (via SE Stark)	20.6	2	Portland, East Mult.	14.0	3.9	14	Advance	7	HCT Tier 2; high rank (equity)	Combine with 20_W between downtown and SE 102nd (based on segment analysis)
20_W	SE 102nd - Beaverton TC (via Burnside/SW Barnes/Cedar Hills)	31.2	2	Portland, Washington	14.1	3.5	21	Advance	7	Combine Downtown - SE 102nd portion with 20_E; this is the HCT Tier 2 portion	
17_N	Dwtn Portland - NE Sunderland (via NE 33rd)	16.8	-	Portland	15.0	3.9	15	Do Not Advance	-	Non-HCT, proximity to other corridors	-
54	Dwtn Portland - Hillsdale - Beaverton (via SW Beaverton-Hillsdale Hwy)	19.7	2	Portland, Washington	16.0	3.8	16	Advance	6	HCT Tier 2; high rank (ridership and S&R)	-
6	Dwtn Portland - Hayden Island (via NE MLK Jr)	22.8	2	Portland	17.0	3.8	17	Advance	8	HCT Tier 2; moderate rank (multiple categories)	-
17_S	Dwtn Portland - SE 136th (via SE Holgate)	20.9	-	Portland	18.0	3.7	18	Do Not Advance	-	Non-HCT	-
73	Lents - Parkrose (via E 122nd)	18.0	-	Portland	19.0	3.6	19	Advance	10	Non-HCT, high rank (equity); moderate rank (ridership)	-
73FT2	Lents - Cascade Station (via E 122nd)	20.4	-	Portland	19.1	3.5	20	Advance	10	Alignment option	Maintain as terminus option
78_1	Lake Oswego - Milwaukie - Clackamas (via SE King)	15.5	3	Clackamas	22.0	3.5	22	Do Not Advance	-	Element of HCT Tier 3 corridor that performs moderately well but has major cost element (bridge); higher performing corridor in Clackamas Co	Milwaukie-Clackamas portion is advanced as part of 33FT2
33FT2	Milwaukie - Clackamas - Happy Valley (via SE King/Sunnyside)	19.1	3 & 4	Clackamas	22.1	2.6	35	Advance	-	Element of multiple HCT corridors; higher performing corridor in Clackamas Co. Along with McLoughlin, King is highest scoring segment in Clackamas County	Part of HCT Tier 3 corridor (Beaverton-Clackamas); part of Line 33 which also serves McLoughlin corridor (Tier 3); and part of an HCT Tier 4 corridor (Milwaukie-Clackamas-Happy Valley)
152	Milwaukie - Clackamas - Happy Valley (via SE International/Sunnyside)	18.3	3 & 4	Clackamas	22.2	1.9	50	Do Not Advance	-	Very low performing corridor; HCT Tier 4 (Future)	Milwaukie-Clackamas portion is advanced as part of 33FT2
29	Milwaukie - Happy Valley - W Powell (via Lake/Hwy 212/172nd	33.7	4	East Mult., Clackamas	22.3	1.3	53	Do Not Advance	-	HCT Tier 4; very low performing	Milwaukie-Clackamas portion is advanced as part of 33FT2
12_W	Tualatin/Tigard - Dwtn Portland (via SW Barbur/Hall)	30.3	1	Portland, Washington	23.0	3.4	23	Planned Through Other Efforts	11	HCT Tier 1; parallel to Southwest Corridor, where locally preferred alternative identifies mode as Light Rail (MAX)	May be considered by Metro as part of the Southwest Corridor project
57	Beaverton - Hillsboro - Forest Grove (via SW Tualatin Valley Hwy)	33.6	1	Washington	25.0	3.3	25	Planned Through Other Efforts	N/A	Planned investment in active planning	N/A
77	NW Portland - Hollywood - Troutdale (via NE Broadway, Halsey)	36.7	3	Portland, East Mult.	26.0	3.3	26	Advance	9	HCT Tier 3, high rank (equity)	Consider Corridor 15_E alignment in Northwest Portland

Map ID	Corridor	Route Miles	HCT Tier	Geography	Group Order	Total Score	Total Score Rank	Screening Recommendation	Rank of Grouped Corridors	Screening Rationale	Notes on Further Evaluation
52	PCC-Rock Creek - Aloha - Beaverton (via W 185th + SW Farmington)	21.9	2	Washington	27.0	3.1	27	Advance	12	HCT Tier 2; high rank (equity)	-
72FT2	Swan Island - Gateway (via NE Killingsworth, Sandy, 102nd)	22.0	2	Portland	28.0	3.0	28	Advance	15	HCT Tier 2	-
72_W	Swan Island - Parkrose (via NE Killingsworth and NE Sandy)	16.5	2	Portland	28.1	3.0	29	Advance Alternative Alignment	15	Alignment option	-
76	Sunset TC - Beaverton - Tigard - Tualatin (via SW Cedar Hills, Hall, Greenburg, 72nd)	30.4	3	Washington	30.0	3.0	30	Advance	13	HCT Tier 3, high rank (equity and S&R)	-
76+76_1	Sunset TC - Beaverton - Tigard - Meridian Park Hosp (via SW Hall, Greenburg, 72nd)	34.3	3	Washington	30.1	2.9	31	Advance	13	Alignment option	-
76+76_2	Sunset TC - Beaverton - Tigard - Oregon City (via SW Hall, Greenburg, 72nd)	53.2	3	Washington, Clackamas	30.2	2.6	36	Do Not Advance	-	Extension of existing service to Oregon City that only recently started operating and is not currently frequent service or identified for future frequent service	-
78+78_1	Sunset TC - Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas (via SW Hall + SE King)	33.9	3	Clackamas, Washington	30.3	2.3	42	Do Not Advance	-	HCT Tier 3, lower performing than parallel corridor and major cost element (new bridge)	-
78	Sunset TC - Beaverton - Tigard - Lake Oswego (via SW Hall)	33.9	3	Washington, Clackamas	30.4	2.1	47	Do Not Advance	-	HCT Tier 3, lower performing than parallel corridor	-
15_W	Dwtn Portland - St. Johns (via NW 23rd/St Helens)	17.5	2	Portland	32.0	2.7	32	Do Not Advance	-	Low performing corridor; HCT to St Johns provided by other corridors	-
75_1	NE Columbia Blvd - Hollywood - Milwaukie (via SE Cesar Chavez)	21.9	2	Portland, Clackamas	33.0	2.7	33	Advance	14	HCT Tier 2; higher performing corridor serving Clackamas Co	Combined with 33_S
75	St Johns - Hollywood - Milwaukie (via N Lombard + SE Cesar Chavez)	39.2	2	Portland, Clackamas	33.1	2.6	34	Combined with Other Corridor	14	HCT Tier 2; higher performing corridor serving Clackamas Co	St. Johns - Albina served via 4_N / 75 / 8
33_S	Oregon City - Milwaukie (via McLoughlin)	21.5	3	Clackamas	33.2	2.4	40	Advance	14	HCT Tier 3; higher performing corridor in Clackamas Co. Based on segment analysis, McLoughlin corridor excluding Oregon City - Clackamas CC segment scores higher than King segment of 33FT2 corridor between Milwaukie - Clackamas, including on ridership and speed & reliability metrics.	Combined with 75_1.
89FT2	Gresham - Blue Lake Park (via SE 223rd)	11.4	-	East Mult.	37.0	2.5	37	Do Not Advance	-	Non-HCT; high rank (equity), low rank (land use)	Not identified as HCT or frequent service but evaluated at partner request
79	Oregon City - Clackamas (via SE 82nd Dr, I-205)	17.8	4	Clackamas	38.0	2.4	38	Do Not Advance	-	Low performing corridor; Low priority HCT	-

Map ID	Corridor	Route Miles	HCT Tier	Geography	Group Order	Total Score	Total Score Rank	Screening Recommendation	Rank of Grouped Corridors	Screening Rationale	Notes on Further Evaluation
71FT2_1	Clackamas - Parkrose (via SE 52nd, NE 57th, NE Lombard)	27.8	-	Portland, Clackamas	39.0	2.4	39	Do Not Advance	-	Non-HCT; low performing corridor	-
71	Clackamas - Parkrose (via SE 52nd, NE 57th, NE Prescott)	26.6	-	Portland, Clackamas	39.1	2.3	41	Do Not Advance	-	Non-HCT; low performing corridor	-
71FT2	Clackamas - Cascade Station (via SE 52nd, NE 57th, NE Cully)	29.3	-	Portland, Clackamas	39.2	2.2	45	Do Not Advance	-	Non-HCT; low performing corridor	-
48	Sunset TC - Tanasbourne - Hillsboro (via Cornell)	24.0	3	Washington	43.0	2.2	43	Do Not Advance	-	Low performing corridor; HCT Tier 4 (Future)	-
81	Gresham - Troutdale (via NE Kane/257th)	15.4	4	East Mult.	44.0	2.2	44	Do Not Advance	-	HCT Tier 4; moderate rank (equity and walkability), low in other categories	Identified as LRT extension in HCT strategy but evaluated at partner request
35_S	Dwtn Portland - Lake Oswego - Oregon City (via Hwy 43)	30.4	3	Portland, Clackamas	46.0	2.1	46	Do Not Advance	-	Low performing corridor; HCT Tier 4 (Future)	-
87FT2	St Johns - Cascade Station - Rockwood - W Powell (via N/NE Lombard, Airport, E 181st/182nd)	44.1	2 & 4	Portland, East Mult.	48.0	2.1	48	Do Not Advance	-	Low performing corridor; shares partial corridor with #75	-
87	Gateway - SE Powell (via Parkrose/Sumner TC, NE Airport, E 181st/182nd)	25.2	4	East Mult.	48.1	2.0	49	Do Not Advance	-	Low performing corridor; HCT Tier 4 (Future). Has very high equity score, but low on all others.	-
29FT1	Happy Valley - SE Powell (via SE 172nd/190th)	20.0	4	East Mult., Clackamas	48.2	1.9	51	Do Not Advance	-	Very low performing corridor; HCT Tier 4 (Future)	-
94	Tigard - Sherwood (via Pacific Hwy)	15.6	4	Washington	52.0	1.4	52	Do Not Advance	-	Very low performing corridor; HCT Tier 4 (Future)	-

Notes: Line work of each representative corridor is primarily based on the existing and planned TriMet bus routes, as reflected in Forward Together (FT) 1.0; some corridors reflect FT 2.0 proposals, or modifications/routing where streets or infrastructure does not currently exist (e.g., Corridors 78_1 or 29FT1). Identifiers reflect the primary existing or planned TriMet line number with an additional suffix followed by an underscore to indicate relative location (N, S, E, W) and to differentiate extensions (1, 2), and/or specific data source (FT1, FT2).

Discussion of Recommended Corridors to Evaluate

This section discusses several topics considered in developing the recommendations for corridors to evaluate for FX improvements.

Relationship to HCT Strategy

The intent of the FX System Plan analysis is to clarify the preferred capital investments identified in the HCT Strategy. Both the **Figure 4** and **Figure 6** tables identify the existing "Tier" for corridors included in the 2023 HCT Strategy. **Figure 5** is a map that overlays screening recommendations with the HCT Strategy Tiers.

- **All** HCT Strategy Tier 1 and 2 corridors are identified as "Advance."
- **Five (5)** HCT Strategy Tier 3 corridors are identified as "Advance" while **four (4)** are identified as "Not Advance." Those not recommended for FX improvements include Corridors 44_S Capitol Highway; 78 Beaverton to Clackamas via Tigard, Lake Oswego, and Milwaukie; 48 Cornell Rd; and 35_S S Macadam.
  - **Corridor 44_S Capitol Highway** performs highly but would share most of its alignment with Corridor 54 Beaverton-Hillsdale Highway (recommended to "Advance"), and the independent portion from Hillsdale to PCC-Sylvania scores low in the segment analysis.
  - **Corridor 78 Beaverton to Clackamas** shares much of its higher scoring segments with Corridor 76 SW Hall (recommended to "Advance"). The portions of Corridor 78 between Tigard and Clackamas (via Lake Oswego and Milwaukie) are moderately performing segments but would require a new bridge across the Willamette River (which would be outside the scope of a Small Starts project). However, the portion from Milwaukie to Clackamas is included as part of the Milwaukie to Happy Valley corridor (33FT2).
  - **Corridors 48 Cornell Rd** and **35_S S Macadam** fall below the threshold for advancement.
- All HCT Strategy Tier 4 corridors are identified as "Not Advance," based on the FX System Plan Initial Screening analysis, except for the Clackamas to Happy Valley corridor, which is part of 33FT2; the Milwaukie to Clackamas portion is part of a Tier 3 corridor.

Corridors not Identified in HCT Strategy

The FX System Plan analysis also identified several corridors serving additional connections that were not included in the HCT Strategy as potential FX corridors. Five corridors that were not identified in the 2023 HCT Strategy are designated as "Advance" in the preliminary recommendations. These are 12_E NE Sandy Blvd, 14 SE Hawthorne Blvd/SE Foster Rd, 15 SE Belmont, and 73 E 122nd (grouping of two terminus variations).

- **Corridor 12_E NE Sandy Blvd** performs very well and ranks as the highest corridor evaluated. It is in the top 10 of corridors for multiple metrics.
- **Corridor 14 SE Hawthorne Blvd/SE Foster Rd** performs very well and ranks as the second-highest corridor overall. It is in the top 10 of corridors for multiple metrics.
- **Corridor 15_E NW Portland to Gateway via SE Belmont** performs well for land use, ridership and speed & reliability. It ranks fourth of all the corridors. This corridor is closely spaced with Corridors 20 and 14. Further analysis may recommend only two of these three corridors.
- **Corridor 73 E 122nd Avenue** was highly ranked for equity and moderate to high for existing ridership. Both northern terminus options (to Parkrose-Sumner Transit Center, and Cascade Station) are advanced for further consideration.

In addition, the **OHSU** portion of Corridor 8 NE 15th Avenue is included in the St. Johns to Downtown corridor (4_N / 75 / 8) for evaluation purposes; however, alternative corridors serving OHSU may also be considered in Task 3.4 to better serve OHSU demand and operational considerations.

Geographic Reach

Multiple corridors within Clackamas County, Washington County, and East Multnomah County are represented among the corridors designated as "Advance." These corridors are some of the highest corridors in their respective sub-region, even if they don't perform at the top of the rankings systemwide.

Corridors Grouped or Combined (among corridors designated "Advance")

The recommendations include the following corridor groupings of related corridors or options:

- **4/44 to St. Johns: Combine the N Mississippi/Albina portions of Corridor 4_N with the N Lombard portion of Corridor 75 to connect to St. Johns; include a connection to OHSU.** Multiple corridor options were identified that serve St. Johns, identified as a future HCT connection in the HCT Strategy, including variations of Line 4 (4_N), Line 44 (44_N), Line 35 (35_N), and Line 75. Based on both corridor- and segment-level analyses, Corridor 4_N scored highest, though there were minimal differences with other corridors and alternative segments. N Lombard is the fastest and most direct corridor into St. Johns, and serves as the 'main street' in the Portsmouth and University Park neighborhoods. Combining the 4_N along Vancouver/Williams with 75 along Lombard would ensure multiple North Portland destinations are served, including Legacy Emanuel Medical Center, Jefferson High School, PCC-Cascades, Roosevelt High School, and multiple grocery stores. Other parts of Line 75 are also included in the HCT Strategy, and identified as part of a separate potential FX corridor to Milwaukie and Oregon City. A potential connection between St. Johns and Downtown Portland along the US 30 corridor west of the Willamette River was also identified (15_W), but the metrics do not suggest an FX-type investment particularly due to low land use and walkability scores. The ridership metric indicates this option performs similarly to 44_N, but

still lower than the ridership scores for 4_N. Finally, although the full Corridor 8 NE 15th Avenue was not advanced, the OHSU portion is included in the St. Johns to Downtown corridor (4_N / 75 / 8) for further evaluation; this corridor serves a similar geographic area as the current Line 8 alignment, but would directly connect Legacy Emanuel Hospital and OHSU. Alternative corridors serving OHSU may also be considered in Task 3.4 to better serve OHSU demand and operational considerations.

- **20_E/20_W Burnside/SE Stark. Combine Corridor 20_E between SE 102nd Avenue and Gresham with the eastern portion of 20_W between Downtown Portland and SE 102nd Avenue (i.e., Downtown Portland – Gresham).** The scores for 20_W are relatively low, largely attributed to the portion between Downtown Portland and Sunset TC which scores poorly, particularly for walkability and equity. That portion is also no longer included in the 2023 HCT Strategy. The portion of Corridor 20_W between Sunset TC and Beaverton TC scores moderately well and is recommended to be advanced as part of Corridor 76.
- **72_W/72FT2 Killingsworth: Advance the Gateway TC eastern terminus option for the Killingsworth corridor.** Two eastern terminus options were analyzed for the portion of Line 72 to Swan Island, one to Parkrose-Sumner TC and the other to Gateway TC via NE 102nd Ave. The option to Gateway TC is recommended to advance as it matches the Forward Together 2.0 (FT 2.0) recommended alignment and provides increased network connectivity into East Portland.
- **73 122nd: Advance both terminus options for the 122nd Avenue corridor.** Two northern terminus options were analyzed, one to Parkrose-Sumner TC matching the existing Line 73, and the other to Cascade Station via NE Airport Way. The option to Parkrose-Sumner TC scored higher, largely due to higher scores for equity, ridership, and speed & reliability. However, the portions serving Cascade Station would be inherently disadvantaged on these metrics due to limited population (the area is largely commercial, industrial, and employment-focused) and it has no existing transit service for most of this portion. FT 2.0 is continuing to evaluate both termini for Line 73. Both options will be carried forward for further analysis as potential FX corridors. Once FT 2.0 recommends an alignment for Line 73, the FX System Plan should incorporate that alignment for advancement.
- **75/75_1/33 Cesar Chavez/SE McLoughlin: Analyze a continuous corridor between NE Columbia Blvd and Oregon City, combining the north-south portions of Lines 75 and 33 (corridors 75_1 and 33_S, respectively).** Multiple alignment options were analyzed, including the existing Line 75 from St. Johns to Milwaukie, the north-south portion of Line 75 from NE Columbia Blvd to Milwaukie via Cesar Chavez Blvd and Woodstock, and Line 33 from Milwaukie to Oregon City. The existing Line 75 alignment scored highest, but because the N Lombard portion of that alignment was advanced as part of Corridor 4_N, it is recommended that an alignment connecting Line 75 from the Columbia Garage on NE Columbia Blvd through Milwaukie into the Line 33 alignment to Oregon City be advanced. This alignment is recommended in FT 2.0 as a stand-alone route, and it provides significant network benefits that are not achieved when both Lines 33 and 75 terminate in Milwaukie.

- **76/78 Beaverton to Tigard/Tualatin: Analyze the Line 76 corridor between Sunset TC (extension of current Line 76 north of Beaverton TC) and Tualatin.** Multiple alignment options were evaluated connecting Sunset TC, Beaverton TC, Washington Square, Tigard TC, and Tualatin along the existing Line 76 and 78 alignments. The Line 76 segments (along SW Hall north of Washington Square, and along SW Greenburg and SW 72nd Ave to the south) scored higher in the evaluation and are recommended to "advance." The portions of Line 78 to Lake Oswego and Line 76 to Oregon City fall below the threshold for advancement. Minor differences in the southern terminus for this potential FX corridor would be evaluated in Task 3.3 and a preferred terminus option could be determined in Task 3.4 (the existing Line 76 serves Meridian Park Hospital).

Highly Scoring Corridors Not Advanced

Several corridors that scored highly were not designated as "Advance." These include:

- **4_S SE Milwaukie Ave/SE Woodstock Blvd** and **17_S SE Holgate Blvd.** These corridors serving Southeast Portland score moderately well on metrics including land use, speed & reliability, and walkability. 17_S scores highly for equity. However, portions of these corridors would duplicate some existing HCT corridors, and have limited right-of-way in substantial stretches. A parallel corridor, 9 SE Powell, is designated "Advance."
- **Corridor 8 NE 15th Avenue**. This corridor performs relatively well and is in the top 10 of corridors for multiple metrics. However, based on the segment analysis, the NE 15th Avenue portion of the line performs lower compared to parallel alignments, and has constrained right-of-way. As noted above, the OHSU portion of the line is being advanced as part of the St. Johns to Downtown corridor; alternative corridors serving OHSU may also be considered in Task 3.4 to better serve OHSU demand and operational considerations.
- **17_N NE 33rd.** This corridor performs relatively well. However, the segment of the corridor that is unique (17_N.2) performs weaker compared to parallel alignments and has limited right-of-way. This corridor would be close to two other corridors that are designated "Advance" – 77 NE Broadway/Halsey and 75/75_1 SE Cesar Chavez.

Planned Through Other Efforts

There are multiple other HCT planning efforts currently underway in the Portland metro area. Two efforts are for future FX lines (along 82nd Avenue and TV Highway), and one is identified as a future MAX Light Rail line.

- The **82nd Avenue Transit Project** is evaluating a future FX corridor along 82nd Avenue in Portland and Clackamas County, connecting either the Cully neighborhood or Parkrose-Sumner Transit Center in the north, to Clackamas Town Center in the south.
- The **TV Highway Transit Project** is evaluating a future FX corridor along TV Highway in Washington County through Beaverton and Hillsboro. It would connect Beaverton Transit Center with Hillsboro, Cornelius, and Forest Grove.
- The **Southwest Corridor Project** is a regionally approved MAX Light Rail extension from Downtown Portland to Bridgeport Village along SW Barbur Blvd and via Tigard. Corridor **12_W SW Barbur** was included in the screening analysis because it is an existing frequent line. However, it was removed from further consideration because it parallels the Southwest Corridor alignment. The potential for FX service along Southwest Corridor would need to be considered by Metro as part of the Southwest Corridor project.

Next Steps

The Initial Screening results and recommendations will be shared with partners in late September 2024, with briefings provided at County Coordinating Committee meetings (or separate meetings, if necessary) in early October 2024.

The FX System Plan Project team will continue to advance the Task 3.3 Opportunity and Cost Risk review component of FXSP network map development in parallel with partner review of the screening recommendations. The Opportunity and Cost Risk review will be conducted in October and early November, and the project team anticipates sharing results with partners in approximately mid-December 2024.

APPENDIX A: SEGMENT-LEVEL SCREENING RESULTS

This appendix provides an analysis of corridors at the segment level. The analysis was conducted to help understand which portions of corridors have strong performance and which have weaker performance. This analysis was used to develop the recommendations for alternative alignments and termini and will also be utilized in creating network scenarios and establishing the limits of FX improvements as part of Task 3.4. All screening metrics were analyzed for the segments, except for the future travel demand (productions+attractions) metric. All segments were scored analogously to the corridors.

Figure A-1 illustrates where segment breaks were created and **Figure A-2** provides scores.

For **individual metrics**, Figure A-2 provides the data *value*, which is color-coded using a six-category scale (green) based on the natural breaks statistical method.

	Weakest Performance					Strongest Performance
Individual Metrics (data values)	1*					6*

Note: *The results table lists data values. Cells are color-coded based on the 1 to 6 score.

For **metric areas**, Figure A-2 reports average *scores* (1 to 6) which are color-coded using a five-category scale (purple) based on quintiles (dividing the segments into five equal groups).

	Weakest Performance				Strongest Performance
Metric Areas (1 to 6 scores)	1*				6*

Note: *The results table shows the average score on a scale of 1 to 6. Cells are color-coded using 5 categories based on quintiles (equal number in each category).

The linked interactive map illustrates total and metric area scores for the segment analysis, along with a sortable data table: TriMet FX Corridors. The map and table can be toggled between corridors and segments.

Figure A-1 Corridors Identified for FXSP Initial Screening with Segmentation Points

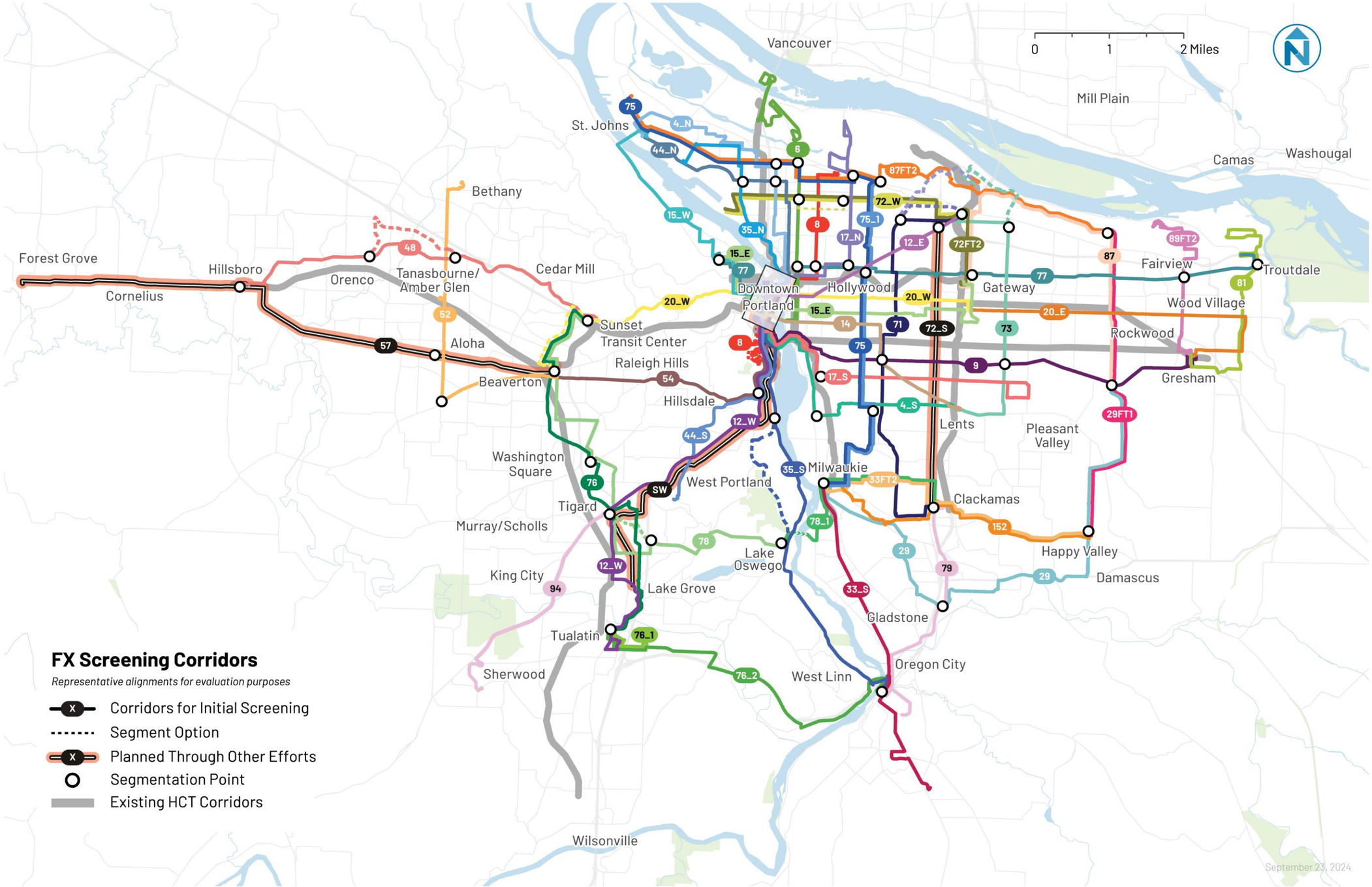


Figure A-2 FXSP Initial Screening Results, Segment-Level, by Total Score within Grouped Corridors: Metric Area Scores (1 to 6) and Individual Metric Data Values

									Metric Area Scores					Land Use				Equity		Ridership	Speed & Reliability			Walkability		
														2020		2045										
Seg ID	Map ID	Corridor	Segment Description	HCT Tier	Geography	Grouped Order	Total Score	Total Score Rank	Land Use	Equity	Ridership	S&R	Walkability	Emp per acre	Pop per acre	Emp per acre	Pop per acre	Pct of Corridor within Metro EFAs	Average TriMet 10-Factor Index Score	Weekday Daily Boardings per corr. mile, Fall 2023	Daily Pass. Delay per corr. mile (Hours; w/out downtown)	Daily Bus Delay per corr. mile (Hours; w/out downtown)	Transit Operations Score (w/out downtown)	Intersect. per Acre 2020	Intersect. per Acre 2045	% Sidewalk Coverage
12_E.1	12_E	NE Sandy Blvd	Downtown to Hollywood via NE Sandy	-	1.0	5.3	1	5.5	4.0	6.0	5.7	5.3	58.9	18.4	66.1	26.5	65%	16.0	879	53.3	2.35	0.69	4.0	4.0	90%	12_E.1
12_E.2	12_E	NE Sandy Blvd	Hollywood to Parkrose/Sumner TC via NE Sandy	-	1.1	3.4	39	2.3	4.0	4.0	3.7	3.0	6.2	11.1	6.9	12.2	38%	18.3	351	17.7	1.11	0.66	0.8	0.8	75%	12_E.2
17_N.1	17_N	NE 33rd Ave	Downtown to NE Broadway	-	2.0	5.2	2	5.5	4.0	5.0	5.3	6.0	65.1	19.0	74.7	29.6	63%	17.0	498	48.4	3.19	0.75	4.7	4.8	88%	17_N.1
17_N.2	17_N	NE 33rd Ave	NE Broadway to NE Lombard	-	2.1	2.5	89	2.8	1.5	2.0	2.7	3.3	3.8	13.0	4.3	14.2	14%	11.7	92	7.4	0.65	0.51	1.1	1.1	89%	17_N.2
17_N.3	17_N	NE 33rd Ave	NE Lombard to NE Sunderland	-	2.2	1.6	118	1.3	3.0	1.0	1.3	1.3	3.6	3.4	4.9	3.3	19%	15.8	47	1.0	0.29	0.20	0.3	0.3	48%	17_N.3
6.2	6	NE MLK Jr Blvd	NE Broadway to NE Lombard St	2	3.0	4.4	15	3.5	5.0	5.0	4.7	4.0	14.8	15.8	18.1	21.2	85%	17.0	592	37.0	1.10	0.76	1.9	1.9	94%	6.2
6.1	6	NE MLK Jr Blvd	Downtown to NE Broadway	2	3.1	5.2	3	5.8	5.0	5.0	4.3	5.7	69.8	14.0	80.4	27.2	92%	16.8	576	49.7	1.84	0.54	5.3	5.3	84%	6.1
6.3	6	NE MLK Jr Blvd	NE Lombard St to Hayden Island via NE Vancouver/Delta Park	2	3.2	1.9	111	1.0	2.5	3.0	2.0	1.0	3.8	3.1	4.8	3.5	14%	17.0	215	11.8	0.72	0.24	0.3	0.4	32%	6.3
8.2	8	NE 15th Ave	NE Broadway to Downtown via 15th Ave	-	4.0	5.1	4	6.0	5.0	4.0	5.0	5.7	75.3	19.5	86.2	31.5	74%	18.3	450	44.0	2.54	0.65	5.4	5.4	79%	8.2
8.1	8	NE 15th Ave	NE Broadway to NE Dekum/Saratoga	-	4.1	3.3	46	3.3	3.0	3.0	3.0	4.0	7.1	14.1	8.4	16.2	62%	11.7	251	13.8	0.99	0.38	1.4	1.4	91%	8.1
8.3	8	NE 15th Ave	Downtown to OHSU	-	4.2	3.3	43	3.5	2.5	4.0	4.0	2.7	32.7	11.4	37.1	15.3	31%	14.6	350	15.4	1.13	0.71	1.4	1.4	48%	8.3
15_W.1	15_W	NW 23rd/NW St Helens Rd	Downtown to Montgomery Park via W Burnside/NW 23rd	2	5.0	5.0	5	5.5	3.0	6.0	5.3	5.0	65.5	19.6	73.2	25.4	38%	14.7	713	45.4	2.97	0.80	3.8	3.8	83%	15_W.1
15_W.2	15_W	NW 23rd/NW St Helens Rd	Montgomery Park to St Johns SW St Helens Rd	2	5.1	1.4	123	1.0	1.0	1.0	2.3	1.7	5.3	2.9	5.7	3.1	6%	8.4	36	1.9	0.67	0.50	0.1	0.2	51%	15_W.2
4_N.1	4_N	N Albina/Mississippi Ave/N Fessenden St	Downtown to N Lombard St via Mississippi/Albina	2	6.0	4.8	6	5.0	4.5	5.0	4.7	5.0	45.8	17.5	52.5	25.9	68%	17.2	559	41.1	1.82	0.62	4.2	4.2	82%	4_N.1
44_N+4_N.1	44_N+4_N	N Williams/N Willamette	Downtown to N Rosa Parks Way via Mississippi/Albina	2	6.1	4.8	7	5.0	4.5	5.0	4.7	5.0	50.0	18.3	57.2	27.1	70%	16.8	599	43.7	1.91	0.66	4.4	4.4	82%	44_N+4_N.1
4_N+44_N.1	4_N+44_N	N Williams/N Fessenden St	Downtown to N Rosa Parks Way via Vancouver/Williams	2	6.2	4.6	11	5.0	4.5	4.0	4.0	5.3	49.3	18.5	56.2	26.5	78%	16.5	459	31.5	1.72	0.56	4.2	4.2	85%	4_N+44_N.1
44_N.1	44_N	N Williams/N Willamette	Downtown to N Rosa Parks Way via Vancouver/Williams	2	6.3	4.6	12	5.0	4.5	4.0	4.0	5.3	49.3	18.5	56.3	26.5	78%	16.5	459	31.5	1.72	0.56	4.2	4.2	85%	44_N.1
35_N.2	35_N	N Greeley Ave	Downtown to N Rosa Parks via N Greeley	2	6.4	3.3	45	4.5	3.0	2.0	2.3	4.7	50.4	14.0	57.1	20.7	48%	15.5	100	6.3	0.68	0.39	3.6	3.6	71%	35_N.2
4_N.2	4_N	N Albina/Mississippi Ave/N Fessenden St	St Johns to N Albina & Lombard via N Fessenden	2	6.5	3.1	55	2.3	4.0	4.0	3.0	2.3	2.5	9.9	2.9	11.4	62%	16.4	321	18.5	1.13	0.46	0.6	0.6	81%	4_N.2
75.4	75	N Lombard/NE 42nd Ave/SE Cesar Chavez	St Johns to N Albina Ave via Lombard	2	6.6	3.1	56	2.3	3.5	4.0	3.3	2.3	3.1	9.3	3.8	10.6	57%	15.0	385	19.4	0.92	0.52	0.6	0.6	80%	75.4
4_N+44_N.2	4_N+44_N	N Williams/N Fessenden St	St Johns to N Albina & Rosa Parks via N Fessenden	2	6.7	3.1	58	2.3	4.0	3.0	3.0	3.0	2.5	10.1	2.9	11.9	60%	16.7	308	18.9	1.10	0.46	0.8	0.8	82%	4_N+44_N.2
75.3	75	N Lombard/NE 42nd Ave/SE Cesar Chavez	N Albina Ave to NE 47th via Lombard/Dekum/Columbia	2	6.8	2.7	75	1.8	3.5	3.0	2.3	3.0	3.9	8.6	4.5	9.3	62%	15.6	205	12.1	0.62	0.45	1.0	1.0	75%	75.3

Seg ID	Map ID	Corridor	Segment Description	HCT Tier	Geography	Grouped Order	Total Score	Total Score Rank	Metric Area Scores					Land Use				Equity		Ridership	Speed & Reliability			Walkability		
														2020		2045										
									Land Use	Equity	Ridership	S&R	Walkability	Emp per acre	Pop per acre	Emp per acre	Pop per acre	Pct of Corridor within Metro EFAs	Average TriMet 10-Factor Index Score	Weekday Daily Boardings per corr. mile, Fall 2023	Daily Pass. Delay per corr. mile (Hours; w/out downtown)	Daily Bus Delay per corr. mile (Hours; w/out downtown)	Transit Operations Score (w/out downtown)	Intersect. per Acre 2020	Intersect. per Acre 2045	% Sidewalk Coverage
35_N.1	35_N	N Greeley Ave	N Rosa Parks Way to UofP via Peninsular/Willis/Portsmouth	2	6.9	2.5	88	2.3	4.5	1.0	2.0	2.7	2.6	10.1	3.4	10.6	67%	16.3	71	3.4	0.86	0.40	0.5	0.5	87%	35_N.1
44_N+4_N.2	44_N+4_N	N Williams/N Willamette	St Johns to N Albina Ave via N Willamette	2	6.9	2.4	94	2.3	2.5	2.0	2.0	3.0	4.9	10.1	5.9	11.9	41%	12.5	87	6.3	0.77	0.29	0.8	0.9	81%	44_N+4_N.2
44_N.2	44_N	N Williams/N Willamette	St Johns to N Albina Ave via N Willamette	2	6.9	2.4	95	2.3	2.5	2.0	2.0	3.0	4.9	10.1	5.9	11.9	41%	12.6	88	6.5	0.81	0.30	0.8	0.9	81%	44_N.2
54.1	54	SW Beaverton-Hillsdale Hwy	Downtown to Capitol Hwy via Naito/Barbur	2	8.0	4.6	8	5.3	3.5	5.0	4.7	4.7	64.0	16.9	73.3	24.1	52%	13.8	580	28.8	1.95	0.71	4.4	4.5	66%	54.1
54.2	54	SW Beaverton-Hillsdale Hwy	Barbur to Beaverton TC via BH Hwy	2	8.1	2.7	80	1.8	2.5	3.0	4.0	2.0	6.0	7.3	6.8	8.3	24%	15.7	212	14.8	1.40	0.58	0.7	0.7	37%	54.2
9.1	9	SE Powell Blvd	Downtown to SE 50th Ave via Powell	3	9.0	4.6	9	4.8	4.5	4.0	4.7	5.0	45.3	16.7	52.6	22.5	76%	16.8	385	40.7	1.30	0.68	3.9	3.9	81%	9.1
9.2	9	SE Powell Blvd	SE 50th Ave to SE 102nd Ave via Powell	3	9.1	4.2	21	2.5	6.0	5.0	4.7	2.7	3.7	11.9	4.4	15.1	89%	21.4	480	35.6	1.22	0.68	0.9	0.9	67%	9.2
9.3	9	SE Powell Blvd	SE 102nd Ave to Gresham TC via Powell	3	9.2	3.5	36	2.3	6.0	3.0	3.0	3.0	2.9	10.0	3.6	11.6	90%	22.3	277	14.0	0.92	0.48	1.2	1.4	57%	9.3
12_W.1	12_W	SW Barbur/SW Hall	Downtown to Capitol Hwy via SW 4th/Barbur	1	12.0	4.6	12	5.5	3.0	5.0	4.7	4.7	61.9	17.6	69.7	24.6	47%	13.7	533	28.9	1.56	0.69	4.2	4.3	65%	12_W.1
12_W.2	12_W	SW Barbur/SW Hall	Capitol Hwy to Tigard via SW Barbur	1	12.1	2.9	67	1.8	2.5	4.0	4.3	1.7	4.9	7.1	5.9	9.1	30%	15.0	364	25.7	1.27	0.68	1.0	1.0	34%	12_W.2
12_W.3	12_W	SW Barbur/SW Hall	Tigard TC to Tualatin via SW Hall/Tualatin P&R	1	12.2	2.7	77	2.0	3.5	3.0	3.0	2.0	8.6	5.8	9.6	6.7	56%	14.1	211	12.4	1.06	0.56	0.4	0.5	70%	12_W.3
44_S.1	44_S	SW Capitol Hwy	Downtown to Capitol Hwy via SW 4th/Barbur	3	13.0	4.5	13	5.3	3.0	5.0	4.7	4.7	62.4	17.2	70.3	24.2	48%	13.7	527	28.9	1.56	0.69	4.2	4.4	65%	44_S.1
44_S.2	44_S	SW Capitol Hwy	SW Barbur to PCC-Sylvania via Capitol Hwy	3	13.1	2.2	102	1.8	2.5	2.0	3.0	1.7	4.0	8.1	4.7	9.0	48%	13.0	135	9.4	1.03	0.52	0.9	0.9	24%	44_S.2
14.2	14	SE Hawthorne Blvd/SE Foster Rd	SE Powell to Lents/I-205 via SE Foster	-	14.0	4.5	14	2.8	5.5	5.0	5.0	4.0	2.8	13.1	3.8	16.5	86%	18.6	523	23.7	2.46	0.69	1.3	1.3	89%	14.2
14.1	14	SE Hawthorne Blvd/SE Foster Rd	Downtown to SE Powell via SE Hawthorne/50th Ave	-	14.1	4.3	19	4.3	3.0	5.0	4.3	4.7	32.9	17.7	37.1	22.5	49%	14.4	558	33.4	1.43	0.62	3.0	3.0	90%	14.1
15_E.1	15_E	SE Belmont	Downtown to Montgomery Park via SW Alder/NW 23rd	-	16.0	4.4	16	4.8	2.5	5.0	5.3	4.3	47.0	18.7	52.2	23.6	30%	13.8	647	44.4	2.89	0.77	2.6	2.6	81%	15_E.1
15_E.2	15_E	SE Belmont	Downtown to Gateway TC via SE Belmont	-	16.1	4.1	23	3.8	4.5	4.0	3.7	4.3	27.0	14.1	30.9	18.0	65%	18.1	402	21.5	1.32	0.59	2.2	2.2	81%	15_E.2
20_W.1	20_W	Burnside Rd/SW Barnes Rd	Downtown to SE 102nd Ave via E Burnside	2	17.0	4.3	17	4.0	4.0	5.0	4.3	4.3	27.2	15.8	31.4	20.5	60%	15.9	595	39.3	1.17	0.59	2.1	2.1	82%	20_W.1
20_E	20_E	SE Stark St	SE 102nd Ave to Gresham TC via SE Stark/Mt Hood CC	2	17.1	3.8	29	2.3	6.0	4.0	3.3	3.3	4.3	10.9	5.7	12.5	94%	23.4	315	20.0	1.00	0.54	1.4	1.5	68%	20_E
20_W.3	20_W	Burnside Rd/SW Barnes Rd	Sunset TC to Beaverton TC via SW Cedar Hills Blvd	2	17.2	3.0	60	2.0	3.5	4.0	3.3	2.3	7.8	6.0	9.7	9.5	61%	15.5	334	18.4	1.21	0.57	0.9	0.9	58%	20_W.3
20_W.2	20_W	Burnside Rd/SW Barnes Rd	Downtown to Sunset TC via W Burnside/SW Barnes	2	17.3	1.8	112	2.0	1.5	2.0	2.7	1.0	6.6	6.6	7.5	8.9	29%	8.8	132	15.5	0.85	0.42	0.4	0.4	35%	20_W.2

Seg ID	Map ID	Corridor	Segment Description	HCT Tier	Geography	Grouped Order	Total Score	Total Score Rank	Metric Area Scores					Land Use				Equity		Ridership	Speed & Reliability			Walkability		
														2020		2045										
									Land Use	Equity	Ridership	S&R	Walkability	Emp per acre	Pop per acre	Emp per acre	Pop per acre	Pct of Corridor within Metro EFAs	Average TriMet 10-Factor Index Score	Weekday Daily Boardings per corr. mile, Fall 2023	Daily Pass. Delay per corr. mile (Hours; w/out downtown)	Daily Bus Delay per corr. mile (Hours; w/out downtown)	Transit Operations Score (w/out downtown)	Intersect. per Acre 2020	Intersect. per Acre 2045	% Sidewalk Coverage
4_S.1	4_S	SE Milwaukie Ave/SE Woodstock Blvd	Downtown to SE Bybee (Sellwood) via Tilikum/SE Milwaukie	-	18.0	4.3	18	4.5	4.0	4.0	4.0	5.0	48.1	15.2	55.7	20.9	68%	15.1	399	30.9	1.70	0.53	4.1	4.1	78%	4_S.1
4_S.2	4_S	SE Milwaukie Ave/SE Woodstock Blvd	SE Milwaukie (Sellwood) to Lents/I-205 via SE Woodstock	-	18.1	2.7	78	2.3	3.5	2.0	2.7	3.0	2.6	10.8	3.2	12.5	51%	16.3	113	6.5	0.71	0.52	1.0	1.0	79%	4_S.2
77	77	NE Broadway/Halsey	Montgomery Park to Hollywood TC via Broadway	3	20.0	4.2	20	4.5	3.0	4.0	5.0	4.7	35.4	18.3	41.1	25.3	43%	14.6	362	24.5	2.32	0.75	2.7	2.7	86%	77
77.2	77	NE Broadway/Halsey	Hollywood TC to NE 102nd Ave via Halsey	3	20.1	3.0	62	2.8	4.0	2.0	3.3	2.7	9.1	10.9	10.2	12.6	64%	17.1	167	13.5	1.05	0.57	0.9	0.9	71%	77.2
77.3	77	NE Broadway/Halsey	NE 102nd Ave to Troutdale via NE Halsey	3	20.2	2.9	64	1.8	6.0	2.0	2.3	2.3	3.3	6.4	4.3	7.2	88%	20.8	125	6.9	0.63	0.44	0.7	0.9	52%	77.3
76.2	76	SW Hall Blvd	Beaverton TC to Wahington Square via SW Hall	3	22.0	4.1	22	2.5	5.5	5.0	4.3	3.0	9.4	7.8	10.8	10.0	88%	20.1	517	37.4	1.74	0.54	0.9	1.0	78%	76.2
76.3	76	SW Hall Blvd	Washington Square to Tigard TC via SW Greenburg	3	22.1	3.5	37	2.3	5.0	4.0	4.0	2.0	11.5	5.8	13.4	12.0	57%	20.6	463	27.1	1.50	0.52	0.7	0.9	46%	76.3
78.2	78	Denney/Hall/Kruse	Beaverton TC to Washington Square via SW Lombard/Denney	3	22.2	3.4	41	2.3	4.5	4.0	3.3	2.7	8.5	6.8	9.8	8.8	66%	17.8	381	19.5	1.56	0.41	0.7	0.9	69%	78.2
78.3	78	Denney/Hall/Kruse	Washington Square to Tigard TC via SW Hall	3	22.3	2.9	66	2.5	3.5	4.0	2.7	1.7	8.6	6.6	10.2	11.9	40%	17.5	324	14.4	1.29	0.36	0.6	0.9	42%	78.3
76.1	76	SW Hall Blvd	Sunset TC to Beaverton TC via SW Cedar Hills Blvd	3	22.4	2.8	68	2.0	3.5	3.0	3.3	2.3	8.1	5.8	10.1	9.2	60%	14.9	284	19.4	1.24	0.57	0.8	0.9	58%	76.1
78.1	78	Denney/Hall/Kruse	Sunset TC to Beaverton TC via SW Cedar Hills Blvd	3	22.5	2.8	69	2.0	3.5	3.0	3.3	2.3	8.1	5.9	10.0	9.2	60%	14.8	246	18.2	1.16	0.57	0.8	0.9	58%	78.1
76	76	SW Hall Blvd	Tigard TC to Tualatin via SW 72nd Ave	3	22.6	2.4	93	2.0	3.5	2.0	2.7	1.7	13.6	4.1	15.4	5.8	42%	16.5	98	6.7	0.72	0.51	0.4	0.5	54%	76
76_1	76_1	SW Sagert	Tualatin to Meridian Park Hosp via SW Sagert	3	22.7	2.2	103	2.0	3.5	1.0	2.3	2.0	6.6	7.1	7.5	7.8	50%	17.3	67	4.9	0.48	0.54	0.2	0.3	71%	76_1
78.4B	78+78_1	Denney/Hall/Kruse	Tigard TC to Bangy Rd & Kruse Way via SW Hunziker	3	22.8	2.1	104	2.0	3.0	2.0	2.0	1.7	15.7	4.3	17.6	7.6	5%	19.2	100	5.1	0.64	0.38	0.6	0.8	48%	78.4B
78.4A	78	Denney/Hall/Kruse	Tigard TC to Kruse Way via SW Hall/Bonita	3	22.9	2.1	105	2.0	2.0	2.0	2.7	1.7	10.5	5.6	11.6	7.4	21%	13.2	173	12.0	0.81	0.51	0.5	0.6	58%	78.4A
76_2	76_2	Extension to Oregon City	Tualatin to Oregon City via Borland/I-205	3	22.9	1.5	121	1.5	2.0	1.0	1.3	1.7	2.7	3.9	3.1	7.0	20%	10.8	15	1.6	0.23	0.36	0.2	0.3	49%	76_2
79	78	Denney/Hall/Kruse	Bangy Rd to Lake Oswego via Kruse Way/Country Club Rd	3	22.9	1.4	124	1.8	1.5	1.0	1.7	1.0	6.6	5.8	7.4	6.8	7%	13.1	29	0.8	0.32	0.44	0.4	0.5	35%	79
17_S.1	17_S	SE Holgate Blvd	Downtown to SE Holgate Blvd via Tilikum/SE 17th Ave	-	24.1	4.0	24	5.0	4.5	2.0	3.3	5.0	57.2	14.3	65.8	20.3	78%	16.1	156	18.3	1.25	0.56	4.4	4.5	76%	17_S.1
17_S.2	17_S	SE Holgate Blvd	SE 17th Ave to SE 136th via Holgate	-	24.2	3.2	53	2.3	5.5	3.0	2.3	2.7	3.3	11.2	3.8	13.2	85%	18.4	215	11.1	0.85	0.47	0.9	0.9	68%	17_S.2
73FT2.1	73FT2	E 122nd Ave	Lents/I-205 to NE Prescott St via 122nd Ave	-	25.0	3.7	33	2.3	6.0	4.0	3.7	2.3	2.8	9.9	3.6	12.0	99%	21.9	415	17.8	1.05	0.62	0.8	0.8	49%	73FT2.1
73.3	73	E 122nd Ave	NE 122nd to Parkrose/Sumner TC via NE Prescott	-	25.1	2.7	81	1.8	5.5	3.0	2.0	1.0	3.8	6.9	4.6	7.3	86%	19.7	239	7.9	0.74	0.34	0.6	0.6	30%	73.3

Seg ID	Map ID	Corridor	Segment Description	HCT Tier	Geography	Grouped Order	Total Score	Total Score Rank	Metric Area Scores					Land Use				Equity		Ridership	Speed & Reliability			Walkability		
														2020		2045										
									Land Use	Equity	Ridership	S&R	Walkability	Emp per acre	Pop per acre	Emp per acre	Pop per acre	Pct of Corridor within Metro EFAs	Average TriMet 10-Factor Index Score	Weekday Daily Boardings per corr. mile, Fall 2023	Daily Pass. Delay per corr. mile (Hours; w/out downtown)	Daily Bus Delay per corr. mile (Hours; w/out downtown)	Transit Operations Score (w/out downtown)	Intersect. per Acre 2020	Intersect. per Acre 2045	% Sidewalk Coverage
73	73	E 122nd Ave	Lents to SE Powell St via 122nd Ave	-	25.2	3.2	49	2.3	5.5	3.0	3.0	2.3	1.9	10.0	2.7	12.7	100%	20.4	262	9.1	1.01	0.54	0.7	0.7	52%	73
73FT2.2	73FT2	E 122nd Ave	NE Prescott to Cascade Station via 122nd Ave/Airport Way	-	25.3	2.0	107	1.5	3.0	1.0	2.7	1.7	9.4	1.5	10.8	1.8	19%	17.7	0	0.0	0.00	0.80	0.5	0.8	40%	73FT2.2
73.2	73	E 122nd Ave	SE Powell to NE Prescott St via 122nd Ave	-	25.4	3.9	25	2.3	6.0	5.0	4.3	2.0	3.7	10.5	4.4	12.6	99%	23.1	537	24.7	1.08	0.69	0.8	0.8	45%	73.2
72FT2.2A	72FT2	N/NE Killingsworth St. NE 102nd Ave	NE MLK to NE 30th Ave via Killingsworth	2	26.0	3.8	27	2.8	3.0	5.0	4.3	4.0	5.0	15.6	5.7	17.4	62%	13.3	547	64.5	2.87	0.30	1.4	1.4	94%	72FT2.2A
72_W.2A	72_W	N/NE Killingsworth St	NE MLK to NE 30th Ave via Killingsworth	2	26.0	3.8	28	2.8	3.0	5.0	4.3	4.0	5.0	15.6	5.7	17.4	62%	13.3	547	64.5	2.87	0.30	1.4	1.4	94%	72_W.2A
72FT2.3	72FT2	N/NE Killingsworth St. NE 102nd Ave	NE 30th Ave to Parkrose/Sumner TC via Killingworth/Sandy	2	26.1	3.2	48	2.3	4.5	4.0	3.3	2.0	2.7	9.5	3.3	10.1	72%	17.2	329	27.9	0.96	0.45	0.7	0.7	48%	72FT2.3
72_W.3	72_W	N/NE Killingsworth St	NE 30th Ave to Parkrose/Sumner TC via Killingworth/Sandy	2	26.1	3.2	49	2.3	4.5	4.0	3.3	2.0	2.7	9.5	3.3	10.1	72%	17.2	329	27.9	0.96	0.45	0.7	0.7	48%	72_W.3
72.2B	72_W	N/NE Killingsworth St	NE MLK to NE 30th Ave via Alberta	2	26.1	3.8	26	3.0	3.5	4.0	4.7	4.0	4.8	16.4	5.5	18.2	53%	14.4	425	37.7	1.50	0.64	1.4	1.4	96%	72.2B
72_W.1	72_W	N/NE Killingsworth St	Swan Island to NE MLK Blvd via Greeley/Killingsworth	2	26.3	3.2	50	3.0	2.0	4.0	3.3	3.7	7.9	11.4	9.0	14.5	21%	11.6	354	14.4	1.18	0.50	1.7	1.7	80%	72_W.1
72FT2.1	72FT2	N/NE Killingsworth St. NE 102nd Ave	Swan Island to NE MLK Blvd via Greeley/Killingsworth	2	26.3	3.2	51	3.0	2.0	4.0	3.3	3.7	7.9	11.4	9.0	14.5	21%	11.6	354	14.4	1.18	0.50	1.7	1.7	80%	72FT2.1
72FT2.4	72FT2	N/NE Killingsworth St. NE 102nd Ave	Parkrose/Sumner TC to Gateway TC via NE 102nd	2	26.4	2.4	96	1.8	6.0	1.0	2.0	1.0	3.9	7.9	4.9	8.9	93%	22.2	0	0.0	0.00	0.53	0.5	0.6	32%	72FT2.4
57	57	SW Tualatin Valley Hwy	Beaverton TC to SW 185th Ave via SW TV Hwy	1	30.0	3.7	30	2.8	5.5	4.0	3.3	3.0	7.5	10.2	8.8	12.0	99%	18.6	410	27.2	0.83	0.57	1.1	1.2	65%	57
57	57	SW Tualatin Valley Hwy	SW 185th Ave to Hillsboro TC via SW TV Hwy	1	30.1	3.5	35	2.0	5.5	4.0	3.7	2.3	4.4	7.9	5.1	9.7	81%	21.0	431	32.1	0.95	0.56	0.5	0.6	73%	57
57.3	57	SW Tualatin Valley Hwy	Hillsboro TC to Forest Grove via SW TV Hwy/Baseline	1	30.2	3.1	54	1.5	5.5	4.0	2.7	2.0	3.8	5.2	4.4	6.7	78%	20.9	385	20.6	0.72	0.45	0.3	0.4	68%	57.3
72_S.1	72_S_2	E 82nd Ave	Clackamas TC to SE Powell via 82nd Ave	1	31.0	3.7	31	2.8	6.0	4.0	3.3	2.3	6.7	10.3	8.0	13.0	95%	23.1	333	18.2	0.43	0.75	1.1	1.1	59%	72_S.1
72_S.2	72_S_2	E 82nd Ave	SE Powell to NE Sandy via 82nd Ave	1	31.1	3.4	39	2.3	5.0	4.0	3.0	2.7	3.3	10.7	4.3	12.3	68%	20.5	404	20.4	0.35	0.62	0.8	0.8	69%	72_S.2
72_S.3	72_S_2	E 82nd Ave	NE Sandy to NE Cully via 82nd Ave/Killingsworth	1	31.2	2.5	83	1.8	4.5	2.0	3.0	1.3	2.7	8.0	3.6	8.6	74%	17.1	172	19.1	0.39	0.63	0.5	0.5	41%	72_S.3
35_S.1	35_S	S Macadam/S Riverside/Willamette Dr	Downtown to S Nevada St via S Macadam Ave	3	32.0	3.7	32	5.5	3.5	2.0	2.7	4.7	60.7	18.5	70.0	26.5	55%	13.9	126	8.5	0.89	0.49	4.5	4.6	70%	35_S.1
35_S.2A	35_S	S Macadam/S Riverside/Willamette Dr	S Nevada St to Lake Oswego via Hwy 43	3	32.1	1.1	127	1.3	1.0	1.0	1.3	1.0	2.3	3.6	2.7	4.1	13%	9.3	8	3.2	0.39	0.33	0.5	0.7	25%	35_S.2A
35_S.2B	35T	S Macadam / N Greeley Ave	S Nevada St to Lake Oswego via Terwilliger	3	32.1	1.3	125	1.3	1.0	1.0	2.3	1.0	1.9	3.7	2.4	4.0	3%	8.2	5	9.3	1.04	0.35	0.4	0.5	23%	35_S.2B

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									Land Use	Equity	Ridership	S&R	Walkability	Emp per acre	Pop per acre	Emp per acre	Pop per acre	Pct of Corridor within Metro EFAs	Average TriMet 10-Factor Index Score	Weekday Daily Boardings per corr. mile, Fall 2023	Daily Pass. Delay per corr. mile (Hours; w/out downtown)	Daily Bus Delay per corr. mile (Hours; w/out downtown)	Transit Operations Score (w/out downtown)	Intersect. per Acre 2020	Intersect. per Acre 2045	% Sidewalk Coverage
35_S.3	35_S	S Macadam/S Riverside/Willamette Dr	Lake Oswego to Oregon City via Hwy 43/Willamette Dr	3	32.2	1.5	119	1.5	1.5	1.0	2.3	1.3	2.5	5.0	3.0	6.4	17%	12.8	69	5.1	0.76	0.54	0.5	0.7	40%	35_S.3
78_1.1	78_1	Extension to Clackamas (Lake Oswego to Clackamas)	Lake Oswego to Milwaukie via Willamette River crossing	3	34.0	1.9	109	2.0	3.0	1.0	1.3	2.3	3.7	7.6	5.0	9.8	42%	14.1	49	5.4	0.38	0.32	1.2	1.3	31%	78_1.1
78_1.2	78_1	Extension to Clackamas (Lake Oswego to Clackamas)	Milwaukie to Clackamas TC via SE King	3	34.1	3.6	34	2.0	4.5	5.0	4.0	2.7	6.3	8.7	7.4	10.3	52%	19.3	627	27.4	1.75	0.56	1.3	1.4	43%	78_1.2
33FT2.1	33FT2	SE King Rd / SE Sunnyside Rd	Milwaukie to Clackamas TC via SE Washington/King	3 & 4	34.2	3.0	61	2.3	4.5	3.0	2.7	2.7	5.3	9.0	6.3	10.2	52%	18.1	268	15.7	0.75	0.44	1.4	1.4	43%	33FT2.1
33FT2.2	33FT2	SE King Rd / SE Sunnyside Rd	Clackamas to Happy Valley via SE Sunnyside	3 & 4	34.3	2.7	79	2.0	4.0	2.0	3.3	2.0	5.4	7.8	6.5	10.9	55%	15.8	88	5.6	0.97	0.78	0.5	0.7	68%	33FT2.2
152.2	152	SE Lake/SE Sunnyside	Clackamas to Happy Valley via SE Sunnyside	3 & 4	34.4	2.3	99	2.0	3.5	1.0	3.0	2.0	5.4	7.9	6.4	11.1	54%	15.3	63	4.5	0.79	0.78	0.5	0.7	67%	152.2
152.1	152	SE Lake/SE Sunnyside	Milwaukie to Clackamas TC via International Way	3 & 4	34.5	2.0	108	2.3	2.5	1.0	2.0	2.0	7.3	6.7	8.5	7.8	32%	14.2	10	0.6	0.27	0.50	1.0	1.1	47%	152.1
29.1	29	SE 172nd Ave / SE 190th Ave	Milwaukie to SE 82nd Ave	4	34.6	1.7	115	1.5	2.5	1.0	1.3	2.0	4.1	5.4	5.0	5.8	24%	14.5	4	0.2	0.08	0.27	0.7	0.7	37%	29.1
29.3	29	SE 172nd Ave / SE 190th Ave	Happy Valley to SE Powell Blvd	4	34.7	1.6	116	1.5	2.0	1.0	1.7	2.0	0.7	4.5	1.4	8.7	38%	10.4	0	0.0	0.00	0.42	0.2	0.4	63%	29.3
29.2	29	SE 172nd Ave / SE 190th Ave	SE 82nd Ave to Happy Valley	4	34.8	1.6	118	1.0	1.5	1.0	3.0	1.7	3.4	2.9	4.2	5.2	10%	11.6	14	1.9	0.59	0.69	0.2	0.4	51%	29.2
75.2	75_1	N Lombard/NE 42nd Ave/SE Cesar Chavez	Woodstock to NE Columbia Blvd via Cesar Chavez/42nd Ave	2	41.0	3.4	41	2.8	2.5	5.0	3.7	3.0	5.1	13.1	5.8	14.9	28%	14.1	489	30.1	1.21	0.53	1.0	1.0	84%	75.2
33_S.1	33_S	SE McLoughlin Blvd	Milwaukie to Oregon City via SE McLoughlin	3	41.1	3.1	59	1.8	4.5	3.0	4.0	2.0	3.3	6.5	4.9	9.1	68%	17.6	296	17.7	0.98	0.68	0.8	0.9	38%	33_S.1
75.1	75_1	N Lombard/NE 42nd Ave/SE Cesar Chavez	Milwaukie to Woodstock via 45th Ave	2	41.2	2.4	91	1.8	3.0	2.0	2.3	3.0	3.5	8.2	4.2	9.4	35%	14.3	160	8.2	0.75	0.46	1.2	1.2	55%	75.1
33_S.2	33_S	SE McLoughlin Blvd	Oregon City to Clackamas CC via Mollala Ave/Beavercreek Rd	3	41.3	2.3	98	1.5	4.5	2.0	2.0	1.7	5.1	5.2	5.7	7.0	68%	16.1	128	4.7	0.71	0.41	0.5	0.5	52%	33_S.2
52.1	52	W 185th Ave	Beaverton TC to SW 185th Ave via Farmington	2	42.0	3.4	42	2.3	5.5	3.0	3.3	2.7	5.8	10.8	6.8	12.3	92%	19.7	207	15.4	1.23	0.53	1.0	1.1	67%	52.1
52.2	52	W 185th Ave	SW Farmington Rd to PCC_Rock Creek via W 185th Ave	2	42.1	3.2	52	2.3	5.0	3.0	3.0	2.7	3.3	9.0	4.0	10.5	92%	16.6	218	14.6	1.11	0.45	0.7	0.8	65%	52.2
89FT2.1	89FT2	SE 223rd	Gresham to NE Halsey St	-	44.0	3.3	44	2.0	6.0	2.0	3.0	3.7	5.9	7.6	8.0	8.5	99%	22.8	99	7.8	1.16	0.52	1.8	2.3	69%	89FT2.1
89FT2.2	89FT2	SE 223rd	NE Halsey St to Blue Lake	-	44.1	1.9	110	1.3	3.0	2.0	2.0	1.3	2.1	4.0	3.3	4.6	27%	16.9	108	3.7	0.51	0.46	0.4	0.5	47%	89FT2.2

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									Land Use	Equity	Ridership	S&R	Walkability	Emp per acre	Pop per acre	Emp per acre	Pop per acre	Pct of Corridor within Metro EFAs	Average TriMet 10-Factor Index Score	Weekday Daily Boardings per corr. mile, Fall 2023	Daily Pass. Delay per corr. mile (Hours; w/out downtown)	Daily Bus Delay per corr. mile (Hours; w/out downtown)	Transit Operations Score (w/out downtown)	Intersect. per Acre 2020	Intersect. per Acre 2045	% Sidewalk Coverage
87FT2.1	87FT2	St. Johns / SE 181st	St Johns to N Albina Ave via Lombard	2 & 4	57.0	3.1	57	2.3	3.5	4.0	3.3	2.3	3.1	9.3	3.8	10.6	57%	15.0	407	19.9	1.05	0.52	0.6	0.6	80%	87FT2.1
87FT2.5	87FT2	St. Johns / SE 181st	Airport Way to SE Powell via 181st Ave	2 & 4	57.1	2.8	71	1.8	5.5	2.0	2.0	2.7	4.3	7.4	5.8	8.1	76%	22.3	102	5.2	0.86	0.42	0.7	0.8	63%	87FT2.5
87FT2.2	87FT2	St. Johns / SE 181st	N Albina Ave to NE 47th via Lombard/Dekum/Columbia	2 & 4	57.2	2.7	76	1.8	3.5	3.0	2.3	3.0	3.9	8.6	4.5	9.3	62%	15.6	205	12.1	0.62	0.44	1.0	1.0	75%	87FT2.2
87FT2.4	87FT2	St. Johns / SE 181st	Cascade Station to NE 181st Ave via Airport Way	2 & 4	57.3	1.7	115	1.5	2.5	1.0	2.0	1.3	8.9	0.2	10.5	0.2	0%	16.0	33	3.3	0.55	0.41	0.3	0.5	44%	87FT2.4
87FT2.3	87FT2	St. Johns / SE 181st	NE 47th to Cascade Station via Cornfoot/Alderwood	2 & 4	57.4	1.3	126	1.0	2.5	1.0	1.0	1.0	5.4	0.5	6.6	0.6	5%	17.0	0	0.0	0.00	0.00	0.3	0.6	19%	87FT2.3
71.1	71	NE 60th Ave/SE 52nd Ave	Clackamas TC to SE Powell via 52nd Ave	-	63.0	2.9	63	2.3	4.0	3.0	3.0	2.3	5.3	8.9	6.0	9.8	54%	16.7	186	10.7	0.91	0.50	0.9	1.0	52%	71.1
71FT2.1	71FT2	NE 60th Ave/SE 52nd Ave	Clackamas TC to NE Prescott via 60th Ave	-	63.1	2.5	86	2.3	3.0	2.0	2.7	2.7	5.3	10.3	5.9	11.1	43%	15.4	176	11.5	0.98	0.47	0.9	0.9	63%	71FT2.1
71FT2_1.1	71FT2_1	NE 60th Ave/SE 52nd Ave	Clackamas TC to NE Prescott via 60th Ave	-	63.2	2.5	87	2.3	3.0	2.0	2.7	2.7	5.3	10.3	5.9	11.1	43%	15.4	176	11.5	0.98	0.47	0.9	0.9	63%	71FT2_1.1
71.2	71	NE 60th Ave/SE 52nd Ave	SE Powell to NE Prescott via 60th Ave	-	63.3	2.4	90	2.5	2.0	2.0	2.7	3.0	5.1	12.6	5.7	13.5	29%	13.5	163	11.6	1.00	0.41	0.9	0.9	80%	71.2
71.3	71	NE 60th Ave/SE 52nd Ave	NE Cully to Parkrose/Sumner TC via NE Prescott/Sandy	-	63.4	2.3	100	2.0	4.5	2.0	1.7	1.3	2.5	8.9	3.1	9.3	72%	17.5	141	3.4	0.65	0.31	0.6	0.6	40%	71.3
71FT2_1.2	71FT2_1	NE 60th Ave/SE 52nd Ave	NE Cully to Parkrose/Sumner TC via NE Killingsworth	-	63.5	2.3	101	1.8	5.0	1.0	2.7	1.0	3.0	6.9	3.8	7.2	73%	19.9	3	1.0	0.49	0.59	0.5	0.5	29%	71FT2_1.2
71FT2.2	71FT2	NE 60th Ave/SE 52nd Ave	NE Prescott St to Cascade Station via NE Cully/Alderwood	-	63.6	1.5	122	1.3	3.0	1.0	1.0	1.0	5.1	3.5	6.4	3.8	28%	17.6	0	0.0	0.00	0.00	0.4	0.6	26%	71FT2.2
79.2	79	SE 82nd Dr	Oregon City to Clackamas TC via SE 82nd Dr	4	66.0	2.9	66	2.0	4.0	3.0	3.3	2.0	6.7	5.1	7.9	5.9	45%	18.8	244	10.9	1.85	0.57	0.6	0.8	46%	79.2
79.1	79	SE 82nd Dr	Oregon City TC to Division & 9th via 15th St	4	66.1	2.5	87	1.5	5.0	2.0	1.7	2.3	4.2	4.6	5.3	5.7	82%	16.9	156	2.9	0.71	0.32	0.8	0.9	55%	79.1
87.2	87	NE Airport Way/SE 181st	Airport Way to Powell via 181st Ave	4	72.0	2.8	72	1.8	5.5	2.0	2.0	2.7	4.3	7.4	5.8	8.1	76%	22.3	102	5.2	0.86	0.42	0.7	0.8	63%	87.2
87.1	87	NE Airport Way/SE 181st	Gateway TC to NE 181st Ave via NE 102nd/PSTC/Airport Way	4	72.1	2.4	97	1.8	4.0	2.0	2.7	1.3	6.8	3.7	8.1	4.2	43%	18.9	155	7.0	1.24	0.47	0.3	0.5	38%	87.1
29FT1.2	29FT1	SE 172nd Ave / SE 190th Ave	Happy Valley to SE Powell via 172nd Ave/190th	4	72.1	2.8	72	1.5	2.0	5.0	3.7	2.0	0.6	4.4	1.4	8.6	37%	7.9	621	15.4	6.15	0.32	0.1	0.4	61%	29FT1.2
29FT1	29FT1	SE 172nd Ave / SE 190th Ave	Airport Way to SE Powell via 181st Ave	4	72.2	2.8	73	1.8	5.5	2.0	2.0	2.7	4.4	7.4	6.0	8.1	76%	22.2	96	5.2	0.77	0.40	0.7	0.8	61%	29FT1
81.2	81	257th Dr / NE Kane Dr	Troutdale to Portland-Troutdale Airport	4	74.0	1.5	121	1.0	3.0	1.0	1.3	1.3	3.2	1.1	4.4	1.3	16%	18.4	47	1.4	0.22	0.36	0.2	0.5	43%	81.2
81.1	81	257th Dr / NE Kane Dr	Gresham to Troutdale	4	74.1	2.8	74	1.8	5.5	1.0	2.0	3.7	4.1	8.2	5.3	9.4	66%	21.9	52	1.9	0.51	0.40	1.6	1.8	78%	81.1
48.1	48	Cornell Rd	Sunset TC to NW Evergreen Pkwy via Cornell	3	82.0	2.6	82	2.5	4.0	2.0	3.0	1.7	7.2	8.3	8.4	10.4	70%	15.0	119	8.5	0.97	0.50	0.5	0.6	51%	48.1

Seg ID	Map ID	Corridor	Segment Description	HCT Tier	Geography	Grouped Order	Total Score	Total Score Rank	Metric Area Scores					Land Use				Equity		Ridership	Speed & Reliability			Walkability		
														2020		2045										
									Land Use	Equity	Ridership	S&R	Walkability	Emp per acre	Pop per acre	Emp per acre	Pop per acre	Pct of Corridor within Metro EFAs	Average TriMet 10-Factor Index Score	Weekday Daily Boardings per corr. mile, Fall 2023	Daily Pass. Delay per corr. mile (Hours; w/out downtown)	Daily Bus Delay per corr. mile (Hours; w/out downtown)	Transit Operations Score (w/out downtown)	Intersect. per Acre 2020	Intersect. per Acre 2045	% Sidewalk Coverage
48.2A	48	Cornell Rd	NW 185th (Tanasbourne) to NE Century (Orenco) via Cornell	3	82.1	2.5	86	2.8	3.5	1.0	3.3	2.0	10.7	9.3	12.3	10.9	74%	12.4	77	9.2	1.14	0.63	0.5	0.7	70%	48.2A
48.3	48	Cornell Rd	NE Century (Orenco) to Hillsboro TC via Cornell	3	82.2	2.4	92	2.3	3.5	1.0	3.0	2.3	6.4	7.2	7.7	7.8	59%	15.3	73	6.3	0.91	0.52	0.4	0.6	75%	48.3
48.2B	48_1	Cornell Rd / Evergreen Pkwy	NW 185th (Tanasbourne) to NE Century (Orenco) via Evergreen	3	82.3	1.8	113	2.0	2.5	1.0	1.3	2.0	10.5	5.8	12.3	5.8	55%	8.5	0	0.0	0.00	0.25	0.4	0.6	69%	48.2B
94.0	94	SW Pacific Hwy	Tigard TC to Sherwood via SW Pacific Hwy	4	106.0	2.1	106	1.8	2.5	2.0	2.3	1.7	3.2	6.5	3.6	7.4	23%	14.8	88	6.9	0.86	0.43	0.5	0.5	58%	94.0