

| ID   | NAME                    | LOCATION  | DESCRIPTION   | CRITERIA - Development | CRITERIA - Safety | CRITERIA - Traffic Impact | CRITERIA - Commercial Freight Impacts | CRITERIA - No Other Funding Sources | Criteria Total | TSP Score | TSP + Criteria Score | FADT   | Current ADT (2018) | Percent Change from ADT FADT | SPIS  | On CRF Safety List | Comments  |
|------|-------------------------|---|---|------------------------|-------------------|---------------------------|---------------------------------------|-------------------------------------|----------------|-----------|----------------------|--------|--------------------|------------------------------|-------|--------------------|---|
| 1079 | 65th Ave                | 65th Ave / Elligsen Rd / Stafford Rd intersection | Construct roundabout  | 2                      | 2                 | 2                         | 2                                     | 1                                   | 9              | 9         | 18                   | 16,000 | 10,270             | 35.81%                       | 37.70 | No                 | Impacted by Frog Pond development. Why not on Safety list? Stafford north of intersection ADT 10270, but no traffic count south of intersection.  |
| 1029 | Johnson Creek Blvd      | 55th Ave to Bell Ave                              | Widen to 3 lanes with bikeways and pedestrian facilities  | 1                      | 2                 | 2                         | 2                                     | 1                                   | 8              | 11        | 19                   | 16,000 | 17,360             | -8.50%                       | 49.49 | Yes                | Most would use Springwater Trail anyway. JCB and Linwood SPIS. 49.49. on CRF Safety. Also JCB /Bell and 74th. Development pressures in Milwaukie and PDX. Partnering with the Linwood Project for improvements at JCB |
| 1055 | Eagle Creek Rd          | Currin Rd to Duus Rd                              | Remove horizontal curve, relocate intersection, add paved shoulders and turn lanes at major intersection; investigate speed zone south of Currin Rd | 2                      | 2                 | 2                         | 1                                     | 1                                   | 8              | 9         | 17                   | 2,000  | 5,845              | -192.25%                     | 36.89 | No                 | Potential for phasing of project. Focus only on Currin or Duus intersections. Eagle Creek at DUUS 2930 in 2011; 3975 2018. SPIS 3689 at Currin/Eagle Creek. 5845 near Estacada  |
| 1089 | Stafford Rd             | Stafford Rd / Childs Rd intersection              | Install traffic signal and southbound and northbound turn lanes or roundabout   | 2                      | 2                 | 1                         | 2                                     | 1                                   | 8              | 7         | 15                   | 26,000 | 14,705             | 43.44%                       | 31.01 | Yes                | Strong project. Development could technically be denied for safety and capacity issues. CRF Project Stafford Childs signal  |
| 2041 | Redland Rd              | Redland Rd / Bradley Rd intersection              | Install eastbound left-turn lane  | 0                      | 2                 | 2                         | 2                                     | 2                                   | 8              | 3         | 11                   | 11,000 | 10,660             | 3.09%                        | 21.87 | Yes                | CRF Safety Project add lanes  |
| 1088 | Stafford Rd             | Rosemont Rd to I-205                              | Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections   | 1                      | 2                 | 1                         | 2                                     | 1                                   | 7              | 11        | 18                   | 23,000 | 15,415             | 32.98%                       | 49.83 | No                 | Potential for Phasing or scope on just intersection with Johnson Road. At Johnson Road SPIS 49  |
| 1097 | Beavercreek Rd          | Henrici Rd to Yeoman Rd/Steiner Rd                | Add paved shoulders and turn lanes at major intersections   | 1                      | 1                 | 2                         | 2                                     | 1                                   | 7              | 9         | 16                   | 11,000 | 10,670             | 3.00%                        | 27.00 | No                 | Very expensive. SPIS 14.06 at Henrici; 27 at Yeoman. Road Safety Audit Completed  |
| 1120 | Redland Rd              | Redland Rd / Holly Rd intersection                | Install traffic signal and westbound and northbound left-turn lanes or roundabout   | 1                      | 1                 | 1                         | 2                                     | 2                                   | 7              | 9         | 16                   | 16,000 | 10,775             | 32.66%                       | 11.11 | No                 | Work will need to include bridge which will increase costs  |
| 1093 | Airport Rd              | Airport Rd / Miley Rd intersection                | Install traffic signal  | 1                      | 2                 | 0                         | 2                                     | 2                                   | 7              | 8         | 15                   | 22,000 | 6,835              | 68.93%                       | 46.46 | Yes                | (2018 ADT Miley ~11,000; 8,090. On CRF Safety w Roundabout as solution). Development pressures - urban rural  |
| 1094 | Barlow Rd               | Barlow Rd / OR 99E intersection                   | Add dual left-turn lanes on southbound Barlow Rd  | 2                      | 1                 | 1                         | 1                                     | 2                                   | 7              | 7         | 14                   | 21,000 | 11,735             | 44.12%                       | 0.00  | No                 | Primary route into/out of Canby and the Arndt extension isn't happening soon. Very congested. Increasing ADT. 10170 2011; 11,735 2018. No SPIS?   |
| 1121 | Redland Rd              | Redland Rd / Ferguson Rd intersection             | Construct roundabout  | 0                      | 2                 | 1                         | 2                                     | 2                                   | 7              | 7         | 14                   | 16,000 | 12,135             | 24.16%                       | 41.57 | Yes                | What about westbound left turn lane instead? CRF Safety Roundabout  |
| 1059 | Welches Rd              | US 26 to Birdie Ln                                | Add paved shoulders; add pedestrian facilities in Welches rural center; evaluate pedestrian crossing near Stage Stop Rd; add multi-use path         | 1                      | 1                 | 2                         | 0                                     | 2                                   | 6              | 10        | 16                   | 2,500  | 2,385              | 4.60%                        | 0.00  | No                 | Needed project  |
| 1099 | Canby-Marquam Highway   | Canby-Marquam Hwy / Lone Elder Rd intersection    | Reconstruct intersection; install northbound left-turn lane and southbound right-turn lane  | 0                      | 2                 | 1                         | 2                                     | 1                                   | 6              | 9         | 15                   | 11,000 | 8,315              | 24.41%                       | 27.96 | Yes                | CRF Safety Project - reconfigure intersection. ADT n of Mackburg.   |
| 1126 | Township Rd             | Central Point Rd to Canby City limit              | Add paved shoulders and turn lanes at major intersections   | 1                      | 1                 | 1                         | 1                                     | 2                                   | 6              | 8         | 14                   | 5,000  | 2,860              | 42.80%                       | 16.49 | No                 | SPIS and intersection with Skylane. Development pressures in Canby industrial area  |
| 1081 | Borland Rd              | Tualatin city limits to Stafford Rd               | Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections   | 2                      | 1                 | 1                         | 1                                     | 1                                   | 6              | 7         | 13                   | 21,000 | 11,560             | 44.95%                       | 0.00  | No                 | Increasing ADT 2011-9505 2018-11560. Development pressures- school, churches, access to Tualatin. Safety score due to urban pressures   |
| 1049 | Amisigger Rd / Kelso Rd | OR 224 to Kelso / Richey Rd                       | Add paved shoulders; turn lanes at Amisigger/OR 211 and Kelso/Richey; smooth curves.  | 0                      | 1                 | 1                         | 2                                     | 1                                   | 5              | 10        | 15                   | 12,000 | 6,025              | 49.79%                       | 33.00 | No                 | Very expensive. 2018 Kelso@richey 6025; 2018 ADT 1960 near 224. SPIS Kelso/Richey. Not on CRF Safety. Phasing possible. The problem is on the State Hwy   |
| 1082 | Borland Rd              | Stafford Rd to West Linn city limits              | Add paved shoulders in accordance with the Active Transportation Plan   | 1                      | 2                 | 0                         | 1                                     | 1                                   | 5              | 10        | 15                   | 17,407 | 7,150              | 58.92%                       | 23.08 | Yes                | SPIS 23.08 at EK. Borland @ EK CRF Safety project- add N Bound turn lane. Create smaller, phased project  |
| 1030 | Johnson Creek Blvd      | Johnson Creek Blvd / OR 213 intersection          | Extend westbound left-turn lane and rebuild median; install dual northbound and southbound left-turn lanes  | 1                      | 0                 | 2                         | 2                                     | 0                                   | 5              | 9         | 14                   | 26,000 | 24,105             | 7.29%                        |       | No                 | Intersection will stop development at some point. Not on SPIS list  |
| 1086 | Rosemont Rd             | Stafford Rd to West Linn                          | Add paved shoulders and turn lanes at major intersections   | 1                      | 1                 | 1                         | 1                                     | 1                                   | 5              | 9         | 14                   | 16,000 | 9,500              | 40.63%                       | 13.36 | No                 | SPIS at Rosemont/Stafford intersection  |

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| 1127 | Union Mills Rd       | OR 213 to OR 211                                     | Add turn lanes at major intersections  | 0                      | 2                 | 0                         | 1                                     | 2                                   | 5              | 8         | 13                   | 9,000  | 5,690              | 36.78%                       | 30.36 | Yes                | Expensive project. There are only two major intersections at each end. May not be capacity issues. ADT at Hwy 213. 30.36 SPIS at Lundstrom. Windy City CRF Safety Project 12.48  |
| 1077 | Thiessen Rd          | Thiessen Rd / Aldercrest Rd intersection             | Add turn lanes on Thiessen Rd; consider converting to two-way stop controlled  | 0                      | 1                 | 2                         | 1                                     | 1                                   | 5              | 8         | 13                   | 13,000 | 12,480             | 4.00%                        | 12.70 | No                 | Works OK.  |
| 1011 | 97th Ave / Mather Rd | Lawnfield Rd to Summers Ln                           | Add bikeways, pedestrian facilities and eastbound left turn lanes at Mather Rd / Summers Ln  | 2                      | 1                 | 2                         | 0                                     | 0                                   | 5              | 8         | 13                   | 10,000 | 9,195              | 8.05%                        | 14.46 | No                 | Development pressures at 122nd/Mather. Intersection improvement needed. 13455 ADT near Sunnybrook; 9195 ADT near Lawnfield 97th/Lawnfield SPIS 14.46. In urban area. Potential other funding sources   |
| 1023 | Harmony Rd           | Railroad Ave / Linwood Ave / Harmony Rd              | Railroad crossing and intersection improvements based on further study of intersection operations including bikeways and pedestrian facilities to be undertake jointly by the City of Milwaukie and County | 1                      | 0                 | 2                         | 2                                     | 0                                   | 5              | 7         | 12                   | 23,000 | 21,625             | 5.98%                        | 0.00  | No                 | Expensive project. Should make a northbound right turn signal overlap happen, which would help immediately.  |
| 1062 | Concord Rd           | River Rd to Oatfield Rd                              | Add turn lanes at major intersections  | 1                      | 1                 | 2                         | 0                                     | 1                                   | 5              | 7         | 12                   | 3,000  | 5,245              | -74.83%                      | 19.76 | No                 | There are no major intersections except River, 99E and Oatfield. Congestion not bad at River. Concord/Oatfield is in need of improvement. Ped environment poor and Concord needs a turn lane there. SPIS at Concord Oatfield. Any specific development pressures |
| 1098 | Beavercreek Rd       | Beavercreek Rd / Leland Rd / Kamrath Rd intersection | Construct roundabout with additional analysis  | 0                      | 1                 | 0                         | 2                                     | 2                                   | 5              | 5         | 10                   | 7,000  | 2,335              | 66.64%                       | 15.05 | No                 | This is not currently a capacity issue or safety need at this time. Leland ADT west of Kamrath 2,335   |
| 1058 | Richey Rd            | Kelso Rd to OR 212                                   | Add paved shoulders and left turn lane at Richey Rd and OR 212   | 0                      | 1                 | 0                         | 2                                     | 1                                   | 4              | 10        | 14                   | 15,000 | 7,340              | 51.07%                       | 33.00 | No                 | SPIS Richey Road and Kelso - 33. Not on CRF Safety   |
| 1125 | Springwater Rd       | Hattan Rd to Bakers Ferry Rd                         | Add paved shoulders in accordance with the Active Transportation Plan and turn lanes at major intersections  | 0                      | 0                 | 1                         | 2                                     | 1                                   | 4              | 10        | 14                   | 8,000  | 5,490              | 31.38%                       | 0.00  | No                 | Very expensive. Nice safety benefit especially at Hattan. May be impacted by bridge location though to east.   |
| 1104 | Fischers Mill Rd     | Fischers Mill / Hattan Rd intersection               | Install eastbound left-turn lane   | 0                      | 0                 | 0                         | 2                                     | 2                                   | 4              | 9         | 13                   | 12,000 | 2,160              | 82.00%                       | 0.00  | No                 |  |
| 1108 | Henrici Rd           | Beavercreek Rd to Ferguson Rd                        | Add paved shoulders and turn lanes at major intersections. Remove horizontal and vertical curves   | 1                      | 0                 | 1                         | 1                                     | 1                                   | 4              | 8         | 12                   | 9,000  | 4,805              | 46.61%                       | 14.26 |                    | Very expensive. Beavercreek at Henrici CRF Safety (no lane adds).  |
| 1128 | Union Mills Rd       | OR 213 to OR 211                                     | Construct a shoulder on the south side of the roadway  | 0                      | 1                 | 0                         | 1                                     | 2                                   | 4              | 8         | 12                   | 2,001  | 5,690              | -184.36%                     | 30.36 | No                 | Not Capacity.  |
| 1107 | Hattan Rd            | Hattan Rd / Gronlund Rd intersection                 | Install southbound right-turn lane   | 0                      | 0                 | 0                         | 2                                     | 2                                   | 4              | 4         | 8                    | 23,000 | 2,610              | 88.65%                       | 0.00  | No                 |  |
| 1050 | Arrah Wanna Blvd     | US 26 to Fairway Ave                                 | Add paved shoulders. In the interim, add 4-foot paved shoulders.   | 1                      | 0                 | 0                         | 0                                     | 2                                   | 3              | 8         | 11                   | 10,000 | 555                | 94.45%                       | 0.00  | No                 | ADT near Hwy 26. Not Currently Congestion  |
| 1056 | Fairway Ave          | Arrah Wanna Blvd to Salmon River Rd                  | Add paved shoulders  | 1                      | 0                 | 0                         | 0                                     | 2                                   | 3              | 8         | 11                   | 2,500  | 335                | 86.60%                       | 0.00  | No                 |  |
| 1109 | Holly St             | Territorial Rd to Canby Ferry                        | Add paved shoulders in accordance with the Active Transportation Plan.   | 0                      | 0                 | 0                         | 1                                     | 2                                   | 3              | 8         | 11                   | 1,500  | 315                | 79.00%                       | 0.00  | No                 | Not a capacity issue now. This project had been identified as a good project previously for possible STIP funding. More for support of bike traffic in the area due to the popularity of the Canby Ferry ADT 315 by Canby Ferry                                  |
| 1137 | Brightwood Loop Rd   | US 26 to US 26                                       | Add 4-foot paved shoulders   | 0                      | 1                 | 0                         | 0                                     | 0                                   | 1              |           | 1                    |        | 1,755              | #DIV/0!                      | 0.00  |                    | NOT a Capacity Project   |
| 1028 | Johnson Creek Blvd   | Johnson Creek Blvd near 79th Pl or 80th Ave          | Add signal to either Johnson Creek Blvd and 79th Pl or 80th Ave  | 0                      | 0                 | 0                         | 0                                     | 0                                   | 0              | 11        | 11                   | 22,000 | 24,105             | -9.57%                       | 38.19 | No                 | Intersection is being funded through ARTS, developer contribution and Development Agency. 79th between JCB and Luther will be constructed as collector.  |
| 1123 | Springwater Rd       | Springwater Rd / Clackamas River Dr intersection     | Install signal at Clackamas River Dr   | 0                      | 0                 | 0                         | 0                                     | 0                                   | 0              | 6         | 6                    | 36,000 | 8,200              | 77.22%                       | 14.19 | No                 | Recently restriped with bridge repave. Does not need another improvement immediately.  |