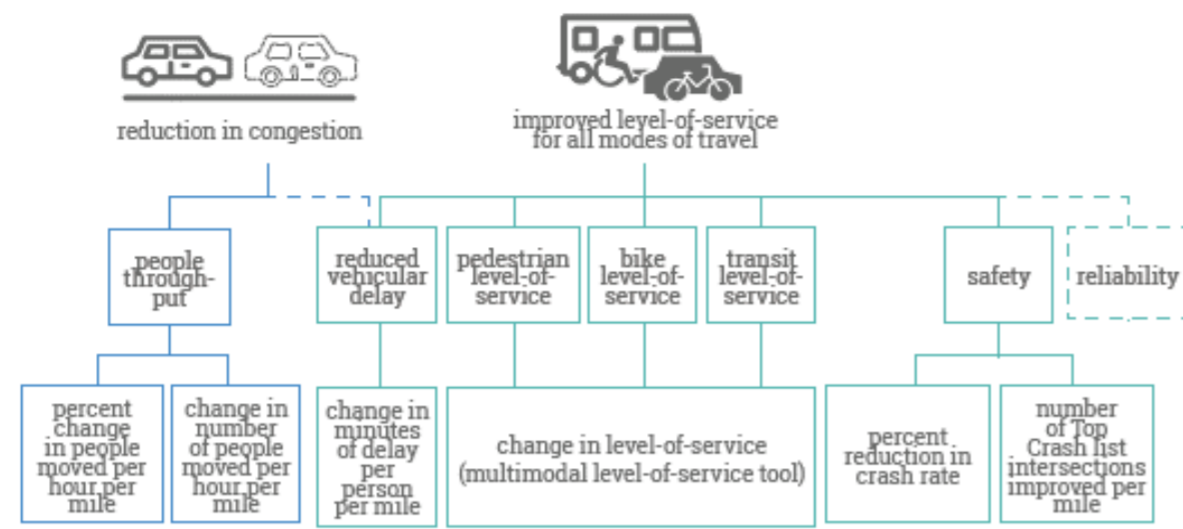


MOBILITY PRIORITIES

PRIORITY

INDICATOR

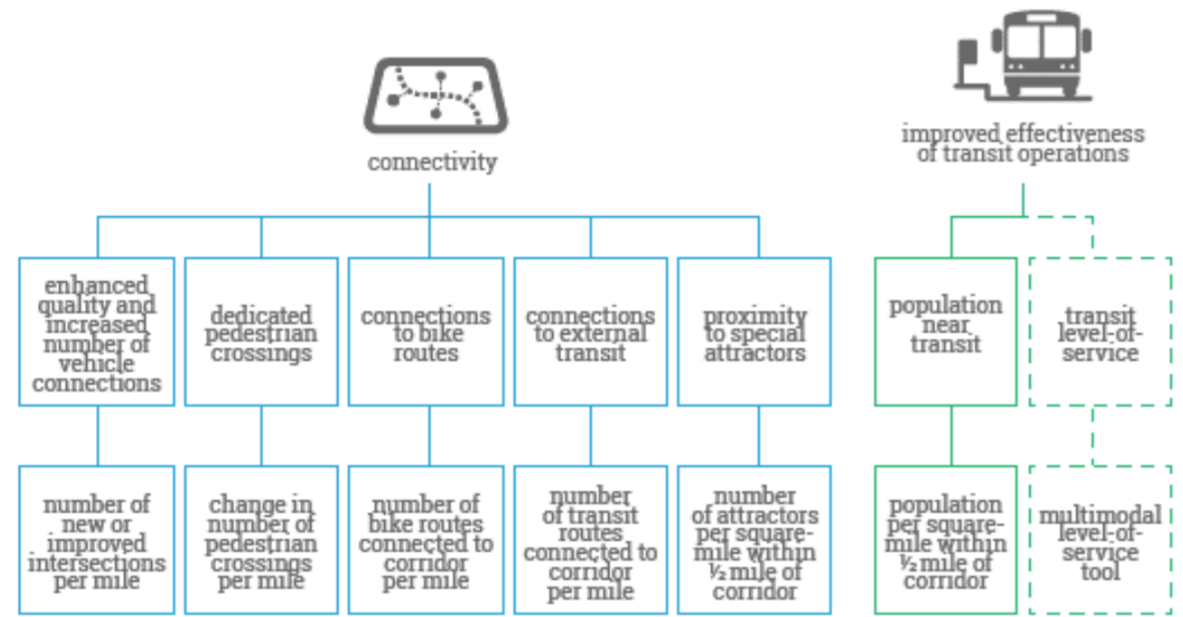
METRIC



PRIORITY

INDICATOR

METRIC



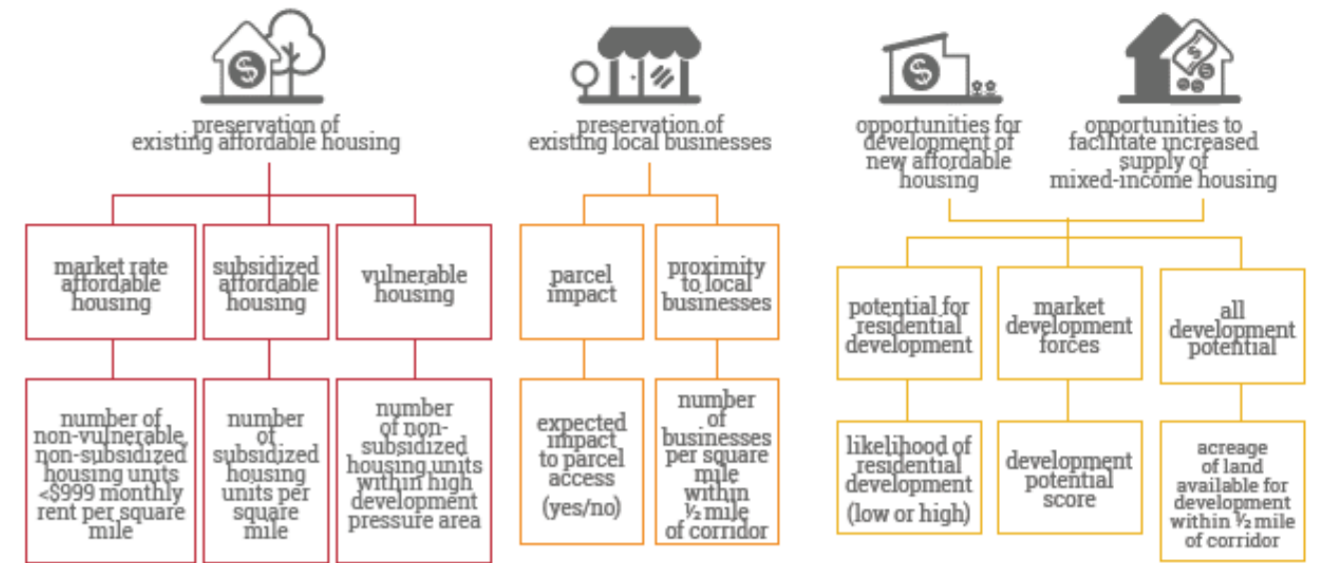
direct indicator and metric reflected in indicator or metric

COMMUNITY CONSIDERATIONS

CONSIDERATION

INDICATOR

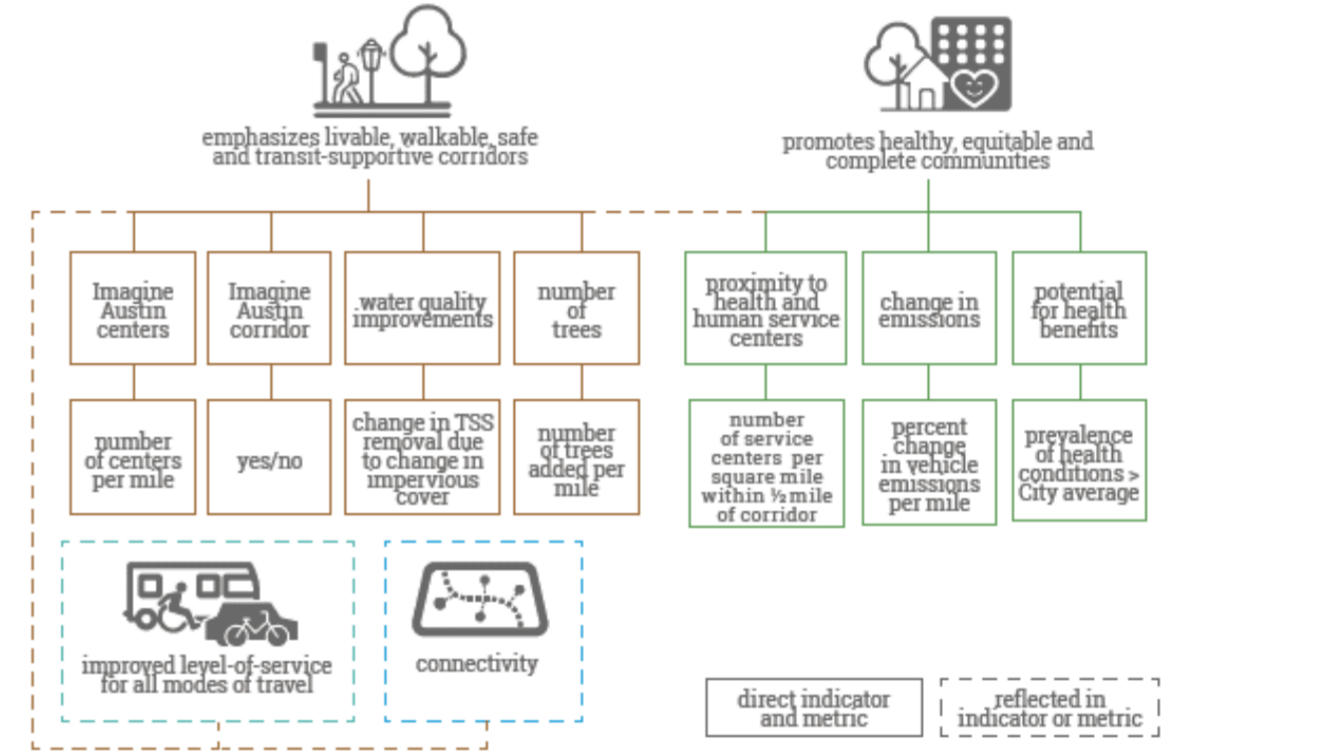
METRIC



CONSIDERATION

INDICATOR

METRIC



direct indicator and metric reflected in indicator or metric

Select up to 5 Recommendations below to compare

Mobility Priorities	Indicator	Metric	ERD-SYS	ERD-SDD-CP	ERD-35-SDD	ERD-CP-MD	ERD-MD-71
Reduction in Congestion	People Throughput	% change people/hour/mile	3.1	5.0	3.8	4.5	4.5
		change in # people/hour/mile	3.1	5.0	3.8	4.5	4.5
Improved Level of Service for All Modes of Travel	Reduced Vehicular Delay	change in delay (minutes/person/mile)	0.8	2.5	5.0	2.7	3.0
	Transit LOS	From MMLOS Tool	1.7	3.3	3.3	1.7	3.3
	Bike LOS	From MMLOS Tool	0.0	3.3	3.3	5.0	3.3
	Ped LOS	From MMLOS Tool	0.0	0.0	0.0	0.0	0.0
	Safety	% reduction in crash rate	3.3	3.3	3.3	3.3	3.3
		# top crash intersections improved/mile	1.7	5.0	0.0	0.0	0.0
Connectivity	Enhanced vehicle connections	# new or improved intersections/mile	2.2	5.0	1.4	0.0	1.4
	Connections to External Transit	# connections/ mile	1.2	3.3	4.9	2.1	0.4
	Special Attractors	# attractors / SM	0.5	0.4	1.2	0.5	0.2
	Pedestrian Crossings	change in number per mile	0.4	0.0	3.3	0.0	0.0
	# Bike connections	# connections per mile	1.2	1.2	3.1	0.3	3.2
Effectiveness of Transit Operations	Population near transit	population per square mile within 1/2 mile of transit	0.9	2.5	1.6	0.7	0.5

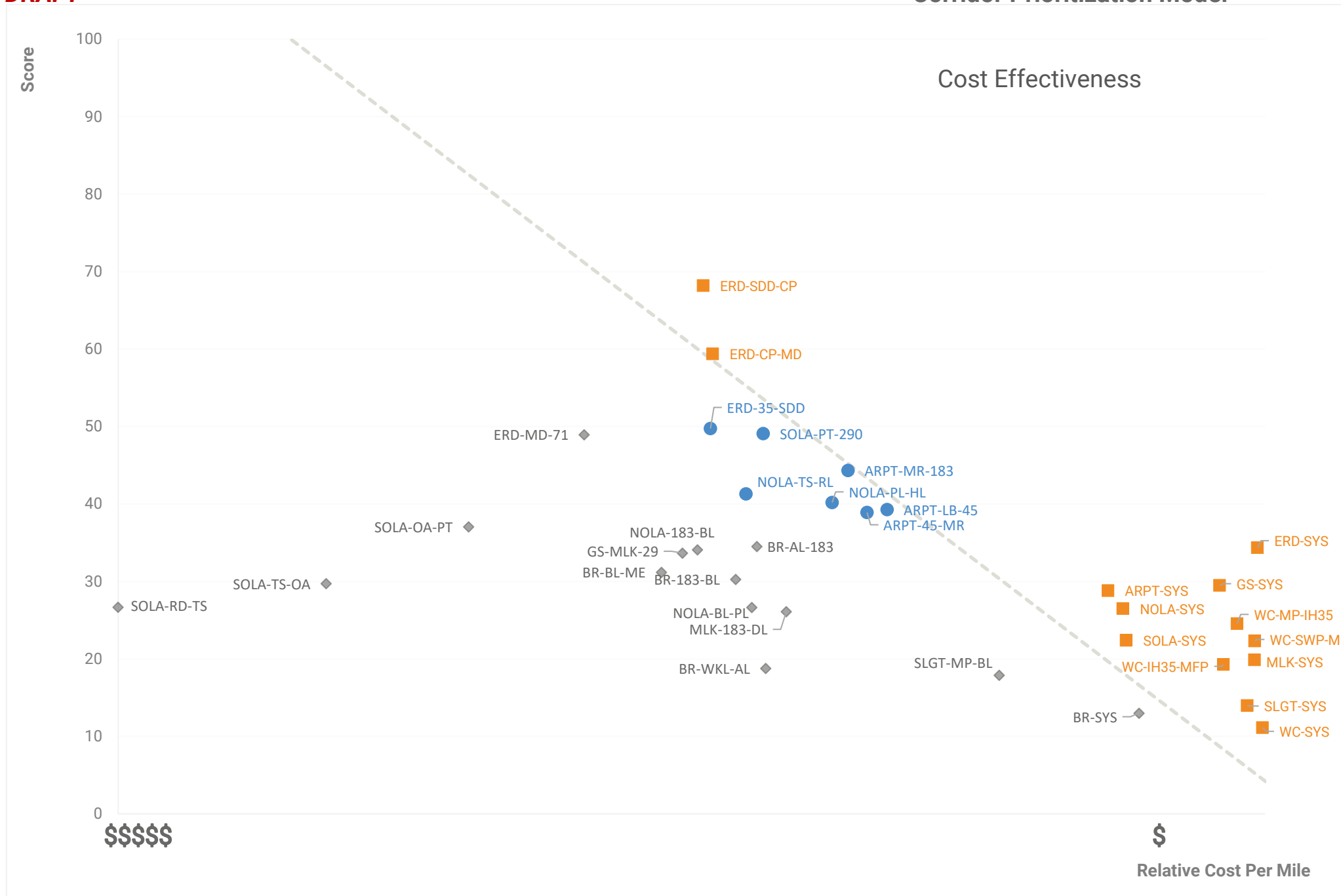
Raw Mobility Calculation (max = 100) 31.49 61.95 53.44 39.87 41.02

Community Considerations	ERD-SYS	ERD-SDD-CP	ERD-35-SDD	ERD-CP-MD	ERD-MD-71
preservation of existing affordable housing	◆◆◆	◆◆◆	◆◆◆	◆◆	◆◆
preservation of existing local businesses	◆◆◆	◆◆	◆	◆◆◆◆	◆◆◆◆
opportunities for development of new affordable housing	◆	◆◆◆◆	◆	◆◆◆◆	◆◆
opportunities to facilitate increased supply of mixed-income housing	◆	◆◆◆◆	◆	◆◆◆◆	◆◆
emphasizes livable, walkable, safe and transit-supportive corridors	◆◆	◆◆◆	◆◆◆◆	◆◆◆◆	◆◆◆
promotes healthy, equitable and complete communities	◆◆◆	◆◆◆◆	◆◆◆◆	◆◆◆◆	◆◆◆◆

Raw Community Considerations Index 1.17 2.33 1.33 2.67 1.83

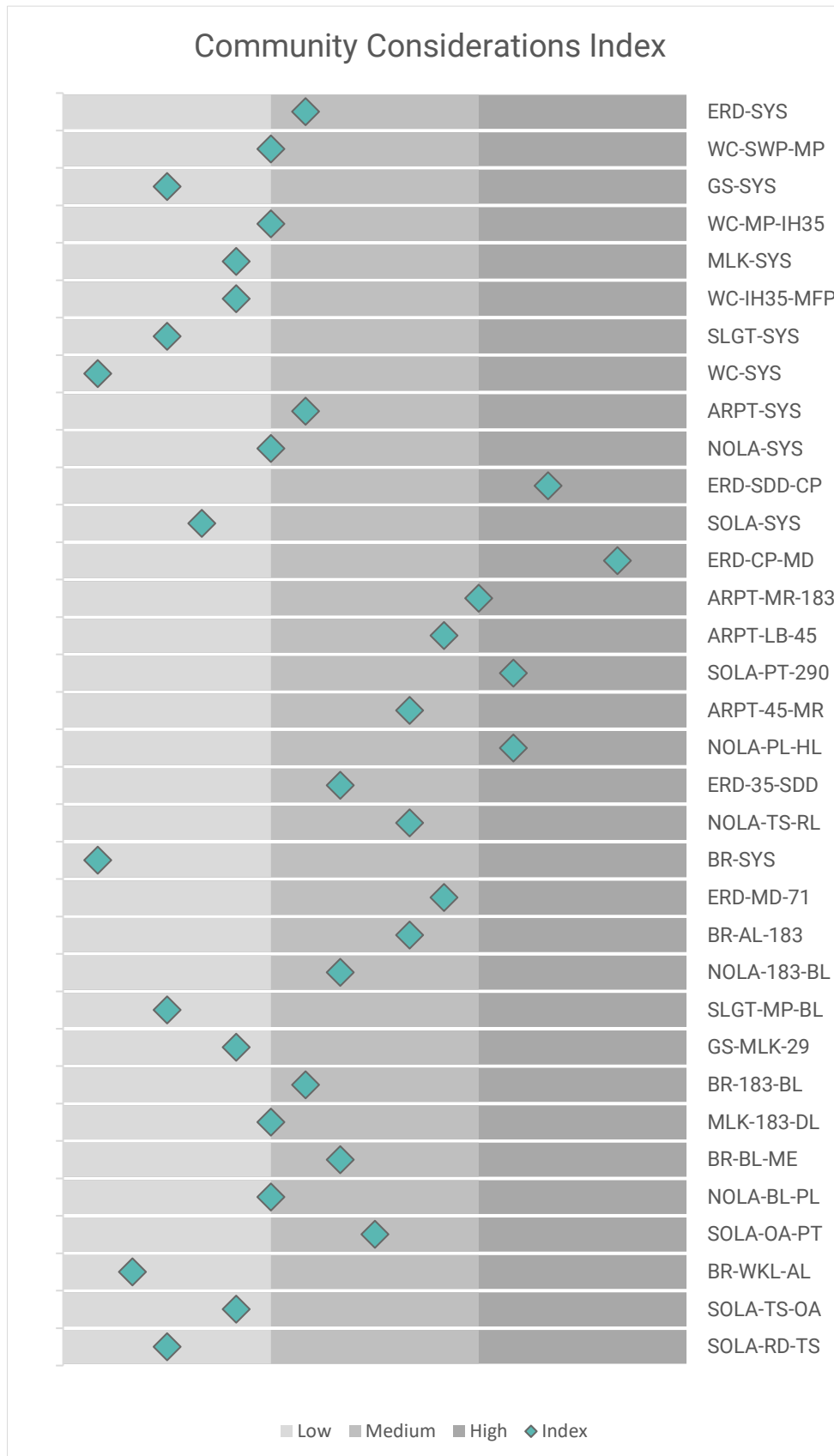
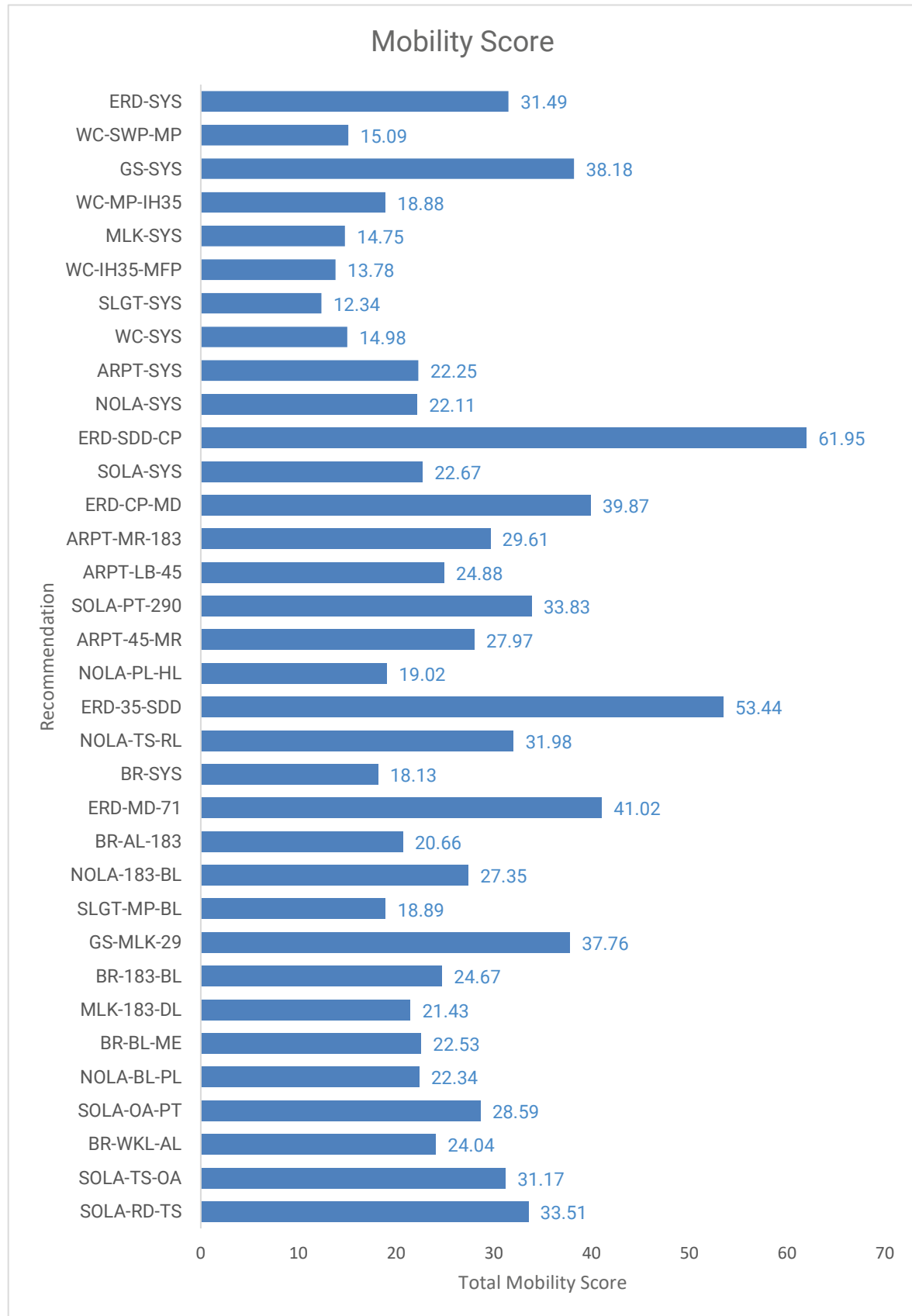
Overall Weighted Calculation (60% Mobility / 40% CCI) **34.45** **68.28** **49.84** **59.48** **49.06**
Estimated Implementation Cost (per recommendation) **\$14,428,844** **\$38,185,328** **\$14,830,576** **\$32,232,799** **\$35,236,216**

Recommendation	Overall		Most Likely Project Cost	High Project Cost	Project Length (miles)	Cost Per Mile	Points Per Million \$/Mile	Cumulative Cost
	Score	Low Project Cost						
ERD-SYS	34.45	\$13,400,000	\$14,400,000	\$14,800,000	3.39	\$4,300,000	8.09	\$14,400,000
WC-SWP-MP	22.39	\$15,100,000	\$16,300,000	\$16,700,000	3.70	\$4,400,000	5.10	\$30,700,000
GS-SYS	29.58	\$18,500,000	\$19,800,000	\$20,400,000	3.15	\$6,300,000	4.70	\$50,500,000
WC-MP-IH35	24.66	\$22,400,000	\$24,100,000	\$24,700,000	4.50	\$5,300,000	4.61	\$74,600,000
MLK-SYS	19.96	\$7,400,000	\$7,900,000	\$8,100,000	1.80	\$4,400,000	4.53	\$82,500,000
WC-IH35-MFP	19.38	\$20,000,000	\$21,400,000	\$22,000,000	3.52	\$6,100,000	3.18	\$103,900,000
SLGT-SYS	14.07	\$45,200,000	\$48,500,000	\$49,900,000	10.10	\$4,800,000	2.93	\$152,400,000
WC-SYS	11.21	\$43,400,000	\$46,600,000	\$47,900,000	11.72	\$4,000,000	2.82	\$199,000,000
ARPT-SYS	28.91	\$74,500,000	\$79,900,000	\$82,200,000	6.50	\$12,300,000	2.35	\$278,900,000
NOLA-SYS	26.60	\$62,200,000	\$66,800,000	\$68,600,000	5.81	\$11,500,000	2.31	\$345,700,000
ERD-SDD-CP	68.28	\$35,600,000	\$38,200,000	\$39,200,000	1.12	\$34,100,000	2.00	\$383,900,000
SOLA-SYS	22.49	\$33,700,000	\$36,200,000	\$37,200,000	3.20	\$11,300,000	1.99	\$420,100,000
ERD-CP-MD	59.48	\$30,000,000	\$32,200,000	\$33,100,000	0.96	\$33,600,000	1.77	\$452,300,000
ARPT-MR-183	44.43	\$60,700,000	\$65,200,000	\$67,000,000	2.48	\$26,300,000	1.69	\$517,500,000
ARPT-LB-45	39.37	\$55,700,000	\$59,800,000	\$61,400,000	2.47	\$24,200,000	1.63	\$577,300,000
SOLA-PT-290	49.19	\$14,300,000	\$15,400,000	\$15,900,000	0.50	\$30,900,000	1.59	\$592,700,000
ARPT-45-MR	39.01	\$36,500,000	\$39,200,000	\$40,300,000	1.55	\$25,300,000	1.54	\$631,900,000
NOLA-PL-HL	40.30	\$28,300,000	\$30,400,000	\$31,300,000	1.12	\$27,200,000	1.48	\$662,300,000
ERD-35-SDD	49.84	\$13,800,000	\$14,800,000	\$15,200,000	0.44	\$33,700,000	1.48	\$677,100,000
NOLA-TS-RL	41.41	\$25,500,000	\$27,300,000	\$28,100,000	0.86	\$31,800,000	1.30	\$704,400,000
BR-SYS	13.10	\$49,500,000	\$53,200,000	\$54,700,000	5.00	\$10,600,000	1.23	\$757,600,000
ERD-MD-71	49.06	\$32,800,000	\$35,200,000	\$36,200,000	0.87	\$40,500,000	1.21	\$792,800,000
BR-AL-183	34.62	\$33,400,000	\$35,900,000	\$36,900,000	1.15	\$31,200,000	1.11	\$828,700,000
NOLA-183-BL	34.19	\$62,200,000	\$66,700,000	\$68,600,000	1.94	\$34,400,000	0.99	\$895,400,000
SLGT-MP-BL	18.00	\$35,500,000	\$38,100,000	\$39,200,000	2.10	\$18,200,000	0.99	\$933,500,000
GS-MLK-29	33.77	\$42,300,000	\$45,400,000	\$46,700,000	1.29	\$35,200,000	0.96	\$978,900,000
BR-183-BL	30.36	\$39,800,000	\$42,700,000	\$43,900,000	1.32	\$32,300,000	0.94	\$1,021,600,000
MLK-183-DL	26.19	\$49,700,000	\$53,300,000	\$54,800,000	1.80	\$29,600,000	0.88	\$1,074,900,000
BR-BL-ME	31.29	\$34,900,000	\$37,400,000	\$38,500,000	1.03	\$36,300,000	0.86	\$1,112,300,000
NOLA-BL-PL	26.73	\$55,400,000	\$59,500,000	\$61,200,000	1.89	\$31,500,000	0.85	\$1,171,800,000
SOLA-OA-PT	37.16	\$42,200,000	\$56,100,000	\$57,600,000	1.20	\$46,700,000	0.80	\$1,227,900,000
BR-WKL-AL	18.87	\$42,900,000	\$46,100,000	\$47,400,000	1.50	\$30,700,000	0.61	\$1,274,000,000
SOLA-TS-OA	29.82	\$45,600,000	\$48,900,000	\$50,300,000	0.90	\$54,400,000	0.55	\$1,322,900,000
SOLA-RD-TS	26.77	\$36,700,000	\$39,400,000	\$40,400,000	0.60	\$65,600,000	0.41	\$1,362,300,000



	Low	High
Band Lines (\$M)	\$477	\$750
Mobility Share		60%
Normalized values for CCI	Yes	
CCI Scale	Relative	
Cost Estimate	Risk Adjusted	

Corridor Prioritization Model



		WEIGHTS	12.50%	12.50%	4.17%	4.17%	4.17%	4.17%	4.17%	4.17%	5.00%	5.00%	5.00%	5.00%	5.00%	25.00%
Total Cost:		Reduction in Congestion		Improved Level-of-Service (LOS) for All Modes of Travel							Connectivity					Effectiveness of Transit
Recommended Investment	Mobility Score	People Throughput		Reduced Vehicular Delay	Transit LOS	Bike LOS	Pedestrian LOS	Safety		Enhanced Vehicle Connections	Connections to External Transit	Proximity to Special Attractors	Protected Crossings	Connections to Bike Routes	Population Near Transit	
		% change in people moved / hour / mile	change in # people moved / hour / mile	change in minutes of delay / person / mile	change in LOS (from MMLOS tool)	% reduction in crash rate	# Top Crash List Intersections improved / mile	# new or improved intersections / mile	# transit routes connected to corridor / mile	# attractors / square-mile within 1/2 mile of corridor	change in # of pedestrian crossings / mile	# bike routes connected to corridor / mile	population / square-mile within 1/2 mile of corridor			
ERD-SDD-CP	61.95	5.0	5.0	2.5	3.3	3.3	0.0	3.3	5.0	5.0	3.3	0.4	0.0	1.2	2.5	
ERD-35-SDD	53.44	3.8	3.8	5.0	3.3	3.3	0.0	3.3	0.0	1.4	4.9	1.2	3.3	3.1	1.6	
ERD-MD-71	41.02	4.5	4.5	3.0	3.3	3.3	0.0	3.3	0.0	1.4	0.4	0.2	0.0	3.2	0.5	
ERD-CP-MD	39.87	4.5	4.5	2.7	1.7	5.0	0.0	3.3	0.0	0.0	2.1	0.5	0.0	0.3	0.7	
GS-SYS	38.18	0.0	0.0	0.1	1.7	2.8	0.0	1.0	0.0	0.0	1.9	4.8	0.0	1.9	5.0	
GS-MLK-29	37.76	0.0	0.0	0.0	1.7	1.7	0.0	1.3	0.0	0.0	5.0	5.0	2.2	2.3	3.9	
SOLA-PT-290	33.83	1.3	1.0	3.9	3.3	3.3	0.0	2.9	0.0	0.0	2.0	2.4	0.0	2.6	2.0	
SOLA-RD-TS	33.51	1.3	1.0	3.5	5.0	3.3	2.5	2.9	0.0	0.0	1.6	3.2	0.0	5.0	0.7	
NOLA-TS-RL	31.98	0.6	0.6	1.0	2.2	3.3	2.5	3.4	0.0	1.4	1.7	1.7	5.0	1.8	1.4	
ERD-SYS	31.49	3.1	3.1	0.8	1.7	0.0	0.0	3.3	1.7	2.2	1.2	0.5	0.4	1.2	0.9	
SOLA-TS-OA	31.17	1.4	1.0	2.7	1.7	1.7	2.5	2.9	0.0	0.7	1.0	1.3	3.2	1.7	1.6	
ARPT-MR-183	29.61	1.2	0.9	1.1	1.7	3.3	2.5	1.1	2.4	1.7	2.3	2.2	2.3	1.7	0.8	
SOLA-OA-PT	28.59	1.5	1.1	2.3	1.7	1.7	2.5	2.9	1.6	2.1	0.7	1.2	3.6	0.5	0.8	
ARPT-45-MR	27.97	1.1	0.8	1.3	1.7	3.3	2.5	0.5	0.0	0.0	1.6	4.4	1.8	2.5	1.0	
NOLA-183-BL	27.35	0.6	0.6	0.7	1.7	5.0	2.5	3.3	1.0	1.6	0.6	1.0	2.2	0.9	1.2	
ARPT-LB-45	24.88	1.2	0.9	1.2	1.7	3.3	2.5	1.0	0.8	0.0	1.1	1.6	1.7	2.4	0.8	
BR-183-BL	24.67	1.2	1.0	1.9	3.3	5.0	5.0	2.8	0.0	1.4	0.2	0.1	0.0	1.8	0.1	
BR-WKL-AL	24.04	1.3	1.0	1.8	2.8	1.7	0.0	2.9	0.0	0.8	1.6	1.3	1.9	2.6	0.4	
SOLA-SYS	22.67	1.2	0.9	0.7	3.3	1.1	0.0	2.9	3.3	0.6	1.0	0.4	1.8	2.2	1.5	
BR-BL-ME	22.53	1.2	1.0	2.2	1.7	3.3	5.0	2.7	0.0	1.2	1.4	0.3	0.0	1.4	0.1	
NOLA-BL-PL	22.34	0.6	0.6	0.7	3.3	5.0	5.0	3.0	0.0	1.3	0.0	0.5	0.8	0.0	0.5	
ARPT-SYS	22.25	0.9	0.8	0.4	1.7	3.3	0.0	0.0	1.1	0.8	1.1	2.1	2.0	2.0	0.9	
NOLA-SYS	22.11	0.6	0.6	0.4	2.8	4.4	2.5	2.8	0.3	1.2	0.3	0.7	1.7	0.4	0.7	
MLK-183-DL	21.43	0.5	0.6	1.1	1.7	3.3	5.0	5.0	0.0	1.0	0.0	0.0	0.8	1.4	0.4	
BR-AL-183	20.66	1.2	1.0	2.0	3.3	1.7	0.0	3.0	3.3	0.0	0.7	0.3	3.7	2.2	0.0	
NOLA-PL-HL	19.02	0.6	0.6	0.9	1.7	3.3	4.2	3.1	1.7	0.0	1.2	0.0	0.0	0.6	0.6	
SLGT-MP-BL	18.89	0.7	0.6	0.7	1.7	5.0	5.0	0.7	0.9	0.3	0.0	0.3	0.7	0.2	0.5	
WC-MP-IH35	18.88	1.1	0.8	0.4	1.7	5.0	0.0	1.1	0.0	0.8	0.4	1.0	0.6	0.8	0.7	
BR-SYS	18.13	1.0	0.8	0.6	1.7	3.3	2.5	1.9	0.0	0.9	0.5	0.6	1.4	1.7	0.1	
WC-SWP-MP	15.09	1.1	0.8	0.4	1.7	3.3	0.0	0.8	0.0	1.2	0.2	0.1	0.8	0.8	0.4	
WC-SYS	14.98	1.0	0.8	0.3	1.7	3.3	0.0	0.7	0.2	0.4	0.2	0.5	0.9	0.5	0.6	
MLK-SYS	14.75	0.7	0.6	1.0	1.7	1.7	2.5	0.5	1.7	1.0	0.0	0.0	0.8	1.4	0.4	
WC-IH35-MFP	13.78	1.1	0.8	0.5	0.0	0.6	2.5	0.9	0.0	0.7	0.2	0.4	1.2	0.2	0.5	
SLGT-SYS	12.34	0.7	0.6	0.4	1.7	1.7	2.5	0.6	0.0	0.4	0.1	0.1	0.4	0.2	0.4	

(values in table above represent raw scores)

0-1 = Low, 1-2 = Medium, 2-3 = High

CC.1

CC.2

CC.3

CC.4

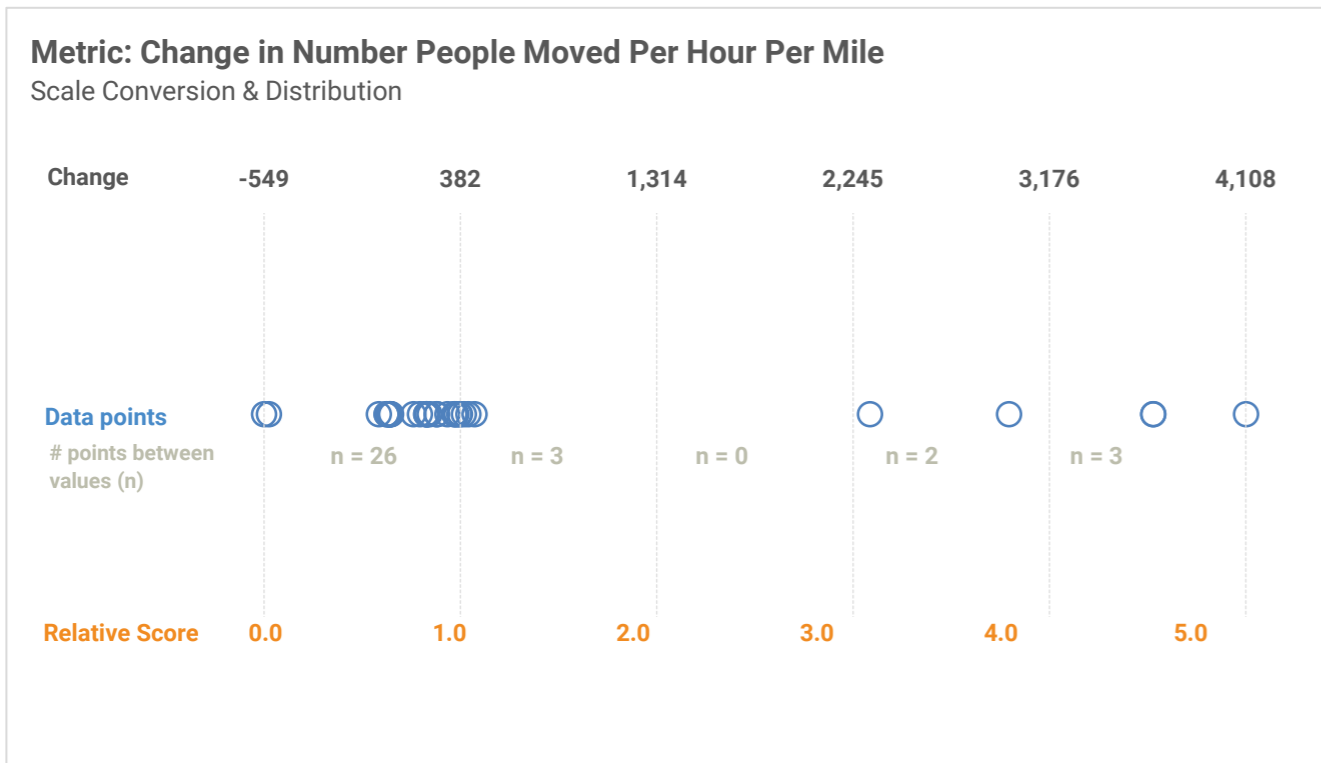
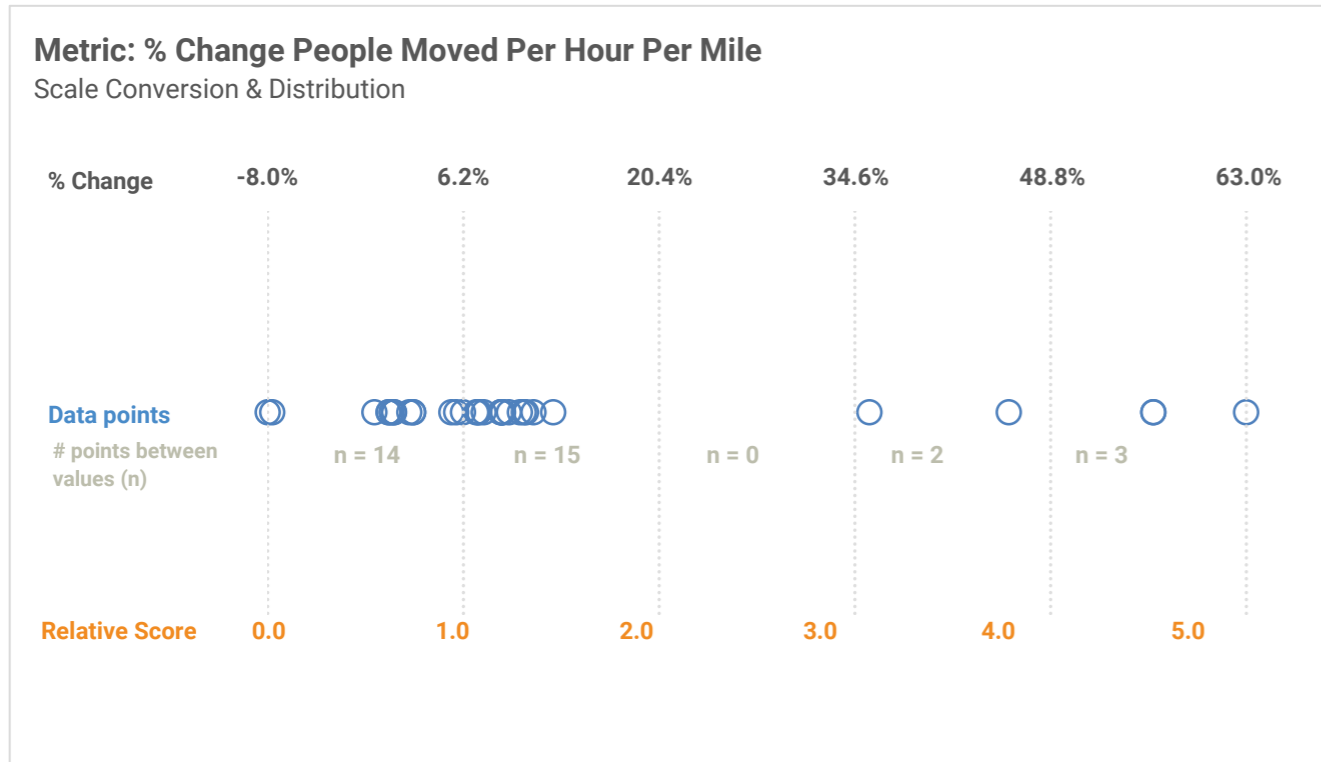
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Recommended Investment	Community Considerations Index	opportunities for					
		preservation of existing affordable housing	preservation of existing local businesses	development of new affordable housing	opportunities to facilitate increased supply of mixed-income housing	emphasizes livable, walkable, safe and transit-supportive corridors	promotes healthy, equitable and complete communities
ERD-CP-MD	2.67	◇◇	◇◇◇◇	◇◇◇◇	◇◇◇◇	◇◇◇◇	◇◇◇◇
ERD-SDD-CP	2.33	◇◇◇	◇◇	◇◇◇◇	◇◇◇◇	◇◇◇	◇◇◇◇
SOLA-PT-290	2.17	◇◇◇	◇◇	◇◇◇◇	◇◇◇◇	◇◇◇	◇◇◇
NOLA-PL-HL	2.17	◇◇◇	◇◇◇	◇◇◇	◇◇◇	◇◇◇◇	◇◇◇
ARPT-MR-183	2.00	◇◇◇◇	◇◇	◇◇	◇◇	◇◇◇◇	◇◇◇◇
ERD-MD-71	1.83	◇◇	◇◇◇◇	◇◇	◇◇	◇◇◇	◇◇◇◇
ARPT-LB-45	1.83	◇◇◇◇	◇	◇◇	◇◇	◇◇◇◇	◇◇◇◇
NOLA-TS-RL	1.67	◇◇◇◇	◇◇	◇	◇	◇◇◇◇	◇◇◇◇
BR-AL-183	1.67	◇	◇	◇◇◇	◇◇◇	◇◇◇◇	◇◇◇◇
ARPT-45-MR	1.67	◇◇◇◇	◇◇◇	◇	◇	◇◇◇	◇◇◇◇
SOLA-OA-PT	1.50	◇◇◇◇	◇	◇◇◇	◇◇◇	◇◇	◇◇
ERD-35-SDD	1.33	◇◇◇	◇	◇	◇	◇◇◇◇	◇◇◇◇
NOLA-183-BL	1.33	◇◇◇◇	◇	◇◇	◇◇	◇◇	◇◇◇
BR-BL-ME	1.33	◇	◇	◇◇◇◇	◇◇◇◇	◇◇	◇◇
ERD-SYS	1.17	◇◇◇	◇◇◇	◇	◇	◇◇	◇◇◇
BR-183-BL	1.17	◇◇	◇	◇◇◇◇	◇◇◇◇	◇	◇
ARPT-SYS	1.17	◇◇◇◇	◇◇	◇	◇	◇◇	◇◇◇
NOLA-SYS	1.00	◇◇◇◇	◇◇◇	◇	◇	◇	◇◇
NOLA-BL-PL	1.00	◇	◇◇	◇◇	◇◇	◇◇◇	◇◇
MLK-183-DL	1.00	◇	◇◇◇	◇◇◇	◇◇◇	◇	◇
WC-SWP-MP	1.00	◇	◇◇◇	◇◇◇	◇◇◇	◇	◇
WC-MP-IH35	1.00	◇◇	◇◇◇	◇◇	◇◇	◇	◇◇
SOLA-TS-OA	0.83	◇◇	◇	◇◇	◇◇	◇◇	◇◇
MLK-SYS	0.83	◇	◇◇◇◇	◇◇	◇◇	◇	◇
GS-MLK-29	0.83	◇◇◇	◇	◇◇	◇◇	◇	◇◇
WC-IH35-MFP	0.83	◇◇	◇◇◇◇	◇	◇	◇	◇◇
SOLA-SYS	0.67	◇◇◇◇	◇◇	◇	◇	◇	◇
SOLA-RD-TS	0.50	◇◇◇	◇	◇	◇	◇◇	◇
GS-SYS	0.50	◇◇◇	◇	◇	◇	◇	◇◇
SLGT-SYS	0.50	◇	◇◇◇◇	◇	◇	◇	◇
SLGT-MP-BL	0.50	◇	◇◇◇◇	◇	◇	◇	◇
BR-WKL-AL	0.33	◇	◇	◇	◇	◇◇	◇◇
BR-SYS	0.17	◇	◇	◇	◇	◇◇	◇
WC-SYS	0.17	◇	◇	◇	◇	◇	◇◇

Recommended Investment	Recommended Investment Description / Improvements (from Corridor Plans)	70th Percentile Risk Adjusted Cost Estimate	Relative Bond Cost		Relative Cost / Mile
			Relative Bond Cost	ROM Cost / Mile	
SOLA-SYS	3.2 mile corridor-wide system safety & mobility improvements including 15 traffic signal improvements, 4 Pedestrian Hybrid Beacons (PHBs), 6.4 miles of new or rehabilitated sidewalks, 6.4 miles of dedicated bike lanes, 3.2 miles of pavement rehabilitation, intersection improvements with turn lane modifications at Barton Springs Dr, Hether St, Oltorf St, Mary St, Bluebonnet Ln & Barton Skyway/Manchaca, intermittent median islands at various locations along the corridor, improved stormwater drainage from Oxford Ave to Panther Trail.	\$ 36,201,423	3.04	\$11,312,945	4.40
SOLA-RD-TS	0.6 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Riverside Dr to Treadwell St.	\$ 39,353,421	2.82	\$65,589,035	0.00
SOLA-TS-OA	0.9 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Treadwell St to Oxford Ave.	\$ 48,949,935	2.15	\$54,388,816	0.91
SOLA-OA-PT	1.2 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Oxford Ave to Panther Trail.	\$ 56,072,116	1.66	\$46,726,763	1.53
SOLA-PT-290	0.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Panther Trail to US 290.	\$ 15,428,101	4.48	\$30,856,202	2.82
ERD-SYS	3.4 mile corridor-wide system safety & mobility improvements including 14 traffic signal improvements, 3 Pedestrian Hybrid Beacons (PHBs), 0.7 miles of new or rehabilitated sidewalks, 1.3 miles of pavement rehabilitation, bridge widening at Country Club Creek, intersection improvements with turn lane modifications at IH 35, Willow Creek Dr, Pleasant Valley Rd & Montopolis Dr, intermittent median islands, new street lighting from Shore District Dr to Montopolis Dr.	\$ 14,428,844	4.55	\$4,256,296	4.98
ERD-SDD-CP	0.1 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Shore District Dr to Crossing Place.	\$ 38,185,328	2.90	\$34,094,043	2.56
ERD-35-SDD	0.4 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from IH 35 to Shore District Dr.	\$ 14,830,576	4.52	\$33,705,854	2.59
ERD-CP-MD	1.0 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Crossing Place to Montopolis Dr.	\$ 32,232,799	3.31	\$33,575,833	2.60
ERD-MD-71	1.0 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Montopolis Dr to SH 71.	\$ 35,236,216	3.10	\$40,501,397	2.04
NOLA-SYS	5.8 mile corridor-wide system safety & mobility improvements including 13 traffic signal improvements, 8 Pedestrian Hybrid Beacons (PHBs), 11.6 miles of new or rehabilitated sidewalks and shared-use paths, 10 miles of dedicated bike lanes, 5.8 miles of pavement rehabilitation, bridge widenings at US 183 & Walnut Creek, intersection improvements with turn lane modifications at Rundberg Ln, Braker Ln & Parmer Ln, intermittent median islands from US 183 to Meadowlark St and Rundberg Ln to Braker Ln, improved stormwater drainage from Rundberg Ln to Howard Ln.	\$ 66,790,634	0.91	\$11,495,806	4.39
NOLA-183-BL	1.9 miles of full reconstruction from US 183 to Thurmond St & Rundberg Ln to Braker Ln with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system.	\$ 66,740,262	0.92	\$34,402,197	2.53
NOLA-BL-PL	1.9 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Braker Ln to Parmer Ln.	\$ 59,504,931	1.42	\$31,484,090	2.77
NOLA-PL-HL	1.1 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Parmer Ln to Howard Ln.	\$ 30,411,431	3.44	\$27,153,064	3.12
NOLA-TS-RL	0.9 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Thurmond St to Rundberg Ln.	\$ 27,335,893	3.65	\$31,785,922	2.74
BR-SYS	5 mile corridor-wide system safety & mobility improvements including 19 traffic signal improvements, 6 Pedestrian Hybrid Beacons (PHBs), 10 miles of new shared-use paths, 5 miles of pavement rehabilitation, intersection improvements with turn lane modifications at W Koenig Ln, Braker Ln, Kramer Ln, Esperanza Crossing & IBM Rd, intermittent median islands from W Koenig Ln to Anderson Ln, improved stormwater drainage from US 183 to Mopac.	\$ 53,194,136	1.86	\$10,638,827	4.46
BR-WKL-AL	1.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from W Koenig Ln to Anderson Ln.	\$ 46,089,325	2.35	\$30,726,217	2.83
BR-AL-183	1.2 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Anderson Ln to US 183.	\$ 35,884,238	3.06	\$31,203,685	2.79
BR-183-BL	1.3 miles of full reconstruction to widen from 4-lanes to 6-lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from US 183 to Braker Ln.	\$ 42,700,367	2.59	\$32,348,763	2.70
BR-BL-ME	1.0 miles of full reconstruction to widen from 4-lanes to 6-lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Braker Ln to Mopac.	\$ 37,434,570	2.95	\$36,344,243	2.37
ARPT-SYS	6.5 mile corridor-wide system safety & mobility improvements including 21 traffic signal improvements, 9 Pedestrian Hybrid Beacons (PHBs), 13 miles of new shared-use paths, 6.5 miles of pavement rehabilitation, bridge widenings in both directions at Boggy Creek and CapMetro, intersection improvements with turn lane modifications at E MLK Blvd, Manor Rd, E Koenig Ln, E 45th St, & Springdale Rd.	\$ 79,936,664	0.00	\$12,297,948	4.32
ARPT-LB-45	2.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from N Lamar Blvd to 45th St.	\$ 59,750,729	1.40	\$24,190,578	3.36
ARPT-MR-183	1.6 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from 45th St to Manor Rd.	\$ 65,202,206	1.02	\$26,291,212	3.19
ARPT-45-MR	2.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from Manor Rd to US 183.	\$ 39,179,176	2.83	\$25,276,888	3.27
MLK-SYS	1.8 mile corridor-wide system safety & mobility improvements including 3 traffic signal improvements, 1 Pedestrian Hybrid Beacon (PHB), 3.6 miles of new shared-use paths, bridge sidewalks will be expanded in both directions at Walnut Creek, intersection improvements with turn lane modifications at Decker Ln, new street lighting at Decker Ln.	\$ 7,927,394	5.00	\$4,404,108	4.97
MLK-183-DL	1.8 miles of full reconstruction to widen from 4-lanes to 6-lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, illumination and new drainage system from US 183 to Decker Ln.	\$ 53,324,013	1.85	\$29,624,451	2.92
GS-MLK-29	1.2 miles of full reconstruction to add transit only lanes with enhanced pedestrian and bicycle facilities, streetscape, trees and new drainage system from MLK to 29th St.	\$ 45,431,729	2.40	\$35,218,395	2.46
GS-SYS	3.2 mile corridor-wide system safety & mobility improvements including transit contra-flow lane addition from 18th St to MLK, 3 traffic signal improvements, 4.9 miles of new or rehabilitated sidewalks, 0.7 miles of dedicated bike lanes, 1.7 miles of pavement rehabilitation, new street lighting from 18th St to 29th St along Guadalupe St & from Guadalupe St to N Lamar Blvd along 24th St.	\$ 19,810,277	4.17	\$6,288,977	4.81
SLGT-SYS	10.1 mile corridor-wide system safety & mobility improvements including 25 traffic signal improvements, 4 Pedestrian Hybrid Beacons (PHBs), 6.2 miles of new or rehabilitated sidewalks, 14 miles of dedicated protected bike lanes, 3.3 miles of pavement rehabilitation, intersection improvements with turn lane modifications at Escarpment Blvd, Brodie Ln & Congress/IH 35	\$ 48,525,012	2.18	\$4,804,457	4.93
SLGT-MP-BL	2.1 miles of roadway widening from 4-lanes to 6-lanes from Mopac to Brodie Ln.	\$ 38,129,106	2.90	\$18,156,717	3.85
WC-SYS	11.7 mile corridor-wide system safety & mobility improvements including roadway widening from 2-lanes to 4-lanes from Running Water to McKinney Falls Pkwy, 7 traffic signal improvements, 7 Pedestrian Hybrid Beacons (PHBs), 18.3 miles of new or rehabilitated sidewalks, 5.4 miles of dedicated protected bike lanes, 2.0 miles of pavement rehabilitation, bridge construction at Marble Creek, intersection improvements with turn lane modifications at Brodie Ln, Pleasant Valley Rd & Bluff Springs Dr, improved stormwater drainage from Running Water to McKinney Falls Parkway.	\$ 46,634,598	2.31	\$3,979,061	5.00
WC-SWP-MP	Proposed improvements at 7 intersections: Southwest Pkwy, Rialto Blvd, US 290, Escarpment Blvd, Beckett Rd, Brush Rd, Mopac	\$ 16,256,516	4.42	\$4,393,653	4.97
WC-MP-IH35	3.7 miles of roadway widening from 4-lanes to 6-lanes from Brodie Ln to Manchaca & proposed improvements @ 5 intersections: West Gate Blvd, Manchaca Rd, Emerald Forest Dr, S 1st St, S Congress St.	\$ 24,068,982	3.88	\$5,348,663	4.89
WC-IH35-MFP	3.5 miles of roadway widening from 4-lanes to 6-lanes from IH 35 to McKinney Falls Pkwy & proposed improvements @ 2 intersections: IH 35 & Salt Springs Rd.	\$ 21,441,566	4.06	\$6,091,354	4.83

Recommended Investment	FROM VISSIM			Calculated		Calculated		Calculated		From Inputs		Calculated		
	People Per Hour - worst peak		Network Length	People Per Hour Per Mile		BUILD - BASE		RAW SCORE		WEIGHT		Weighted Score		
	Base throughput	Build throughput	Miles	Base throughput	Build throughput	Percent Change	Absolute Change	Percent Change	Absolute Change	Percent Change	Absolute Change	Percent Change	Absolute Change	
								CR.1	CR.2	CR.1	CR.2	CR.1	CR.2	
1	SOLA-SYS	11,319	12,344	3.20	3,537	3,858	9.06%	320	1.2	0.9	12.5%	12.5%	3.0	2.3
2	SOLA-RD-TS	11,319	12,533	3.20	3,537	3,917	10.73%	379	1.3	1.0	12.5%	12.5%	3.3	2.5
3	SOLA-TS-OA	11,319	12,595	3.20	3,537	3,936	11.27%	399	1.4	1.0	12.5%	12.5%	3.4	2.5
4	SOLA-OA-PT	11,319	12,755	3.20	3,537	3,986	12.69%	449	1.5	1.1	12.5%	12.5%	3.6	2.7
5	SOLA-PT-290	11,319	12,483	3.20	3,537	3,901	10.28%	364	1.3	1.0	12.5%	12.5%	3.2	2.4
6	ERD-SYS	22,169	30,051	3.39	6,540	8,865	35.55%	2,325	3.1	3.1	12.5%	12.5%	7.7	7.7
7	ERD-SDD-CP	22,169	36,094	3.39	6,540	10,647	62.81%	4,108	5.0	5.0	12.5%	12.5%	12.5	12.5
8	ERD-35-SDD	22,169	32,286	3.39	6,540	9,524	45.64%	2,984	3.8	3.8	12.5%	12.5%	9.5	9.5
9	ERD-CP-MD	22,169	34,603	3.39	6,540	10,207	56.09%	3,668	4.5	4.5	12.5%	12.5%	11.3	11.3
10	ERD-MD-71	22,169	34,603	3.39	6,540	10,207	56.09%	3,668	4.5	4.5	12.5%	12.5%	11.3	11.3
11	NOLA-SYS	23,709	23,946	5.81	4,081	4,122	1.00%	41	0.6	0.6	12.5%	12.5%	1.6	1.6
12	NOLA-183-BL	23,709	23,897	5.81	4,081	4,113	0.79%	32	0.6	0.6	12.5%	12.5%	1.5	1.6
13	NOLA-BL-PL	23,709	23,897	5.81	4,081	4,113	0.79%	32	0.6	0.6	12.5%	12.5%	1.5	1.6
14	NOLA-PL-HL	23,709	23,987	5.81	4,081	4,129	1.17%	48	0.6	0.6	12.5%	12.5%	1.6	1.6
15	NOLA-TS-RL	23,709	23,983	5.81	4,081	4,128	1.16%	47	0.6	0.6	12.5%	12.5%	1.6	1.6
16	BR-SYS	19,888	21,015	5.00	3,978	4,203	5.67%	225	1.0	0.8	12.5%	12.5%	2.4	2.1
17	BR-WKL-AL	19,888	21,987	5.00	3,978	4,397	10.55%	420	1.3	1.0	12.5%	12.5%	3.3	2.6
18	BR-AL-183	19,888	21,659	5.00	3,978	4,332	8.90%	354	1.2	1.0	12.5%	12.5%	3.0	2.4
19	BR-183-BL	19,888	21,776	5.00	3,978	4,355	9.49%	378	1.2	1.0	12.5%	12.5%	3.1	2.5
20	BR-BL-ME	19,888	21,659	5.00	3,978	4,332	8.90%	354	1.2	1.0	12.5%	12.5%	3.0	2.4
21	ARPT-SYS	19,540	20,579	6.50	3,006	3,166	5.32%	160	0.9	0.8	12.5%	12.5%	2.3	1.9
22	ARPT-LB-45	19,540	21,292	6.50	3,006	3,276	8.97%	270	1.2	0.9	12.5%	12.5%	3.0	2.2
23	ARPT-MR-183	19,540	21,292	6.50	3,006	3,276	8.97%	270	1.2	0.9	12.5%	12.5%	3.0	2.2
24	ARPT-45-MR	19,540	20,972	6.50	3,006	3,226	7.33%	220	1.1	0.8	12.5%	12.5%	2.7	2.1
25	MLK-SYS	4,160	4,255	1.80	2,311	2,364	2.28%	53	0.7	0.6	12.5%	12.5%	1.8	1.6
26	MLK-183-DL	4,160	4,150	1.80	2,311	2,306	-0.24%	-6	0.5	0.6	12.5%	12.5%	1.4	1.5
27	GS-MLK-29	8,885	8,206	1.29	6,888	6,361	-7.64%	-526	0.0	0.0	12.5%	12.5%	0.1	0.1
28	GS-SYS	8,885	8,177	1.29	6,888	6,339	-7.97%	-549	0.0	0.0	12.5%	12.5%	0.0	0.0
29	SLGT-SYS	18,571	19,046	10.10	1,839	1,886	2.56%	47	0.7	0.6	12.5%	12.5%	1.9	1.6
30	SLGT-MP-BL	18,571	19,045	10.10	1,839	1,886	2.55%	47	0.7	0.6	12.5%	12.5%	1.9	1.6
31	WC-SYS	35,963	38,182	11.72	3,069	3,258	6.17%	189	1.0	0.8	12.5%	12.5%	2.5	2.0
32	WC-SWP-MP	35,963	38,525	11.72	3,069	3,287	7.12%	219	1.1	0.8	12.5%	12.5%	2.7	2.1
33	WC-MP-IH35	35,963	38,564	11.72	3,069	3,290	7.23%	222	1.1	0.8	12.5%	12.5%	2.7	2.1
34	WC-IH35-MFP	35,963	38,721	11.72	3,069	3,304	7.67%	235	1.1	0.8	12.5%	12.5%	2.8	2.1



Improved LOS

Recommended Investment	Corridor Length Miles	Auto Delay							TRANSIT LEVEL OF SERVICE								
		From Inputs		Calculated		From Inputs		Weighted Score	From Inputs		Conversion		Calculated		From Inputs		Weighted Score
		Average Minutes of Delay Time		Change in Person Delay	Raw Score LS.1	Weight	4.17%		LS.1	Alpha LOS		Numeric LOS		CHANGE IN LOS	Raw Score LS.2	Weight	
		Base	Build					Base		Build	Base	Build	Base				Build
1	SOLA-SYS	3.2	10.9	8.9	0.63	0.74	4.2%	0.616	D	C	4.0	7.0	3.0	3.33	4.2%	2.8	
2	SOLA-RD-TS	0.6	10.9	8.2	4.51	3.53	4.2%	2.945	D	A	4.0	10.0	6.0	5.00	4.2%	4.2	
3	SOLA-TS-OA	0.9	10.9	7.9	3.32	2.67	4.2%	2.228	D	D	4.0	4.0	0.0	1.67	4.2%	1.4	
4	SOLA-OA-PT	1.2	10.9	7.6	2.74	2.26	4.2%	1.879	C	C	7.0	7.0	0.0	1.67	4.2%	1.4	
5	SOLA-PT-290	0.5	10.9	8.4	5.04	3.92	4.2%	3.265	E	D	1.0	4.0	3.0	3.33	4.2%	2.8	
6	ERD-SYS	3.4	5.8	3.3	0.72	0.80	4.2%	0.668	D	D	4.0	4.0	0.0	1.67	4.2%	1.4	
7	ERD-SDD-CP	1.1	5.8	2.3	3.11	2.52	4.2%	2.103	E	D	1.0	4.0	3.0	3.33	4.2%	2.8	
8	ERD-35-SDD	0.4	5.8	2.9	6.54	5.00	4.2%	4.167	D	C	4.0	7.0	3.0	3.33	4.2%	2.8	
9	ERD-CP-MD	1.0	5.8	2.5	3.42	2.75	4.2%	2.290	C	C	7.0	7.0	0.0	1.67	4.2%	1.4	
10	ERD-MD-71	0.9	5.8	2.5	3.77	3.00	4.2%	2.502	E	D	1.0	4.0	3.0	3.33	4.2%	2.8	
11	NOLA-SYS	5.8	2.5	1.8	0.12	0.37	4.2%	0.307	C	B	7.0	9.0	2.0	2.78	4.2%	2.3	
12	NOLA-183-BL	1.9	2.5	1.5	0.51	0.65	4.2%	0.542	B	B	9.0	9.0	0.0	1.67	4.2%	1.4	
13	NOLA-BL-PL	1.9	2.5	1.5	0.52	0.66	4.2%	0.550	D	C	4.0	7.0	3.0	3.33	4.2%	2.8	
14	NOLA-PL-HL	1.1	2.5	1.6	0.79	0.85	4.2%	0.711	C	C	7.0	7.0	0.0	1.67	4.2%	1.4	
15	NOLA-TS-RL	0.9	2.5	1.7	0.96	0.97	4.2%	0.812	B	A	9.0	10.0	1.0	2.22	4.2%	1.9	
16	BR-SYS	5.0	5.7	3.8	0.38	0.56	4.2%	0.465	C	C	7.0	7.0	0.0	1.67	4.2%	1.4	
17	BR-WKL-AL	1.5	5.7	2.4	2.17	1.85	4.2%	1.540	C	B	7.0	9.0	2.0	2.78	4.2%	2.3	
18	BR-AL-183	1.2	5.7	2.9	2.41	2.02	4.2%	1.684	D	C	4.0	7.0	3.0	3.33	4.2%	2.8	
19	BR-183-BL	1.3	5.7	2.7	2.28	1.93	4.2%	1.605	D	C	4.0	7.0	3.0	3.33	4.2%	2.8	
20	BR-BL-ME	1.0	5.7	2.9	2.69	2.22	4.2%	1.853	B	B	9.0	9.0	0.0	1.67	4.2%	1.4	
21	ARPT-SYS	6.5	6.5	5.1	0.22	0.44	4.2%	0.369	C	C	7.0	7.0	0.0	1.67	4.2%	1.4	
22	ARPT-LB-45	2.5	6.5	3.5	1.21	1.15	4.2%	0.961	B	B	9.0	9.0	0.0	1.67	4.2%	1.4	
23	ARPT-MR-183	2.5	6.5	3.5	1.20	1.15	4.2%	0.958	D	D	4.0	4.0	0.0	1.67	4.2%	1.4	
24	ARPT-45-MR	1.6	6.5	4.3	1.45	1.32	4.2%	1.103	D	D	4.0	4.0	0.0	1.67	4.2%	1.4	
25	MLK-SYS	1.8	2.7	0.8	1.02	1.02	4.2%	0.846	F	F	0.0	0.0	0.0	1.67	4.2%	1.4	
26	MLK-183-DL	1.8	2.7	0.7	1.12	1.09	4.2%	0.907	F	F	0.0	0.0	0.0	1.67	4.2%	1.4	
27	GS-MLK-29	1.3	1.7	2.2	-0.39	0.00	4.2%	0.000	B	B	9.0	9.0	0.0	1.67	4.2%	1.4	
28	GS-SYS	3.2	1.7	2.7	-0.32	0.05	4.2%	0.042	F	F	0.0	0.0	0.0	1.67	4.2%	1.4	
29	SLGT-SYS	10.1	4.8	3.8	0.10	0.35	4.2%	0.295	F	F	0.0	0.0	0.0	1.67	4.2%	1.4	
30	SLGT-MP-BL	2.1	4.8	3.7	0.52	0.65	4.2%	0.546	F	F	0.0	0.0	0.0	1.67	4.2%	1.4	
31	WC-SYS	11.7	4.4	3.8	0.05	0.32	4.2%	0.265	E	E	1.0	1.0	0.0	1.67	4.2%	1.4	
32	WC-SWP-MP	3.7	4.4	3.6	0.21	0.43	4.2%	0.358	F	F	0.0	0.0	0.0	1.67	4.2%	1.4	
33	WC-MP-IH35	4.5	4.4	3.5	0.19	0.42	4.2%	0.347	C	C	7.0	7.0	0.0	1.67	4.2%	1.4	
34	WC-IH35-MFP	3.5	4.4	3.5	0.24	0.46	4.2%	0.380	C	D	7.0	4.0	-3.0	0.00	4.2%	0.0	

Improved LOS

Recommended Investment	BICYCLE LEVEL OF SERVICE								PEDESTRIAN LEVEL OF SERVICE							
	From Inputs		Conversion		Calculated		From Inputs		Conversion		Calculated		From Inputs		Calculated	
	Alpha LOS		Numeric LOS		CHANGE IN LOS	Raw Score LS.3	Weight 4.17%	Score LS.3	Alpha LOS		Numeric LOS		CHANGE IN LOS	Raw Score LS.4	Weight 4.17%	Score LS.4
	Base	Build	Base	Build					Base	Build	Base	Build				
SOLA-SYS	C	B	7.0	9.0	2.0	1.1	4.2%	0.9	D	D	4.0	4.0	0.0	0.00	4.2%	0.0
SOLA-RD-TS	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	D	C	4.0	7.0	3.0	2.50	4.2%	2.1
SOLA-TS-OA	C	A	7.0	10.0	3.0	1.7	4.2%	1.4	D	C	4.0	7.0	3.0	2.50	4.2%	2.1
SOLA-OA-PT	C	A	7.0	10.0	3.0	1.7	4.2%	1.4	D	C	4.0	7.0	3.0	2.50	4.2%	2.1
SOLA-PT-290	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	C	C	7.0	7.0	0.0	0.00	4.2%	0.0
ERD-SYS	D	D	4.0	4.0	0.0	0.0	4.2%	0.0	C	C	7.0	7.0	0.0	0.00	4.2%	0.0
ERD-SDD-CP	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	C	C	7.0	7.0	0.0	0.00	4.2%	0.0
ERD-35-SDD	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	B	B	9.0	9.0	0.0	0.00	4.2%	0.0
ERD-CP-MD	E	A	1.0	10.0	9.0	5.0	4.2%	4.2	C	C	7.0	7.0	0.0	0.00	4.2%	0.0
ERD-MD-71	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	C	C	7.0	7.0	0.0	0.00	4.2%	0.0
NOLA-SYS	E	B	1.0	9.0	8.0	4.4	4.2%	3.7	D	C	4.0	7.0	3.0	2.50	4.2%	2.1
NOLA-183-BL	E	A	1.0	10.0	9.0	5.0	4.2%	4.2	D	C	4.0	7.0	3.0	2.50	4.2%	2.1
NOLA-BL-PL	E	A	1.0	10.0	9.0	5.0	4.2%	4.2	E	C	1.0	7.0	6.0	5.00	4.2%	4.2
NOLA-PL-HL	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	D	B	4.0	9.0	5.0	4.17	4.2%	3.5
NOLA-TS-RL	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	D	C	4.0	7.0	3.0	2.50	4.2%	2.1
BR-SYS	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	E	D	1.0	4.0	3.0	2.50	4.2%	2.1
BR-WKL-AL	C	A	7.0	10.0	3.0	1.7	4.2%	1.4	D	D	4.0	4.0	0.0	0.00	4.2%	0.0
BR-AL-183	C	A	7.0	10.0	3.0	1.7	4.2%	1.4	D	D	4.0	4.0	0.0	0.00	4.2%	0.0
BR-183-BL	E	A	1.0	10.0	9.0	5.0	4.2%	4.2	E	C	1.0	7.0	6.0	5.00	4.2%	4.2
BR-BL-ME	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	E	C	1.0	7.0	6.0	5.00	4.2%	4.2
ARPT-SYS	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	D	D	4.0	4.0	0.0	0.00	4.2%	0.0
ARPT-LB-45	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	D	C	4.0	7.0	3.0	2.50	4.2%	2.1
ARPT-MR-183	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	E	D	1.0	4.0	3.0	2.50	4.2%	2.1
ARPT-45-MR	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	D	C	4.0	7.0	3.0	2.50	4.2%	2.1
MLK-SYS	D	C	4.0	7.0	3.0	1.7	4.2%	1.4	E	D	1.0	4.0	3.0	2.50	4.2%	2.1
MLK-183-DL	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	E	C	1.0	7.0	6.0	5.00	4.2%	4.2
GS-MLK-29	C	A	7.0	10.0	3.0	1.7	4.2%	1.4	B	B	9.0	9.0	0.0	0.00	4.2%	0.0
GS-SYS	D	B	4.0	9.0	5.0	2.8	4.2%	2.3	C	C	7.0	7.0	0.0	0.00	4.2%	0.0
SLGT-SYS	C	A	7.0	10.0	3.0	1.7	4.2%	1.4	D	C	4.0	7.0	3.0	2.50	4.2%	2.1
SLGT-MP-BL	E	A	1.0	10.0	9.0	5.0	4.2%	4.2	E	C	1.0	7.0	6.0	5.00	4.2%	4.2
WC-SYS	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	C	C	7.0	7.0	0.0	0.00	4.2%	0.0
WC-SWP-MP	D	A	4.0	10.0	6.0	3.3	4.2%	2.8	C	C	7.0	7.0	0.0	0.00	4.2%	0.0
WC-MP-IH35	E	A	1.0	10.0	9.0	5.0	4.2%	4.2	C	C	7.0	7.0	0.0	0.00	4.2%	0.0
WC-IH35-MFP	B	A	9.0	10.0	1.0	0.6	4.2%	0.5	D	C	4.0	7.0	3.0	2.50	4.2%	2.1

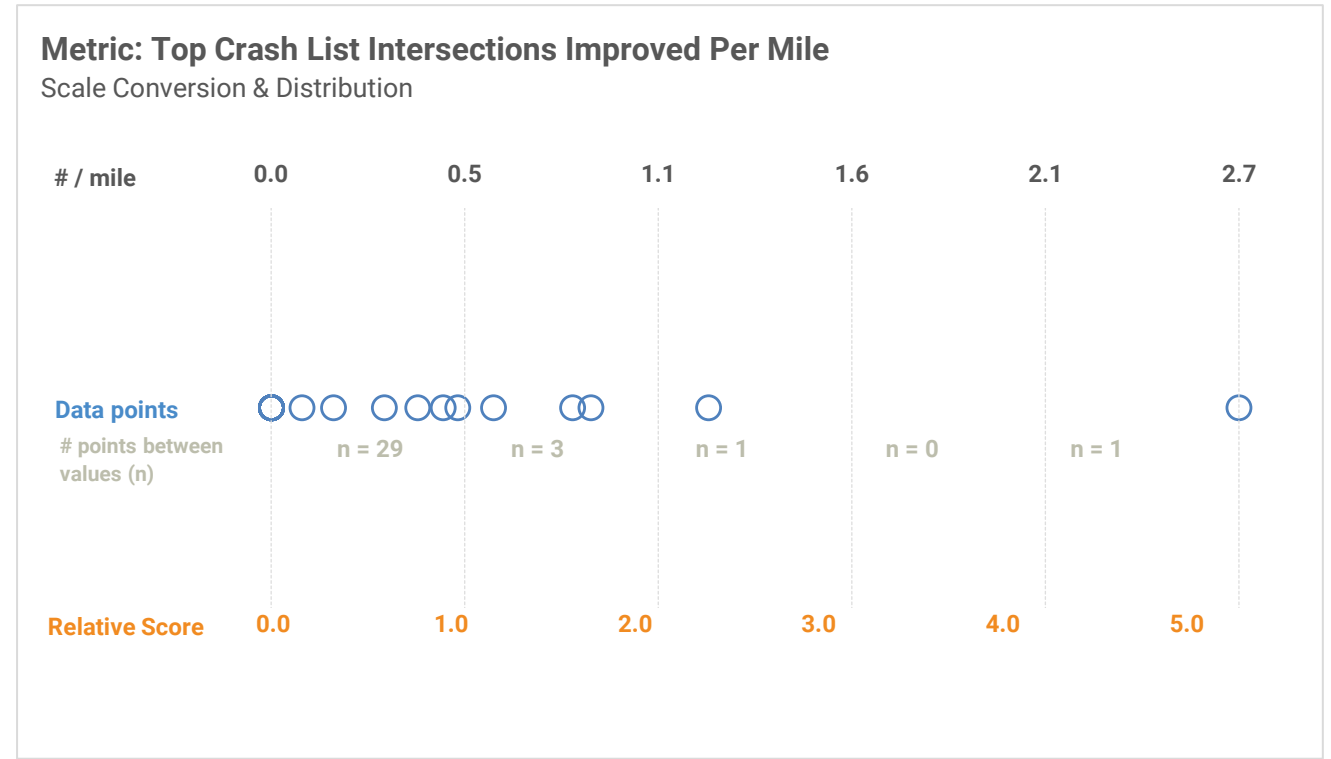
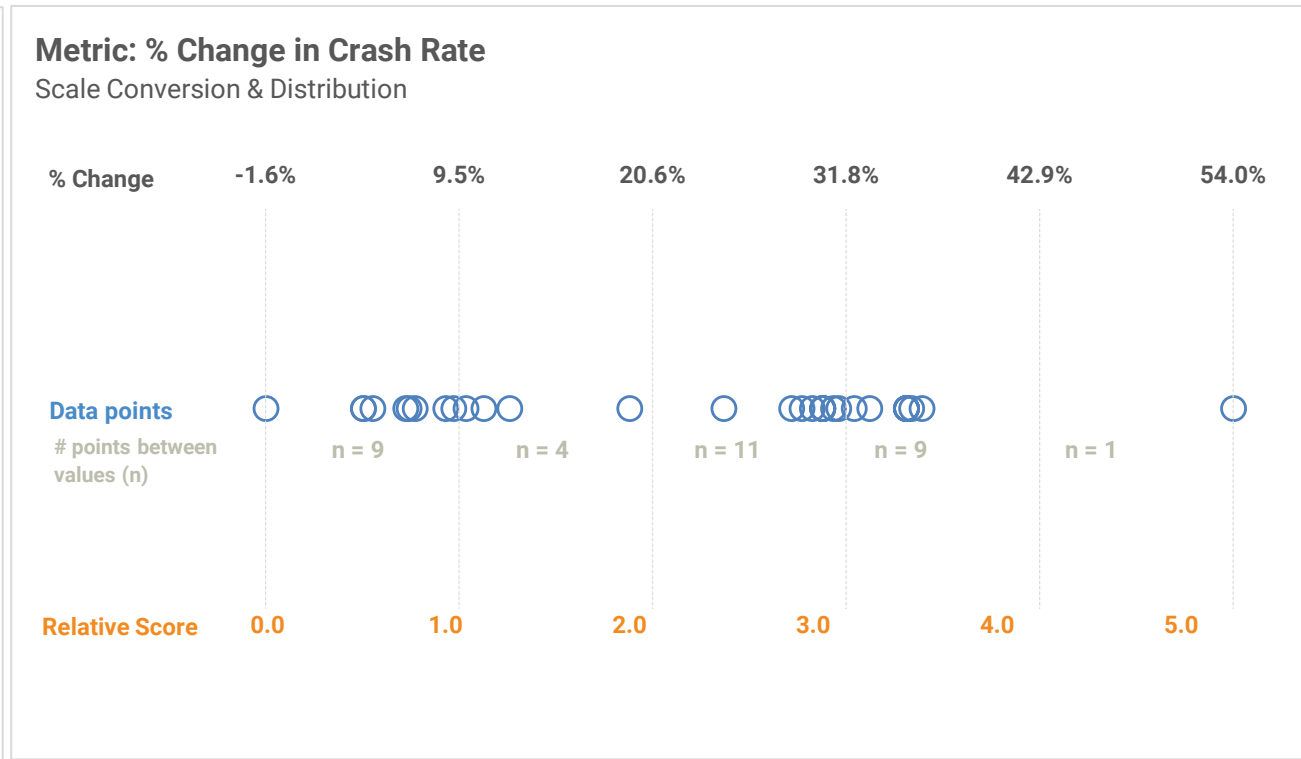
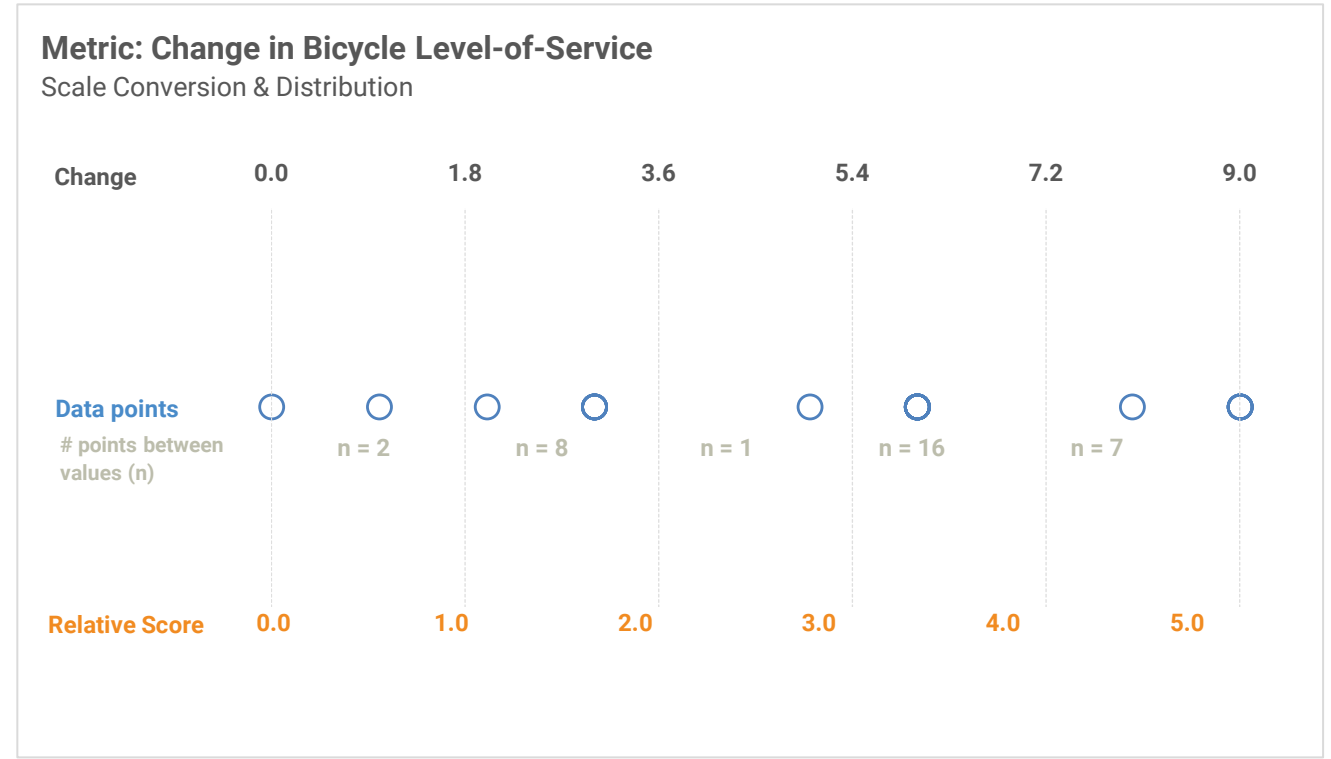
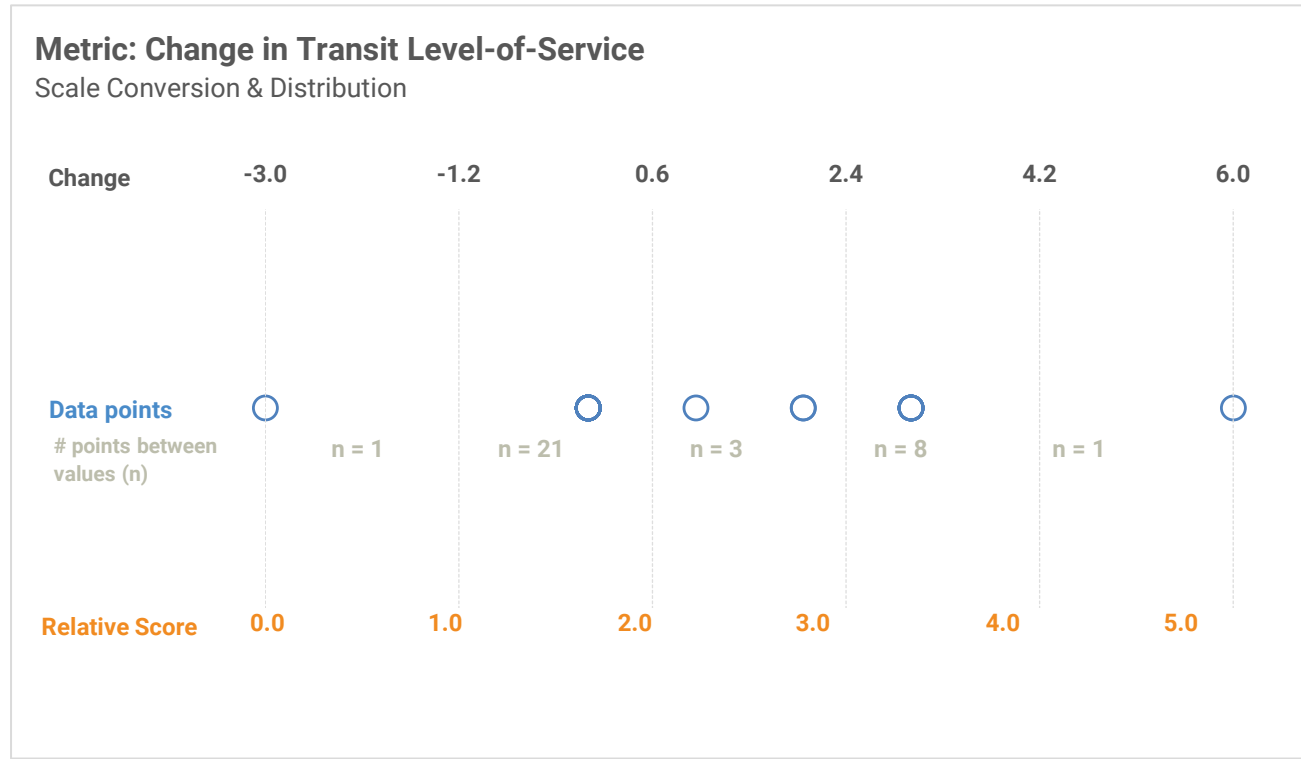
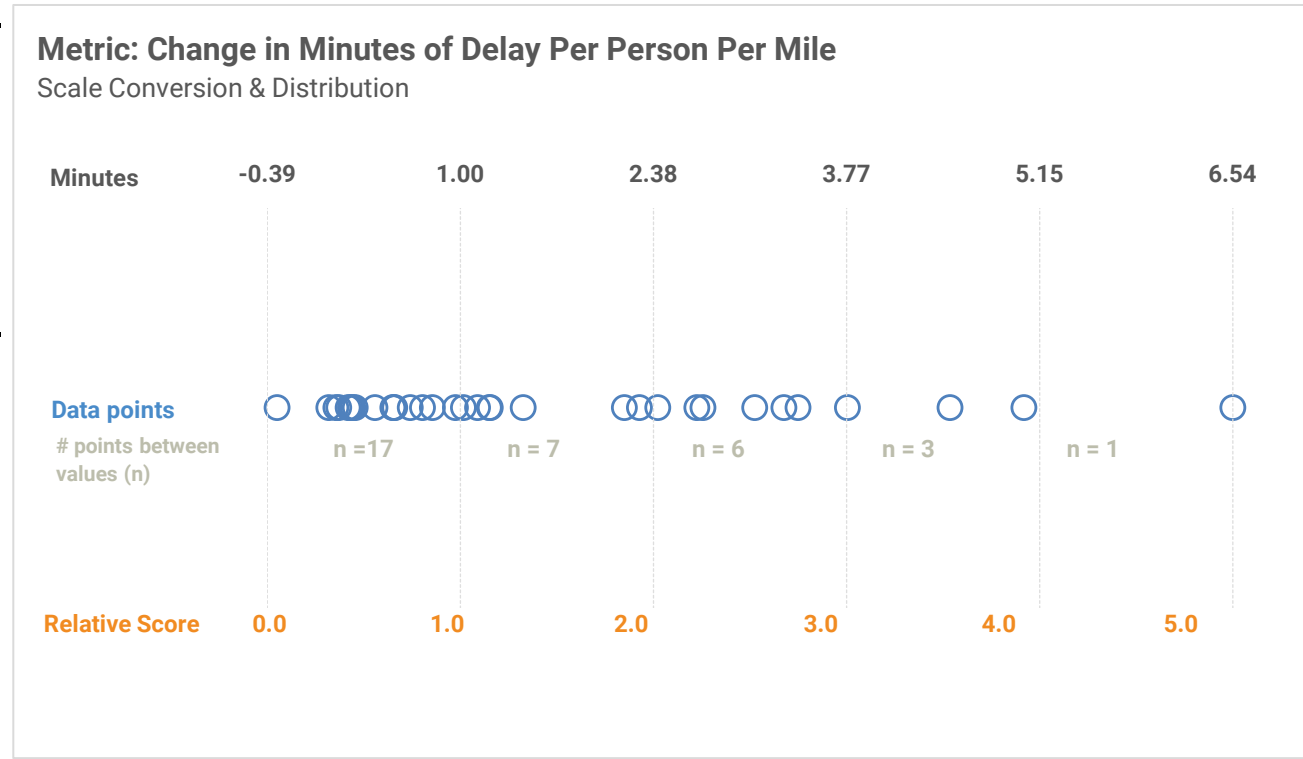
Improved LOS

Recommended Investment	Safety					Safety					
	% Change in Crash Rate					Top Crash Intersections Improved per mile					
	From Inputs	Calculated	From Inputs	Calculated		From Inputs	Calculated	From Inputs	Calculated		
	% Reduction in Crash Rate	Raw Score LS,5	Weight	Weighted Score LS,5	4.17%	# intersections	Normalized	Raw Score LS,6	Weight	Weighted Score LS,6	4.17%
SOLA-SYS	30.4%	2.88	4.2%	2.4	2.4	1	0.31	0.58	4.2%	0.5	0.5
SOLA-RD-TS	30.4%	2.88	4.2%	2.4	2.4	0	0.00	0.00	4.2%	0.0	0.0
SOLA-TS-OA	30.4%	2.88	4.2%	2.4	2.4	0	0.00	0.00	4.2%	0.0	0.0
SOLA-OA-PT	30.4%	2.88	4.2%	2.4	2.4	1	0.83	1.56	4.2%	1.3	1.3
SOLA-PT-290	30.4%	2.88	4.2%	2.4	2.4	0	0.00	0.00	4.2%	0.0	0.0
ERD-SYS	35.2%	3.31	4.2%	2.8	2.8	3	0.88	1.65	4.2%	1.4	1.4
ERD-SDD-CP	35.2%	3.31	4.2%	2.8	2.8	3	2.68	5.00	4.2%	4.2	4.2
ERD-35-SDD	35.2%	3.31	4.2%	2.8	2.8	0	0.00	0.00	4.2%	0.0	0.0
ERD-CP-MD	35.2%	3.31	4.2%	2.8	2.8	0	0.00	0.00	4.2%	0.0	0.0
ERD-MD-71	35.2%	3.31	4.2%	2.8	2.8	0	0.00	0.00	4.2%	0.0	0.0
NOLA-SYS	29.2%	2.77	4.2%	2.3	2.3	1	0.17	0.32	4.2%	0.3	0.3
NOLA-183-BL	35.5%	3.34	4.2%	2.8	2.8	1	0.52	0.96	4.2%	0.8	0.8
NOLA-BL-PL	32.2%	3.04	4.2%	2.5	2.5	0	0.00	0.00	4.2%	0.0	0.0
NOLA-PL-HL	33.1%	3.12	4.2%	2.6	2.6	0	0.00	0.00	4.2%	0.0	0.0
NOLA-TS-RL	36.1%	3.39	4.2%	2.8	2.8	0	0.00	0.00	4.2%	0.0	0.0
BR-SYS	19.3%	1.88	4.2%	1.6	1.6	0	0.00	0.00	4.2%	0.0	0.0
BR-WKL-AL	31.0%	2.93	4.2%	2.4	2.4	0	0.00	0.00	4.2%	0.0	0.0
BR-AL-183	31.3%	2.96	4.2%	2.5	2.5	0	0.00	0.00	4.2%	0.0	0.0
BR-183-BL	29.8%	2.82	4.2%	2.4	2.4	0	0.00	0.00	4.2%	0.0	0.0
BR-BL-ME	28.6%	2.72	4.2%	2.3	2.3	0	0.00	0.00	4.2%	0.0	0.0
ARPT-SYS	-1.6%	0.00	4.2%	0.0	0.0	4	0.62	1.15	4.2%	1.0	1.0
ARPT-LB-45	9.2%	0.97	4.2%	0.8	0.8	1	0.40	0.76	4.2%	0.6	0.6
ARPT-MR-183	24.7%	2.37	4.2%	2.0	2.0	3	1.21	2.26	4.2%	1.9	1.9
ARPT-45-MR	4.0%	0.50	4.2%	0.4	0.4	0	0.00	0.00	4.2%	0.0	0.0
MLK-SYS	4.0%	0.50	4.2%	0.4	0.4	0	0.00	0.00	4.2%	0.0	0.0
MLK-183-DL	54.0%	5.00	4.2%	4.2	4.2	0	0.00	0.00	4.2%	0.0	0.0
GS-MLK-29	12.4%	1.26	4.2%	1.0	1.0	0	0.00	0.00	4.2%	0.0	0.0
GS-SYS	9.9%	1.03	4.2%	0.9	0.9	0	0.00	0.00	4.2%	0.0	0.0
SLGT-SYS	4.6%	0.55	4.2%	0.5	0.5	0	0.00	0.00	4.2%	0.0	0.0
SLGT-MP-BL	6.4%	0.72	4.2%	0.6	0.6	1	0.48	0.89	4.2%	0.7	0.7
WC-SYS	6.6%	0.74	4.2%	0.6	0.6	1	0.09	0.16	4.2%	0.1	0.1
WC-SWP-MP	7.0%	0.77	4.2%	0.6	0.6	0	0.00	0.00	4.2%	0.0	0.0
WC-MP-IH35	10.9%	1.13	4.2%	0.9	0.9	0	0.00	0.00	4.2%	0.0	0.0
WC-IH35-MFP	8.7%	0.93	4.2%	0.8	0.8	0	0.00	0.00	4.2%	0.0	0.0

Improved LOS

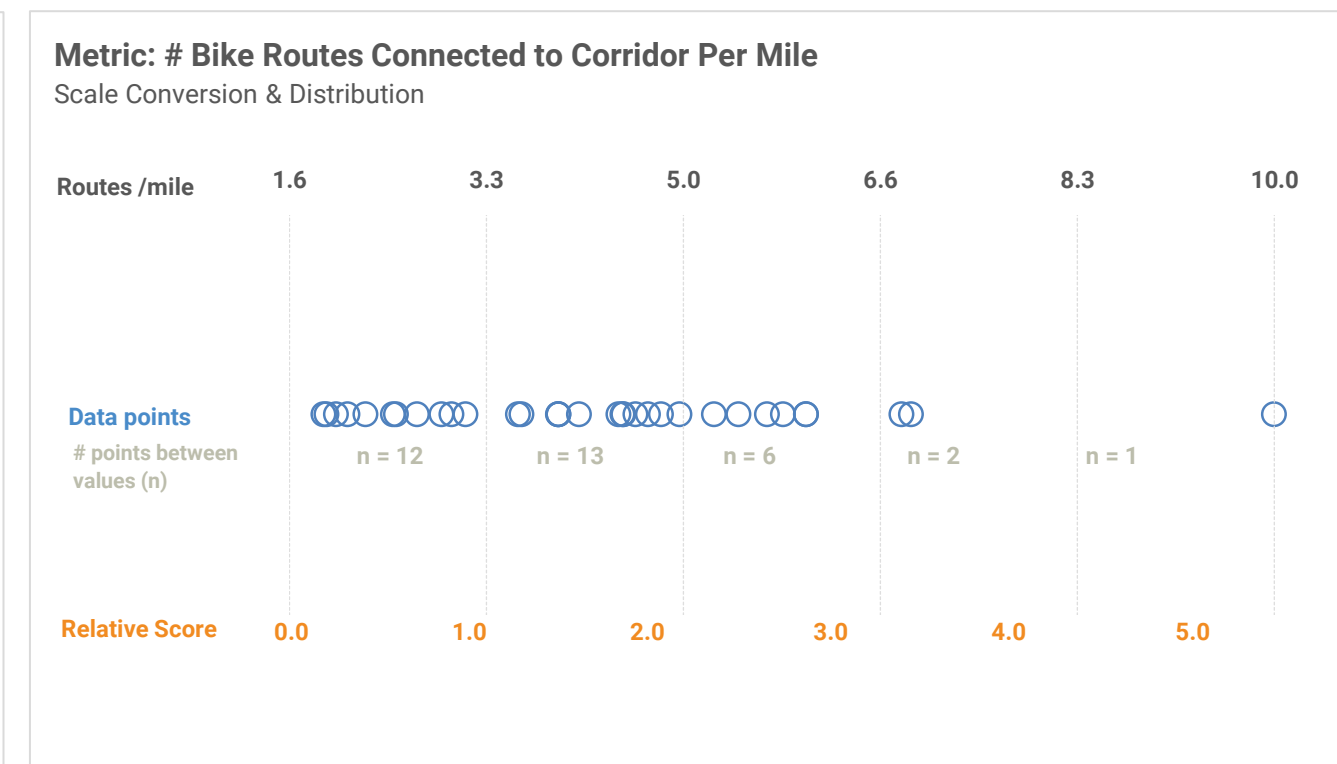
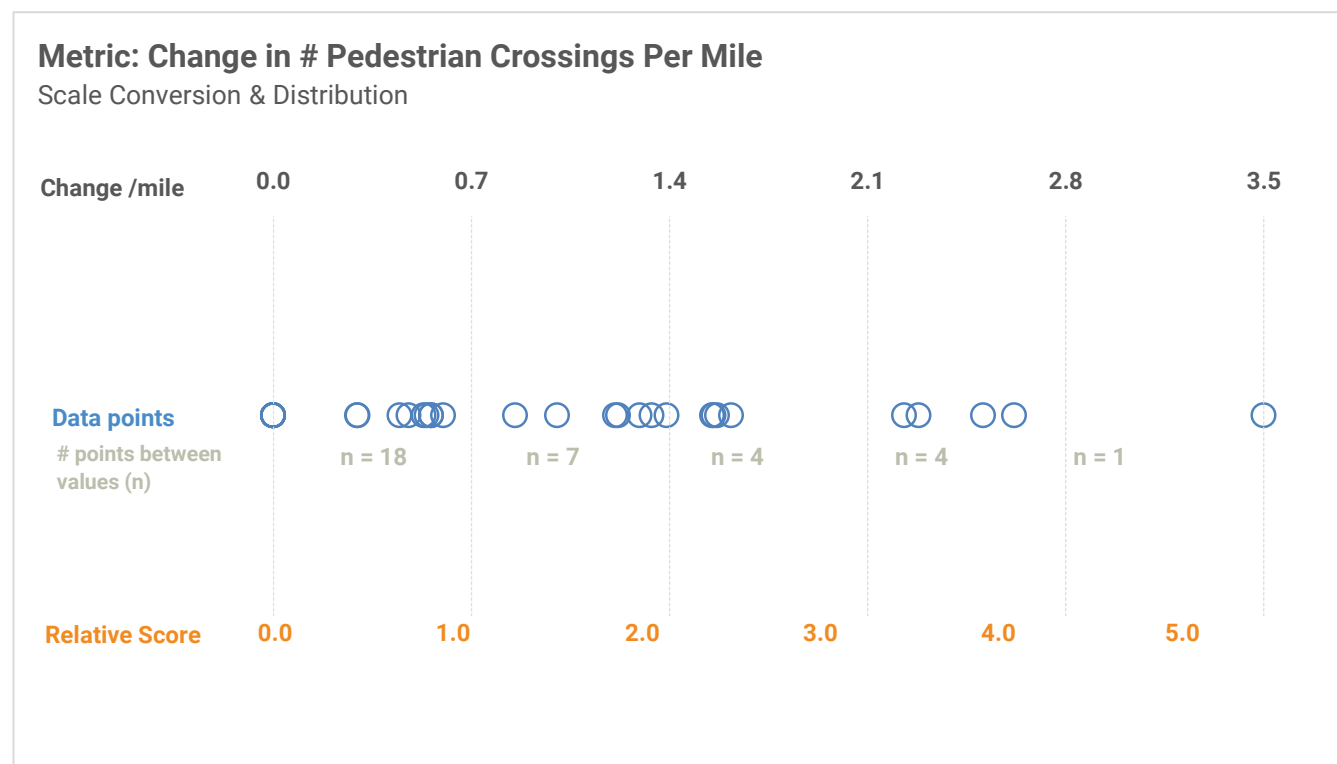
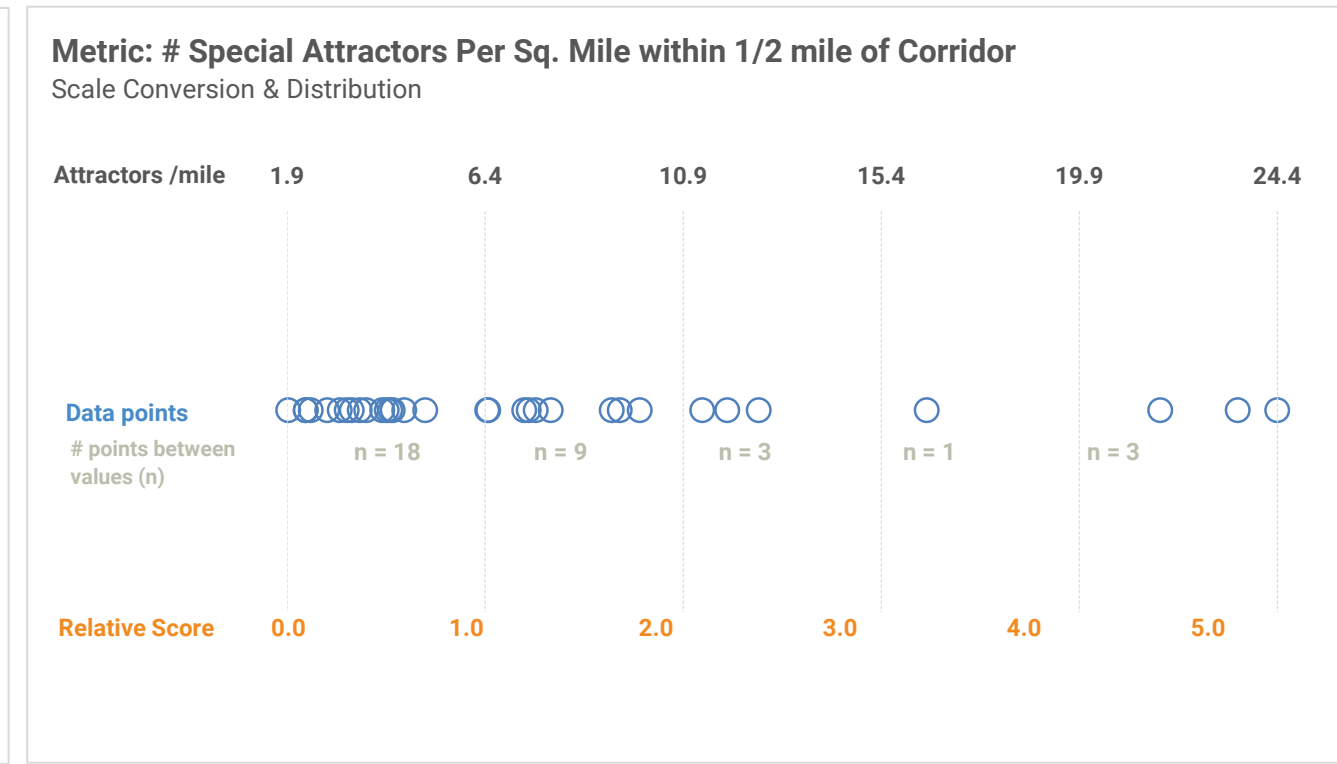
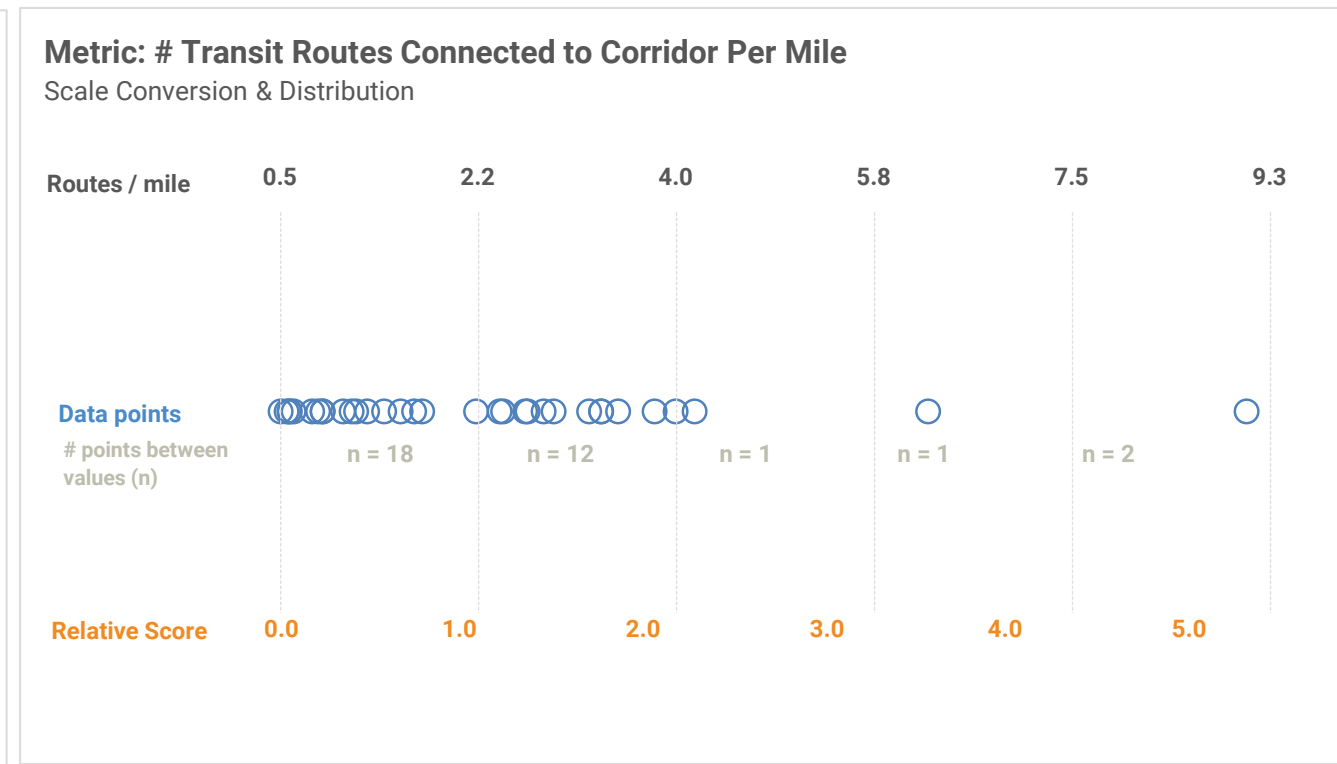
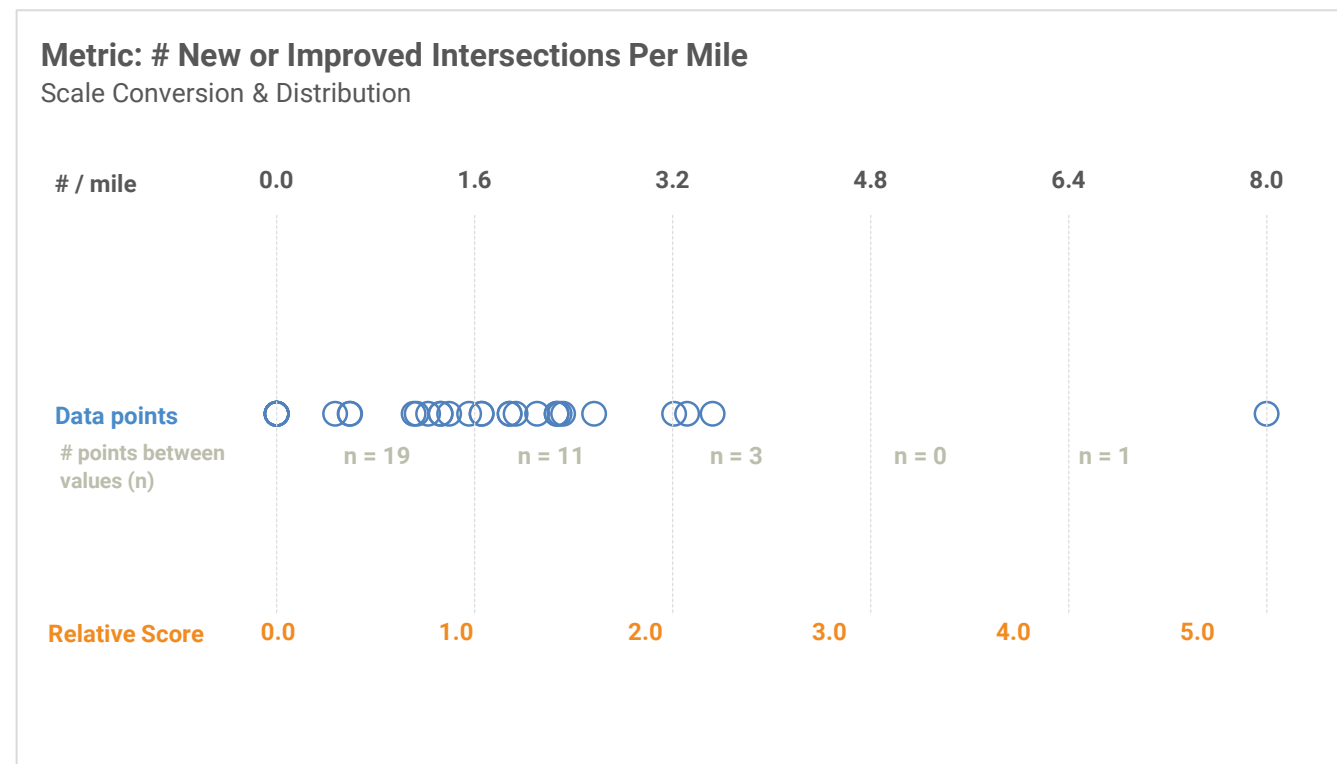
Recommended Investment

- SOLA-SYS
- SOLA-RD-TS
- SOLA-TS-OA
- SOLA-OA-PT
- SOLA-PT-290
- ERD-SYS
- ERD-SDD-CP
- ERD-35-SDD
- ERD-CP-MD
- ERD-MD-71
- NOLA-SYS
- NOLA-183-BL
- NOLA-BL-PL
- NOLA-PL-HL
- NOLA-TS-RL
- BR-SYS
- BR-WKL-AL
- BR-AL-183
- BR-183-BL
- BR-BL-ME
- ARPT-SYS
- ARPT-LB-45
- ARPT-MR-183
- ARPT-45-MR
- MLK-SYS
- MLK-183-DL
- GS-MLK-29
- GS-SYS
- SLGT-SYS
- SLGT-MP-BL
- WC-SYS
- WC-SWP-MP
- WC-MP-IH35
- WC-IH35-MFP



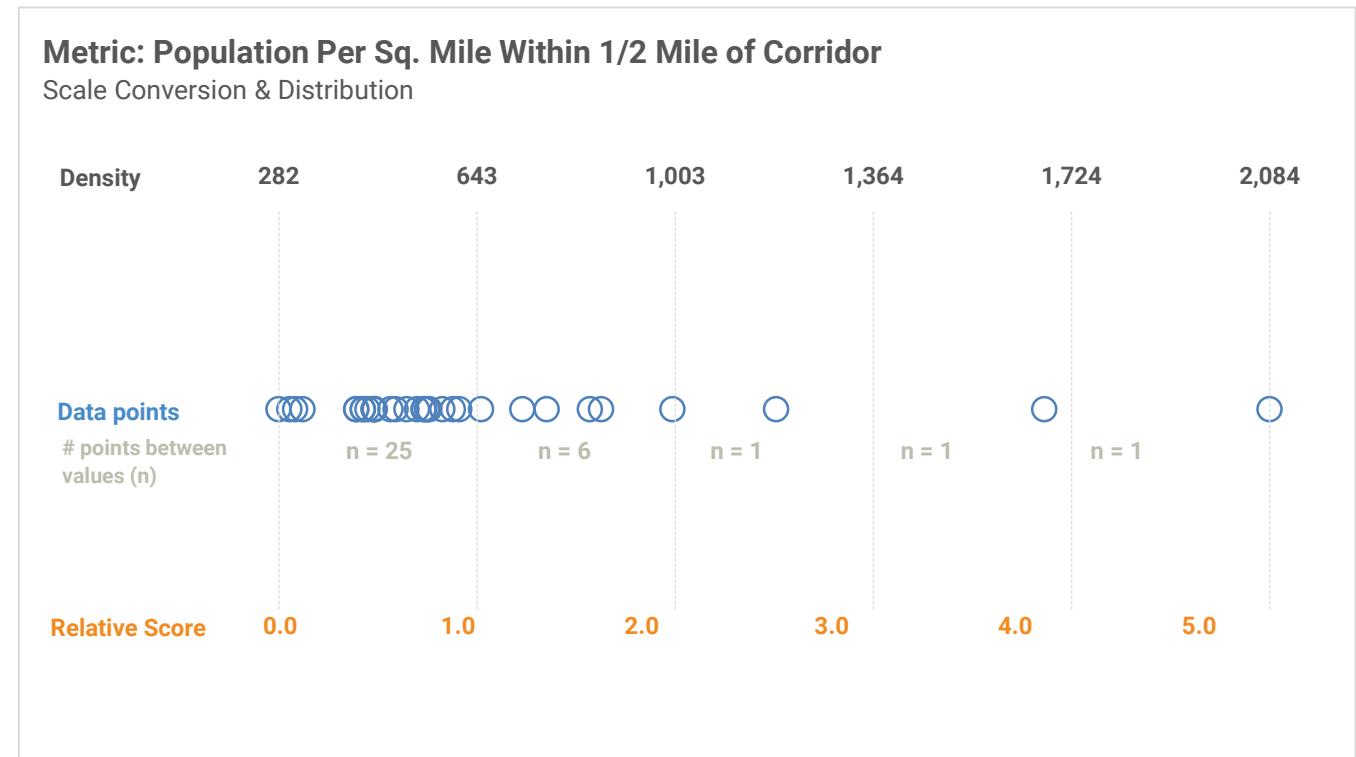
Corridor Prioritization Model

Connectivity		Normalization		Intersections Added or Improved				Connections to External Transit				Proximity to Special Attractors				Protected Pedestrian Crossings				Connections to Bike Routes							
Recommended Investment	From Inputs		From Inputs	Calculated	From Inputs	Calculated	From Inputs	Calculated	From Inputs	Calculated	From Inputs	Calculated	From Inputs	Calculated	From Inputs	Calculated	From Inputs	Calculated	From Inputs	Calculated	From Inputs	Calculated	From Inputs	Calculated			
	Corridor Length	Buffer Area	# of Intersections (per mile)	RAW SCORE IC.1	Weight 0.05 IC.1	Weighted Score IC.1	Number of Connected Facilities	Average per-mile	RAW SCORE IC.2	Weight 0.05 IC.2	Weighted Score IC.2	Total Attractors	Special Attractors / sq-mile	RAW SCORE IC.3	Weight 0.05 IC.3	Weighted Score IC.3	# Protected Crossings / mile Existing	Change in Density	RAW SCORE IC.4	Weight 0.05 IC.4	Weighted Score IC.4	# of Connections / mile	RAW SCORE IC.5	Weight 0.05 IC.5	Weighted Score IC.5		
	Miles	Sq. Miles																									
1	SOLA-SYS	3.2	3.1	1.56	0.97	5.0%	1.0	4	1.25	0.44	5.0%	0.44	31	9.9	1.78	5.0%	1.8	4.69	6.25	1.56	2.24	5.0%	2.24	4.06	1.47	5.0%	1.5
2	SOLA-RD-TS	0.6	0.6	0.00	0.00	5.0%	0.0	2	3.33	1.62	5.0%	1.62	10	16.4	3.23	5.0%	3.2	5.00	5.00	0.00	0.00	5.0%	0.00	10.00	5.00	5.0%	5.0
3	SOLA-TS-OA	0.9	0.9	1.11	0.69	5.0%	0.7	2	2.22	0.99	5.0%	0.99	7	7.9	1.33	5.0%	1.3	5.56	7.78	2.22	3.19	5.0%	3.19	4.44	1.70	5.0%	1.7
4	SOLA-OA-PT	1.2	1.2	3.33	2.07	5.0%	2.1	2	1.67	0.67	5.0%	0.67	9	7.3	1.20	5.0%	1.2	3.33	5.83	2.50	3.58	5.0%	3.58	2.50	0.54	5.0%	0.5
5	SOLA-PT-290	0.5	0.4	0.00	0.00	5.0%	0.0	2	4.00	2.00	5.0%	2.00	5	12.6	2.38	5.0%	2.4	6.00	6.00	0.00	0.00	5.0%	0.00	6.00	2.62	5.0%	2.6
6	ERD-SYS	3.4	3.2	3.54	2.20	5.0%	2.2	9	2.65	1.23	5.0%	1.23	13	4.0	0.48	5.0%	0.5	4.13	4.42	0.29	0.42	5.0%	0.42	3.54	1.16	5.0%	1.2
7	ERD-SDD-CP	1.1	1.1	8.04	5.00	5.0%	5.0	7	6.25	3.27	5.0%	3.27	4	3.5	0.37	5.0%	0.4	6.25	6.25	0.00	0.00	5.0%	0.00	3.57	1.18	5.0%	1.2
8	ERD-35-SDD	0.4	0.4	2.27	1.41	5.0%	1.4	4	9.09	4.88	5.0%	4.88	3	7.4	1.22	5.0%	1.2	4.55	6.82	2.27	3.26	5.0%	3.26	6.82	3.11	5.0%	3.1
9	ERD-CP-MD	1.0	1.0	0.00	0.00	5.0%	0.0	4	4.17	2.09	5.0%	2.09	4	4.2	0.50	5.0%	0.5	3.13	3.13	0.00	0.00	5.0%	0.00	2.08	0.29	5.0%	0.3
10	ERD-MD-71	0.9	0.7	2.30	1.43	5.0%	1.4	1	1.15	0.38	5.0%	0.38	2	2.8	0.20	5.0%	0.2	2.30	2.30	0.00	0.00	5.0%	0.00	6.90	3.16	5.0%	3.2
11	NOLA-SYS	5.8	6.2	1.89	1.18	5.0%	1.2	6	1.03	0.32	5.0%	0.32	31	5.0	0.70	5.0%	0.7	2.58	3.79	1.20	1.73	5.0%	1.73	2.24	0.39	5.0%	0.4
12	NOLA-183-BL	1.9	1.9	2.58	1.60	5.0%	1.6	3	1.55	0.61	5.0%	0.61	12	6.4	1.01	5.0%	1.0	3.61	5.15	1.55	2.22	5.0%	2.22	3.09	0.89	5.0%	0.9
13	NOLA-BL-PL	1.9	1.9	2.12	1.32	5.0%	1.3	1	0.53	0.03	5.0%	0.03	8	4.2	0.52	5.0%	0.5	1.59	2.12	0.53	0.76	5.0%	0.76	1.59	0.00	5.0%	0.0
14	NOLA-PL-HL	1.1	1.6	0.00	0.00	5.0%	0.0	3	2.68	1.25	5.0%	1.25	3	1.9	0.01	5.0%	0.0	2.68	2.68	0.00	0.00	5.0%	0.00	2.68	0.65	5.0%	0.6
15	NOLA-TS-RL	0.9	0.8	2.33	1.45	5.0%	1.4	3	3.49	1.71	5.0%	1.71	8	9.4	1.68	5.0%	1.7	2.33	5.81	3.49	5.00	5.0%	5.00	4.65	1.82	5.0%	1.8
16	BR-SYS	5.0	5.7	1.40	0.87	5.0%	0.9	7	1.40	0.52	5.0%	0.52	26	4.5	0.59	5.0%	0.6	4.40	5.40	1.00	1.43	5.0%	1.43	4.40	1.67	5.0%	1.7
17	BR-WKL-AL	1.5	2.0	1.33	0.83	5.0%	0.8	5	3.33	1.62	5.0%	1.62	15	7.5	1.25	5.0%	1.3	6.00	7.33	1.33	1.91	5.0%	1.91	6.00	2.62	5.0%	2.6
18	BR-AL-183	1.2	1.2	0.00	0.00	5.0%	0.0	2	1.74	0.72	5.0%	0.72	4	3.4	0.33	5.0%	0.3	3.48	6.09	2.61	3.74	5.0%	3.74	5.22	2.16	5.0%	2.2
19	BR-183-BL	1.3	1.3	2.27	1.41	5.0%	1.4	1	0.76	0.16	5.0%	0.16	3	2.3	0.09	5.0%	0.1	3.79	3.79	0.00	0.00	5.0%	0.00	4.55	1.76	5.0%	1.8
20	BR-BL-ME	1.0	1.2	1.94	1.21	5.0%	1.2	3	2.91	1.38	5.0%	1.38	4	3.2	0.30	5.0%	0.3	3.88	3.88	0.00	0.00	5.0%	0.00	3.88	1.36	5.0%	1.4
21	ARPT-SYS	6.5	7.2	1.23	0.77	5.0%	0.8	16	2.46	1.12	5.0%	1.12	81	11.3	2.10	5.0%	2.1	3.08	4.46	1.38	1.98	5.0%	1.98	4.92	1.98	5.0%	2.0
22	ARPT-LB-45	2.5	2.9	0.00	0.00	5.0%	0.0	6	2.43	1.11	5.0%	1.11	27	9.3	1.64	5.0%	1.6	3.24	4.45	1.21	1.74	5.0%	1.74	5.67	2.43	5.0%	2.4
23	ARPT-MR-183	2.5	2.9	3.23	2.01	5.0%	2.0	7	2.82	1.33	5.0%	1.33	34	11.9	2.22	5.0%	2.2	3.23	4.84	1.61	2.31	5.0%	2.31	4.44	1.69	5.0%	1.7
24	ARPT-45-MR	1.6	1.4	0.00	0.00	5.0%	0.0	5	3.23	1.56	5.0%	1.56	30	21.7	4.41	5.0%	4.4	2.58	3.87	1.29	1.85	5.0%	1.85	5.81	2.51	5.0%	2.5
25	MLK-SYS	1.8	2.1	1.67	1.04	5.0%	1.0	1	0.56	0.04	5.0%	0.04	4	1.9	0.00	5.0%	0.0	2.22	2.78	0.56	0.80	5.0%	0.80	3.89	1.37	5.0%	1.4
26	MLK-183-DL	1.8	2.1	1.67	1.04	5.0%	1.0	1	0.56	0.04	5.0%	0.04	4	1.9	0.00	5.0%	0.0	2.22	2.78	0.56	0.80	5.0%	0.80	3.89	1.37	5.0%	1.4
27	GS-MLK-29	1.3	1.8	0.00	0.00	5.0%	0.0	12	9.30	5.00	5.0%	5.00	45	24.4	5.00	5.0%	5.0	7.75	9.30	1.55	2.22	5.0%	2.22	5.43	2.28	5.0%	2.3
28	GS-SYS	3.2	1.2	0.00	0.00	5.0%	0.0	12	3.81	1.89	5.0%	1.89	29	23.5	4.80	5.0%	4.8	6.03	6.03	0.00	0.00	5.0%	0.00	4.76	1.89	5.0%	1.9
29	SLGT-SYS	10.1	10.8	0.59	0.37	5.0%	0.4	6	0.59	0.07	5.0%	0.07	25	2.3	0.09	5.0%	0.1	2.87	3.17	0.30	0.43	5.0%	0.43	1.88	0.17	5.0%	0.2
30	SLGT-MP-BL	2.1	1.6	0.48	0.30	5.0%	0.3	1	0.48	0.00	5.0%	0.00	5	3.1	0.27	5.0%	0.3	2.38	2.86	0.48	0.68	5.0%	0.68	1.90	0.19	5.0%	0.2
31	WC-SYS	11.7	12.6	0.60	0.37	5.0%	0.4	10	0.85	0.21	5.0%	0.21	54	4.3	0.53	5.0%	0.5	2.22	2.82	0.60	0.86	5.0%	0.86	2.47	0.53	5.0%	0.5
32	WC-SWP-MP	3.7	4.1	1.89	1.18	5.0%	1.2	3	0.81	0.19	5.0%	0.19	10	2.4	0.12	5.0%	0.1	1.89	2.43	0.54	0.77	5.0%	0.77	2.97	0.82	5.0%	0.8
33	WC-MP-IH35	4.5	4.6	1.33	0.83	5.0%	0.8	5	1.11	0.36	5.0%	0.36	30	6.5	1.02	5.0%	1.0	2.89	3.33	0.44	0.64	5.0%	0.64	2.89	0.77	5.0%	0.8
34	WC-IH35-MFP	3.5	3.8	1.14	0.71	5.0%	0.7	3	0.85	0.21	5.0%	0.21	14	3.7	0.40	5.0%	0.4	1.70	2.56	0.85	1.22	5.0%	1.22	1.99	0.24	5.0%	0.2



Improved Effectiveness of Transit Operations

Recommended Investment	Normalization		Population Near Transit				
	From Inputs	From Inputs	Calculation	From Inputs	Calculation		
	Corridor Buffer Area	Population in half mile buffer	Average People per Square-mile	RAW SCORE ET.1	Weight 0.25 ET.1	Weighted Score ET.1	
	Square Miles						
1	SOLA-SYS	3.1	1,612	515	0.65	25.0%	3.23
2	SOLA-RD-TS	0.6	325	534	0.70	25.0%	3.49
3	SOLA-TS-OA	0.9	753	848	1.57	25.0%	7.85
4	SOLA-OA-PT	1.2	685	554	0.75	25.0%	3.76
5	SOLA-PT-290	0.4	396	999	1.99	25.0%	9.94
6	ERD-SYS	3.2	1,928	599	0.88	25.0%	4.40
7	ERD-SDD-CP	1.1	1,343	1,187	2.51	25.0%	12.55
8	ERD-35-SDD	0.4	353	869	1.63	25.0%	8.13
9	ERD-CP-MD	1.0	532	552	0.75	25.0%	3.75
10	ERD-MD-71	0.7	326	456	0.48	25.0%	2.40
11	NOLA-SYS	6.2	3,371	546	0.73	25.0%	3.66
12	NOLA-183-BL	1.9	1,352	726	1.23	25.0%	6.15
13	NOLA-BL-PL	1.9	862	456	0.48	25.0%	2.41
14	NOLA-PL-HL	1.6	779	495	0.59	25.0%	2.95
15	NOLA-TS-RL	0.8	652	770	1.35	25.0%	6.76
16	BR-SYS	5.7	1,727	302	0.05	25.0%	0.27
17	BR-WKL-AL	2.0	884	444	0.45	25.0%	2.24
18	BR-AL-183	1.2	337	282	0.00	25.0%	0.00
19	BR-183-BL	1.3	424	326	0.12	25.0%	0.60
20	BR-BL-ME	1.2	386	313	0.08	25.0%	0.42
21	ARPT-SYS	7.2	4,370	611	0.91	25.0%	4.56
22	ARPT-LB-45	2.9	1,692	580	0.83	25.0%	4.13
23	ARPT-MR-183	2.9	1,590	556	0.76	25.0%	3.80
24	ARPT-45-MR	1.4	898	651	1.02	25.0%	5.11
25	MLK-SYS	2.1	900	423	0.39	25.0%	1.96
26	MLK-183-DL	2.1	900	423	0.39	25.0%	1.96
27	GS-MLK-29	1.8	3,087	1,675	3.86	25.0%	19.31
28	GS-SYS	1.2	2,571	2,084	5.00	25.0%	25.00
29	SLGT-SYS	10.8	4,721	436	0.43	25.0%	2.13
30	SLGT-MP-BL	1.6	738	455	0.48	25.0%	2.39
31	WC-SYS	12.6	6,114	486	0.56	25.0%	2.82
32	WC-SWP-MP	4.1	1,800	435	0.42	25.0%	2.12
33	WC-MP-IH35	4.6	2,542	547	0.73	25.0%	3.67
34	WC-IH35-MFP	3.8	1,740	458	0.49	25.0%	2.43



**COMMUNITY
CONSIDERATIONS**

Relative

Net

		Preservation of Existing Affordable Housing									
		Vulnerable Housing		Subsidized Housing Units		Market Rate Affordable Units		Preserve Existing Affordable Housing			
Recommended Investment	Buffer Area	Corridor Length	Units (per SQ Mile)	Relative Rating	Number Subsidized Units (per SQ Mile)	Relative Rating	Number Market Rate Affordable Units (Per SQ Mile)	Relative Rating	Total Score (of 9)	Total Rating	Points
	Sq. Miles	Miles									
SOLA-SYS	3.13	3.20	205.11	1	364.54	3	587.54	3	7	◊◊◊◊	3
SOLA-RD-TS	0.61	0.60	0.00	3	19.72	1	558.81	2	6	◊◊◊	2
SOLA-TS-OA	0.89	0.90	678.07	0	545.16	3	271.45	1	4	◊◊	1
SOLA-OA-PT	1.24	1.20	32.33	2	521.28	3	683.72	3	8	◊◊◊◊	3
SOLA-PT-290	0.40	0.50	0.00	3	0.00	0	1,038.93	3	6	◊◊◊	2
ERD-SYS	3.22	3.39	1426.61	0	917.39	3	1,175.42	3	6	◊◊◊	2
ERD-SDD-CP	1.13	1.12	2680.73	0	847.62	3	2,891.98	3	6	◊◊◊	2
ERD-35-SDD	0.41	0.44	0.00	3	46.75	1	231.30	1	5	◊◊◊	2
ERD-CP-MD	0.96	0.96	876.31	0	851.40	3	240.88	1	4	◊◊	1
ERD-MD-71	0.72	0.87	994.93	0	1,611.18	3	255.72	1	4	◊◊	1
NOLA-SYS	6.17	5.81	125.20	2	246.52	2	570.94	3	7	◊◊◊◊	3
NOLA-183-BL	1.86	1.94	161.54	2	700.38	3	952.62	3	8	◊◊◊◊	3
NOLA-BL-PL	1.89	1.89	249.65	1	1.06	1	0.00	0	2	◊	0
NOLA-PL-HL	1.57	1.12	0.00	3	0.00	0	408.10	2	5	◊◊◊	2
NOLA-TS-RL	0.85	0.86	0.00	3	253.87	2	1,308.34	3	8	◊◊◊◊	3
BR-SYS	5.72	5.00	222.07	1	51.41	1	111.73	1	3	◊	0
BR-WKL-AL	1.99	1.50	244.67	1	33.16	1	39.19	1	3	◊	0
BR-AL-183	1.19	1.15	398.06	0	137.44	1	134.92	1	2	◊	0
BR-183-BL	1.30	1.32	0.00	3	49.20	1	0.00	0	4	◊◊	1
BR-BL-ME	1.23	1.03	249.49	1	0.00	0	324.01	2	3	◊	0
ARPT-SYS	7.15	6.50	5.59	2	345.03	3	413.81	2	7	◊◊◊◊	3
ARPT-LB-45	2.92	2.47	13.72	2	139.27	2	604.77	3	7	◊◊◊◊	3
ARPT-MR-183	2.86	2.48	0.00	3	512.28	3	167.26	1	7	◊◊◊◊	3
ARPT-45-MR	1.38	1.55	0.00	3	433.38	3	521.07	2	8	◊◊◊◊	3
MLK-SYS	2.13	1.80	0.00	3	0.00	0	0.00	0	3	◊	0
MLK-183-DL	2.13	1.80	0.00	3	0.00	0	0.00	0	3	◊	0
GS-MLK-29	1.84	1.29	805.02	0	544.09	3	1,887.78	3	6	◊◊◊	2
GS-SYS	1.23	3.15	1203.14	0	813.17	3	2,466.28	3	6	◊◊◊	2
SLGT-SYS	10.83	10.10	174.67	1	93.24	1	225.53	1	3	◊	0
SLGT-MP-BL	1.62	2.10	0.00	3	0.00	0	0.00	0	3	◊	0
WC-SYS	12.59	11.72	176.23	1	99.64	1	282.23	1	3	◊	0
WC-SWP-MP	4.14	3.70	85.57	2	0.00	0	0.00	0	2	◊	0
WC-MP-IH35	4.65	4.50	183.61	1	113.22	1	561.80	2	4	◊◊	1
WC-IH35-MFP	3.80	3.52	265.88	1	191.45	2	247.73	1	4	◊◊	1

**COMMUNITY
CONSIDERATIONS**

normalized

	Preservatoin of Existing Local Businesses						
	Impacts to Businesses		Proximity to Businesses		Preserve Existing Local Businesses		
	Parcels Unaffected? (Y/N)	Relative Rating	# of businesses within 1/2 mile of Corridor (per mile)	Relative Rating	Total Score (of 6)	Total Rating	Points
SOLA-SYS	Y	2	330	1	3	◇◇	1
SOLA-RD-TS	N	1	355	0	1	◇	0
SOLA-TS-OA	N	1	348	0	1	◇	0
SOLA-OA-PT	N	1	314	1	2	◇	0
SOLA-PT-290	Y	2	300	1	3	◇◇	1
ERD-SYS	Y	2	137	2	4	◇◇◇	2
ERD-SDD-CP	N	1	203	2	3	◇◇	1
ERD-35-SDD	N	1	231	1	2	◇	0
ERD-CP-MD	Y	2	82	3	5	◇◇◇◇	3
ERD-MD-71	Y	2	53	3	5	◇◇◇◇	3
NOLA-SYS	Y	2	182	2	4	◇◇◇	2
NOLA-183-BL	N	1	349	0	1	◇	0
NOLA-BL-PL	N	1	91	2	3	◇◇	1
NOLA-PL-HL	Y	2	90	2	4	◇◇◇	2
NOLA-TS-RL	N	1	190	2	3	◇◇	1
BR-SYS	Y	2	414	0	2	◇	0
BR-WKL-AL	N	1	441	0	1	◇	0
BR-AL-183	N	1	479	0	1	◇	0
BR-183-BL	N	1	466	0	1	◇	0
BR-BL-ME	N	1	254	1	2	◇	0
ARPT-SYS	Y	2	223	1	3	◇◇	1
ARPT-LB-45	N	1	308	1	2	◇	0
ARPT-MR-183	N	1	141	2	3	◇◇	1
ARPT-45-MR	Y	2	212	2	4	◇◇◇	2
MLK-SYS	Y	2	19	3	5	◇◇◇◇	3
MLK-183-DL	N	1	19	3	4	◇◇◇	2
GS-MLK-29	Y	2	981	0	2	◇	0
GS-SYS	Y	2	760	0	2	◇	0
SLGT-SYS	Y	2	78	3	5	◇◇◇◇	3
SLGT-MP-BL	Y	2	33	3	5	◇◇◇◇	3
WC-SYS	Y	2	1,019	0	2	◇	0
WC-SWP-MP	Y	2	92	2	4	◇◇◇	2
WC-MP-IH35	Y	2	162	2	4	◇◇◇	2
WC-IH35-MFP	Y	2	39	3	5	◇◇◇◇	3

COMMUNITY
CONSIDERATIONS

Share

Binary

Opportunities for development of new affordable housing & opportunities to facilitate increased supply of mixed-income housing

Recommended Investment	Impacts to Parcels		Market Development Forces		Anticipated Residential Units		Expansion of Housing Opportunity - Affordable & Mixed Income		
	Area of Development Potential in sq. miles (share of available land)	Relative Rating	CMR "Potential for Development"	Relative Rating	Raw Score	Relative Rating	Total Score (of 9)	Total Rating	Points
SOLA-SYS	0.147	1	0.0	0	100%	2	3	◊	0
SOLA-RD-TS	0.068	0	1.0	1	100%	2	3	◊	0
SOLA-TS-OA	0.160	1	2.0	2	100%	2	5	◊◊	1
SOLA-OA-PT	0.173	2	2.0	2	100%	2	6	◊◊◊	2
SOLA-PT-290	0.359	3	3.0	3	0%	1	7	◊◊◊◊	3
ERD-SYS	0.456	3	0.0	0	0%	1	4	◊	0
ERD-SDD-CP	0.529	3	3.0	3	0%	1	7	◊◊◊◊	3
ERD-35-SDD	0.135	1	1.0	1	100%	2	4	◊	0
ERD-CP-MD	0.647	3	2.0	2	100%	2	7	◊◊◊◊	3
ERD-MD-71	0.382	3	1.0	1	0%	1	5	◊◊	1
NOLA-SYS	0.174	2	0.0	0	0%	1	3	◊	0
NOLA-183-BL	0.167	1	3.0	3	0%	1	5	◊◊	1
NOLA-BL-PL	0.217	2	1.0	1	100%	2	5	◊◊	1
NOLA-PL-HL	0.188	2	2.0	2	100%	2	6	◊◊◊	2
NOLA-TS-RL	0.100	0	1.0	1	100%	2	3	◊	0
BR-SYS	0.382	3	0.0	0	0%	1	4	◊	0
BR-WKL-AL	0.154	1	1.0	1	100%	2	4	◊	0
BR-AL-183	0.221	2	2.0	2	100%	2	6	◊◊◊	2
BR-183-BL	0.651	3	3.0	3	0%	1	7	◊◊◊◊	3
BR-BL-ME	0.758	3	3.0	3	0%	1	7	◊◊◊◊	3
ARPT-SYS	0.120	1	0.0	0	0%	1	2	◊	0
ARPT-LB-45	0.172	1	3.0	3	0%	1	5	◊◊	1
ARPT-MR-183	0.133	1	2.0	2	100%	2	5	◊◊	1
ARPT-45-MR	0.061	0	1.0	1	100%	2	3	◊	0
MLK-SYS	0.748	3	0.0	0	100%	2	5	◊◊	1
MLK-183-DL	0.748	3	1.0	1	100%	2	6	◊◊◊	2
GS-MLK-29	0.055	0	3.0	3	100%	2	5	◊◊	1
GS-SYS	0.083	0	0.0	0	100%	2	2	◊	0
SLGT-SYS	0.172	2	0.0	0	100%	2	4	◊	0
SLGT-MP-BL	0.141	1	1.0	1	100%	2	4	◊	0
WC-SYS	0.161	1	0.0	0	100%	2	3	◊	0
WC-SWP-MP	0.242	3	1.0	1	100%	2	6	◊◊◊	2
WC-MP-IH35	0.123	1	2.0	2	100%	2	5	◊◊	1
WC-IH35-MFP	0.118	0	1.0	1	100%	2	3	◊	0

**COMMUNITY
CONSIDERATIONS**

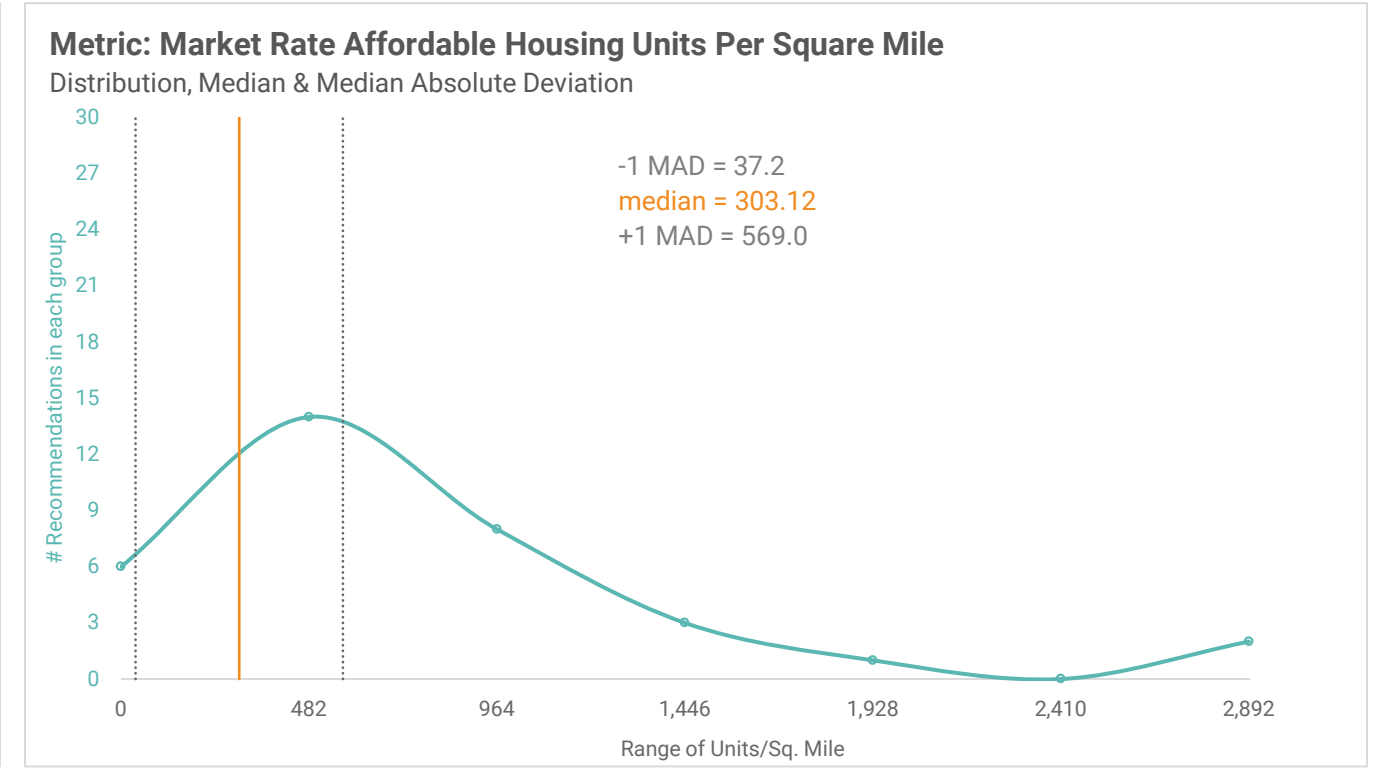
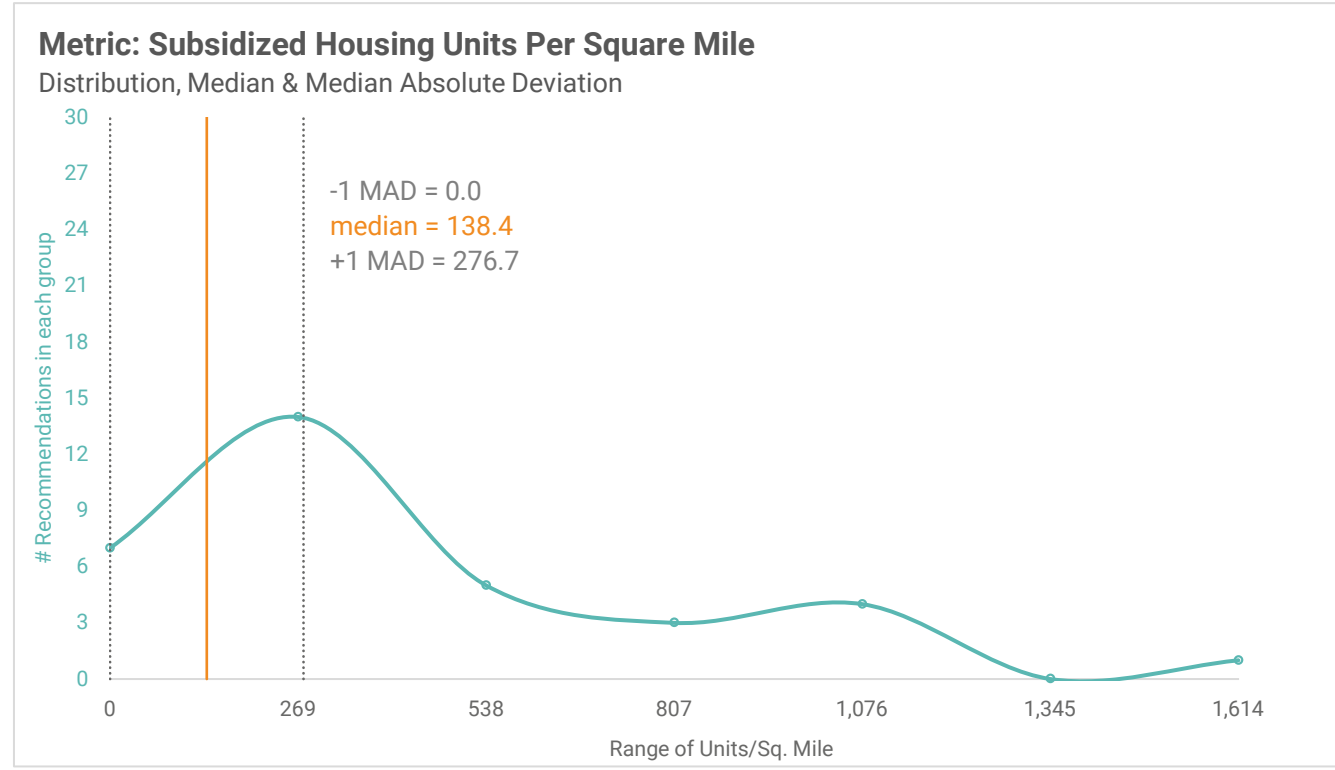
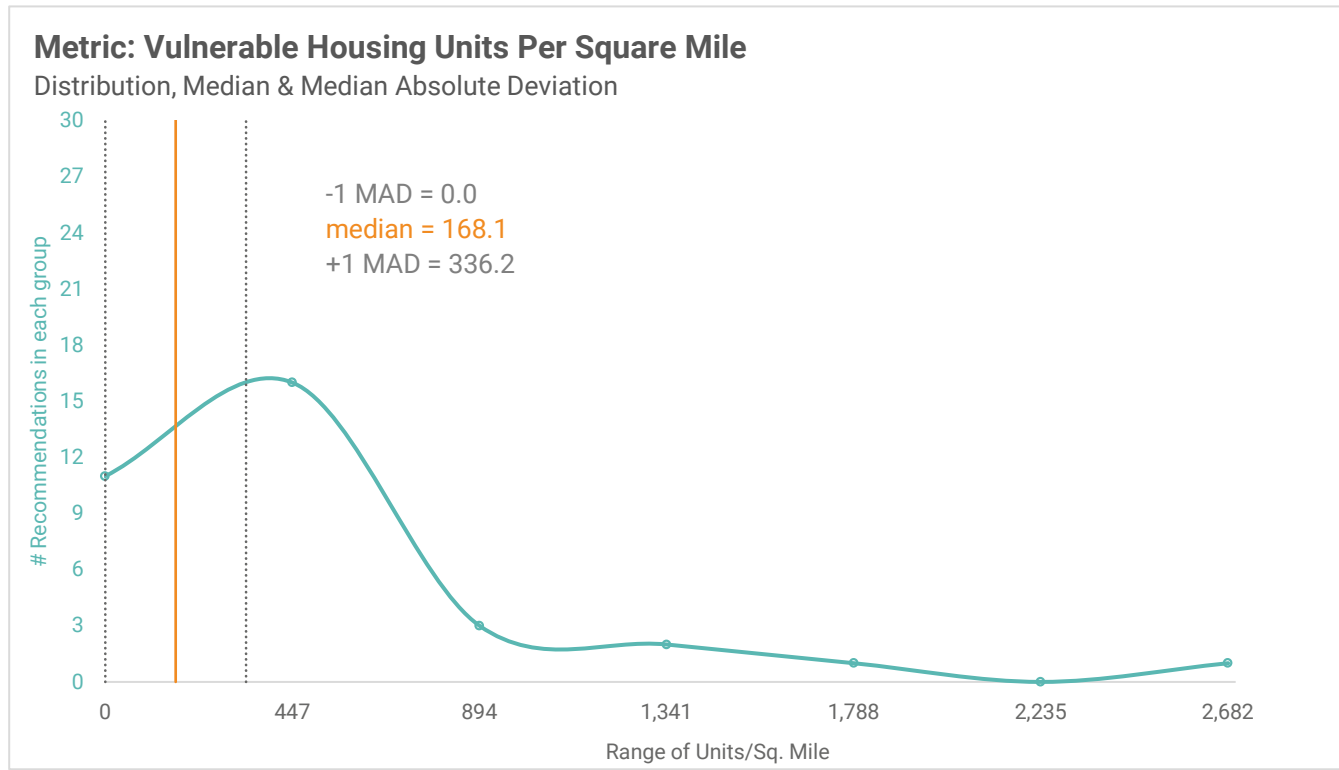
Emphasizes livable, walkable, safe and transit-supportive corridors														
Recommended Investment	Imagine Austin "Center" (per mile)				Imagine Austin Corridor		Water Quality		# Trees per mile		Livable, walkable, safe, transit-supportive			
	"Regional"	"Town"	"Activity"	"Center" score	Relative Rating	Yes or No	Relative Rating	Raw Score (per mile)	Relative Rating	Raw Score	Relative Rating	Total Score (of 12)	Total Rating	Points
SOLA-SYS	0.00	0.00	0.00	0.00	0	Y	3	-202.19	2	0.0	0	5	◇	0
SOLA-RD-TS	0.00	0.00	0.00	0.00	0	Y	3	-1,350.00	3	633.3	1	7	◇◇	1
SOLA-TS-OA	0.00	0.00	0.00	0.00	0	Y	3	-1,604.44	3	633.3	1	7	◇◇	1
SOLA-OA-PT	0.00	0.00	0.00	0.00	0	Y	3	-1,522.50	3	633.3	1	7	◇◇	1
SOLA-PT-290	0.00	0.00	0.00	0.00	0	Y	3	-1,604.00	3	634.0	3	9	◇◇◇	2
ERD-SYS	0.00	0.29	0.00	0.29	2	Y	3	-139.23	2	0.0	0	7	◇◇	1
ERD-SDD-CP	0.00	0.89	0.00	0.89	3	Y	3	-5.36	1	633.9	2	9	◇◇◇	2
ERD-35-SDD	0.00	2.27	0.00	2.27	3	Y	3	-136.36	2	634.1	3	11	◇◇◇◇	3
ERD-CP-MD	0.00	1.04	0.00	1.04	3	Y	3	-760.42	3	633.3	1	10	◇◇◇◇	3
ERD-MD-71	0.00	1.15	0.00	1.15	3	Y	3	-685.06	2	633.3	1	9	◇◇◇	2
NOLA-SYS	0.00	0.00	0.34	0.17	1	Y	3	-116.52	1	0.0	0	5	◇	0
NOLA-183-BL	0.00	0.00	0.52	0.26	1	Y	3	-1,097.94	3	422.2	0	7	◇◇	1
NOLA-BL-PL	0.00	0.00	0.00	0.00	0	Y	3	-1,113.23	3	633.9	2	8	◇◇◇	2
NOLA-PL-HL	0.00	0.00	0.89	0.45	2	Y	3	-1,183.04	3	633.9	2	10	◇◇◇◇	3
NOLA-TS-RL	0.00	0.00	1.16	0.58	3	Y	3	-1,105.81	3	633.7	2	11	◇◇◇◇	3
BR-SYS	0.20	0.00	0.00	0.30	2	Y	3	2.60	1	0.0	0	6	◇◇	1
BR-WKL-AL	0.00	0.00	0.00	0.00	0	Y	3	-1,455.33	3	633.3	1	7	◇◇	1
BR-AL-183	0.87	0.00	0.00	1.30	3	Y	3	-1,499.13	3	633.9	2	11	◇◇◇◇	3
BR-183-BL	0.76	0.00	0.00	1.14	3	N	0	1,846.21	0	633.3	1	4	◇	0
BR-BL-ME	0.97	0.00	0.00	1.46	3	N	0	1,834.95	0	634.0	3	6	◇◇	1
ARPT-SYS	0.15	0.31	0.31	0.69	3	Y	3	40.62	1	0.0	0	7	◇◇	1
ARPT-LB-45	0.40	0.81	0.00	1.42	3	Y	3	-728.34	3	633.6	2	11	◇◇◇◇	3
ARPT-MR-183	0.00	0.00	0.81	0.40	2	Y	3	-1,287.50	3	633.5	2	10	◇◇◇◇	3
ARPT-45-MR	0.00	0.65	1.29	1.29	3	Y	3	0.00	1	633.5	2	9	◇◇◇	2
MLK-SYS	0.00	0.00	0.00	0.00	0	Y	3	55.00	1	0.0	0	4	◇	0
MLK-183-DL	0.00	0.00	0.00	0.00	0	Y	3	138.33	1	422.2	0	4	◇	0
GS-MLK-29	0.78	0.00	0.00	1.16	3	N	0	0.00	1	210.9	0	4	◇	0
GS-SYS	0.32	0.00	0.00	0.48	2	N	0	0.00	1	0.0	0	3	◇	0
SLGT-SYS	0.00	0.10	0.20	0.20	1	Y	3	416.93	1	316.8	0	5	◇	0
SLGT-MP-BL	0.00	0.00	0.00	0.00	0	N	0	94.29	1	0.0	0	1	◇	0
WC-SYS	0.00	0.00	0.00	0.00	0	Y	3	-109.30	1	27.4	0	4	◇	0
WC-SWP-MP	0.00	0.00	0.00	0.00	0	N	0	53.51	1	633.5	2	3	◇	0
WC-MP-IH35	0.00	0.00	0.00	0.00	0	Y	3	795.11	0	316.9	0	3	◇	0
WC-IH35-MFP	0.00	0.00	0.00	0.00	0	Y	3	685.51	0	633.5	2	5	◇	0

**COMMUNITY
CONSIDERATIONS**

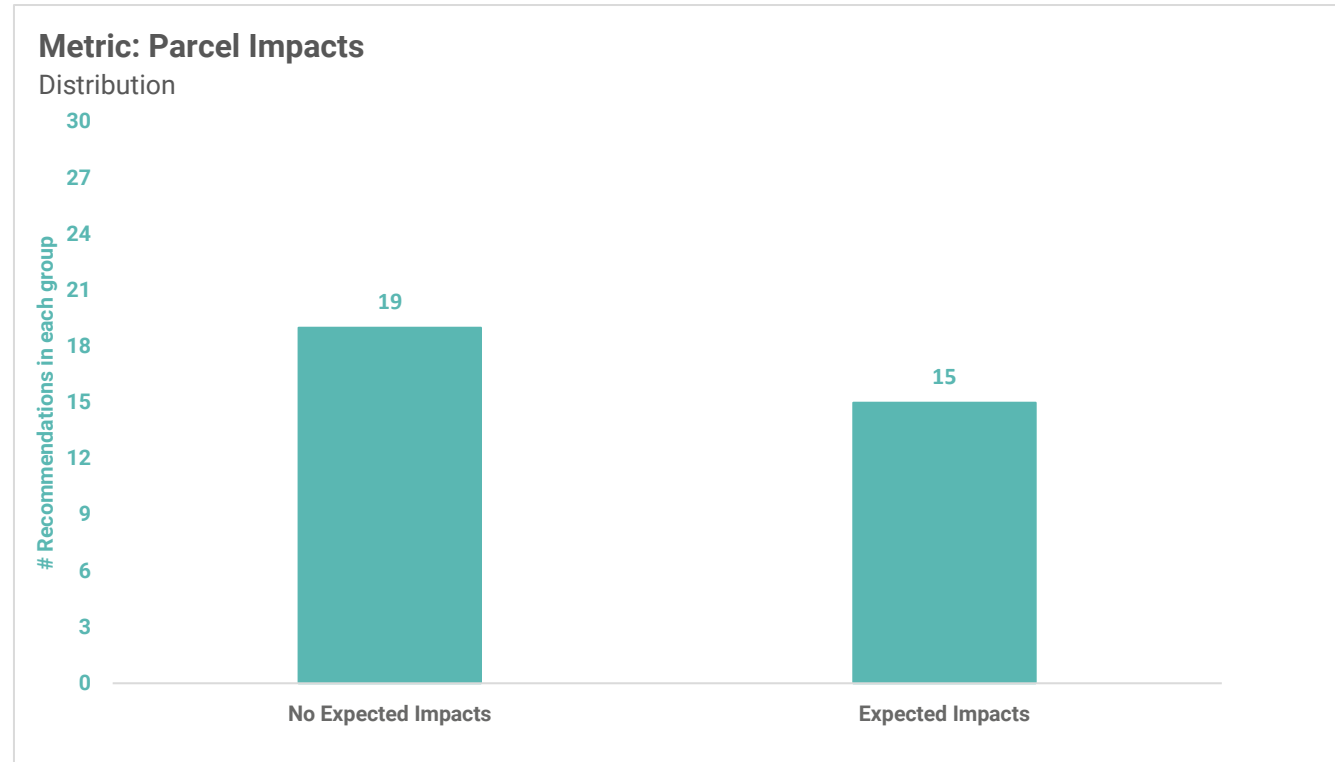
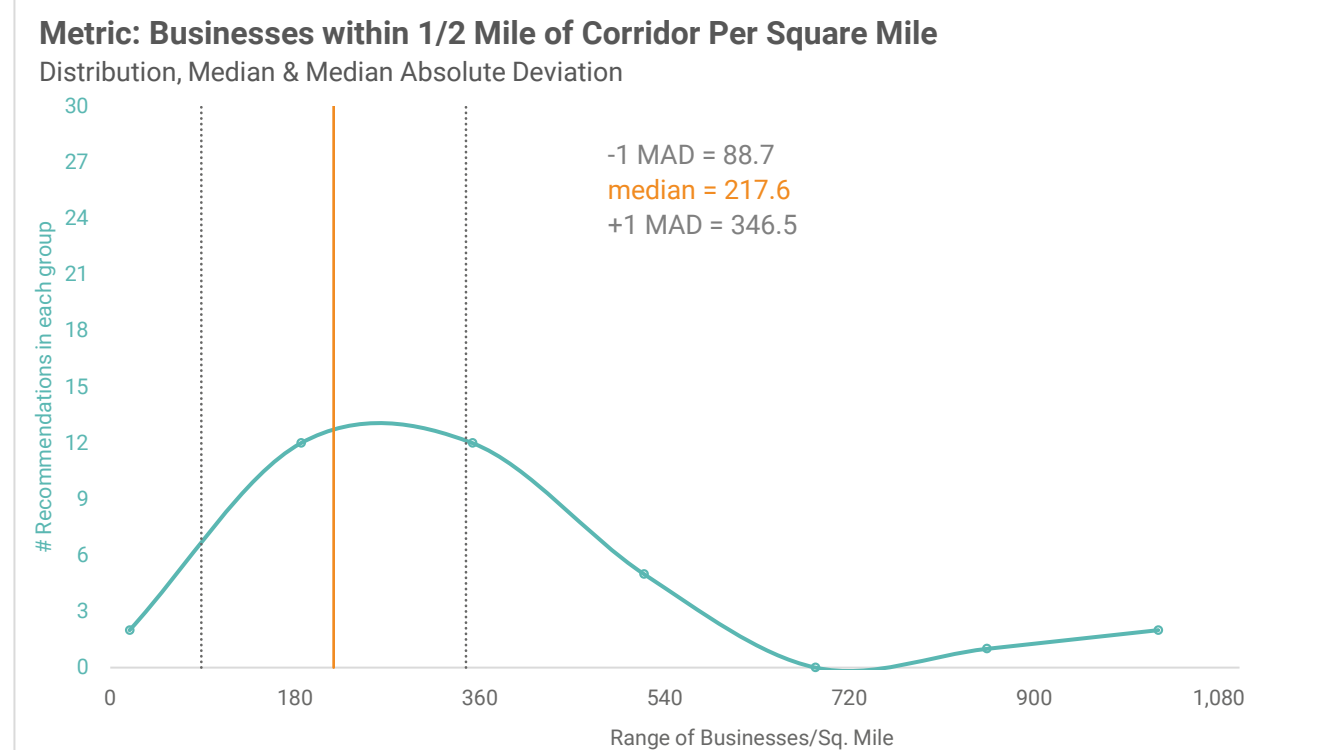
Promotes healthy, equitable and complete communities																				
Recommended Investment	Imagine Austin "Center" (per mile)				Imagine Austin Corridor		Water Quality		# Trees per mile		Change in Emissions		Health & Human Services Attractors		Potential for Health Benefits		Healthy, equitable and complete communities			
	"Regional"	"Town"	"Activity"	"Center" score	Relative Rating	Yes or No	Relative Rating	Raw Score (per mile)	Relative Rating	Raw Score	Relative Rating	% Change	Relative Rating	# per square mile	Relative Rating	Raw Score	Relative Rating	Total Score (of 21)	Total Rating	Points
SOLA-SYS	0.00	0.00	0.00	0.00	0	Y	3	-202.2	2	0.0	0	-30.3%	1	2.9	2	3	0	8	◇	0
SOLA-RD-TS	0.00	0.00	0.00	0.00	0	Y	3	-1,350.0	3	633.3	1	-29.7%	1	0.0	0	2	0	8	◇	0
SOLA-TS-OA	0.00	0.00	0.00	0.00	0	Y	3	-1,604.4	3	633.3	1	-29.5%	1	2.3	2	3	0	10	◇◇	1
SOLA-OA-PT	0.00	0.00	0.00	0.00	0	Y	3	-1,522.5	3	633.3	1	-29.1%	1	1.6	1	4	1	10	◇◇	1
SOLA-PT-290	0.00	0.00	0.00	0.00	0	Y	3	-1,604.0	3	634.0	3	-30.0%	1	12.6	3	2	0	13	◇◇◇	2
ERD-SYS	0.00	0.29	0.00	0.29	2	Y	3	-139.2	2	0.0	0	3.2%	3	1.9	1	9	2	13	◇◇◇	2
ERD-SDD-CP	0.00	0.89	0.00	0.89	3	Y	3	-5.4	1	633.9	2	2.8%	3	1.8	1	9	2	15	◇◇◇◇	3
ERD-35-SDD	0.00	2.27	0.00	2.27	3	Y	3	-136.4	2	634.1	3	3.5%	3	2.5	2	9	2	18	◇◇◇◇	3
ERD-CP-MD	0.00	1.04	0.00	1.04	3	Y	3	-760.4	3	633.3	1	0.6%	3	1.0	0	7	1	14	◇◇◇◇	3
ERD-MD-71	0.00	1.15	0.00	1.15	3	Y	3	-685.1	2	633.3	1	0.6%	3	2.8	2	12	3	17	◇◇◇◇	3
NOLA-SYS	0.00	0.00	0.34	0.17	1	Y	3	-116.5	1	0.0	0	-22.0%	2	1.9	1	8	2	10	◇◇	1
NOLA-183-BL	0.00	0.00	0.52	0.26	1	Y	3	-1,097.9	3	422.2	0	-25.1%	1	3.2	3	11	2	13	◇◇◇	2
NOLA-BL-PL	0.00	0.00	0.00	0.00	0	Y	3	-1,113.2	3	633.9	2	-25.1%	1	1.1	1	6	1	11	◇◇	1
NOLA-PL-HL	0.00	0.00	0.89	0.45	2	Y	3	-1,183.0	3	633.9	2	-23.7%	2	1.3	1	3	0	13	◇◇◇	2
NOLA-TS-RL	0.00	0.00	1.16	0.58	3	Y	3	-1,105.8	3	633.7	2	-23.1%	2	2.4	2	12	3	18	◇◇◇◇	3
BR-SYS	0.20	0.00	0.00	0.30	2	Y	3	2.6	1	0.0	0	-44.6%	0	2.3	2	6	1	9	◇	0
BR-WKL-AL	0.00	0.00	0.00	0.00	0	Y	3	-1,455.3	3	633.3	1	-55.2%	0	4.0	3	5	1	11	◇◇	1
BR-AL-183	0.87	0.00	0.00	1.30	3	Y	3	-1,499.1	3	633.9	2	-43.3%	1	1.7	1	8	2	15	◇◇◇◇	3
BR-183-BL	0.76	0.00	0.00	1.14	3	N	0	1,846.2	0	633.3	1	-43.6%	0	0.8	0	9	2	6	◇	0
BR-BL-ME	0.97	0.00	0.00	1.46	3	N	0	1,835.0	0	634.0	3	-43.3%	1	1.6	1	8	2	10	◇◇	1
ARPT-SYS	0.15	0.31	0.31	0.69	3	Y	3	40.6	1	0.0	0	-39.4%	1	4.3	3	7	1	12	◇◇◇	2
ARPT-LB-45	0.40	0.81	0.00	1.42	3	Y	3	-728.3	3	633.6	2	-36.6%	1	5.1	3	5	1	16	◇◇◇◇	3
ARPT-MR-183	0.00	0.00	0.81	0.40	2	Y	3	-1,287.5	3	633.5	2	-36.6%	1	2.8	2	10	2	15	◇◇◇◇	3
ARPT-45-MR	0.00	0.65	1.29	1.29	3	Y	3	0.0	1	633.5	2	-37.0%	1	5.8	3	4	1	14	◇◇◇◇	3
MLK-SYS	0.00	0.00	0.00	0.00	0	Y	3	55.0	1	0.0	0	-32.9%	1	0.9	0	11	2	7	◇	0
MLK-183-DL	0.00	0.00	0.00	0.00	0	Y	3	138.3	1	422.2	0	-43.5%	0	0.9	0	11	2	6	◇	0
GS-MLK-29	0.78	0.00	0.00	1.16	3	N	0	0.0	1	210.9	0	35.1%	3	8.7	3	4	1	11	◇◇	1
GS-SYS	0.32	0.00	0.00	0.48	2	N	0	0.0	1	0.0	0	36.5%	3	7.3	3	4	1	10	◇◇	1
SLGT-SYS	0.00	0.10	0.20	0.20	1	Y	3	416.9	1	316.8	0	2.0%	3	0.9	0	5	1	9	◇	0
SLGT-MP-BL	0.00	0.00	0.00	0.00	0	N	0	94.3	1	0.0	0	2.3%	3	0.6	0	1	0	4	◇	0
WC-SYS	0.00	0.00	0.00	0.00	0	Y	3	-109.3	1	27.4	0	8.2%	3	2.9	2	7	1	10	◇◇	1
WC-SWP-MP	0.00	0.00	0.00	0.00	0	N	0	53.5	1	633.5	2	9.1%	3	0.7	0	3	0	6	◇	0
WC-MP-IH35	0.00	0.00	0.00	0.00	0	Y	3	795.1	0	316.9	0	9.5%	3	4.1	3	7	1	10	◇◇	1
WC-IH35-MFP	0.00	0.00	0.00	0.00	0	Y	3	685.5	0	633.5	2	9.1%	3	1.1	1	11	2	11	◇◇	1

Distributions of Normalized Community Considerations Metrics

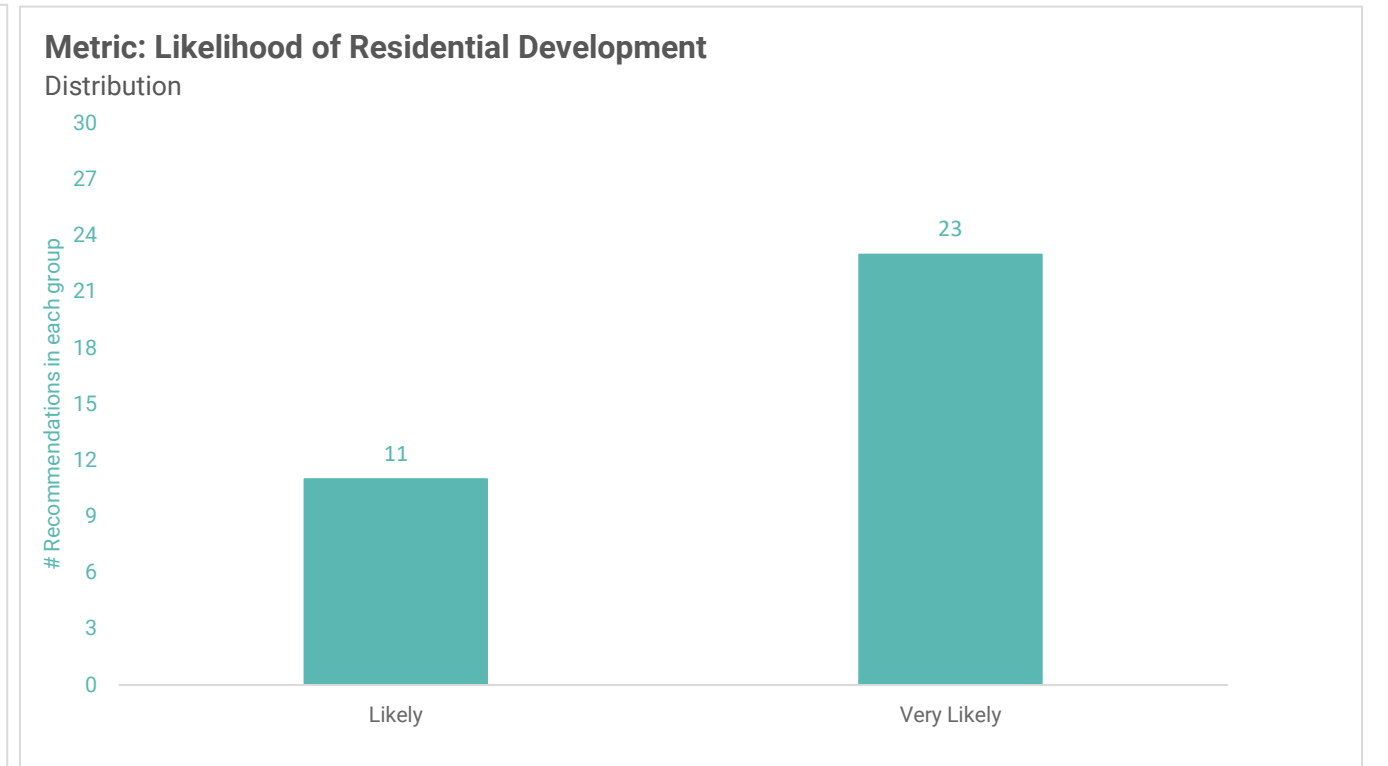
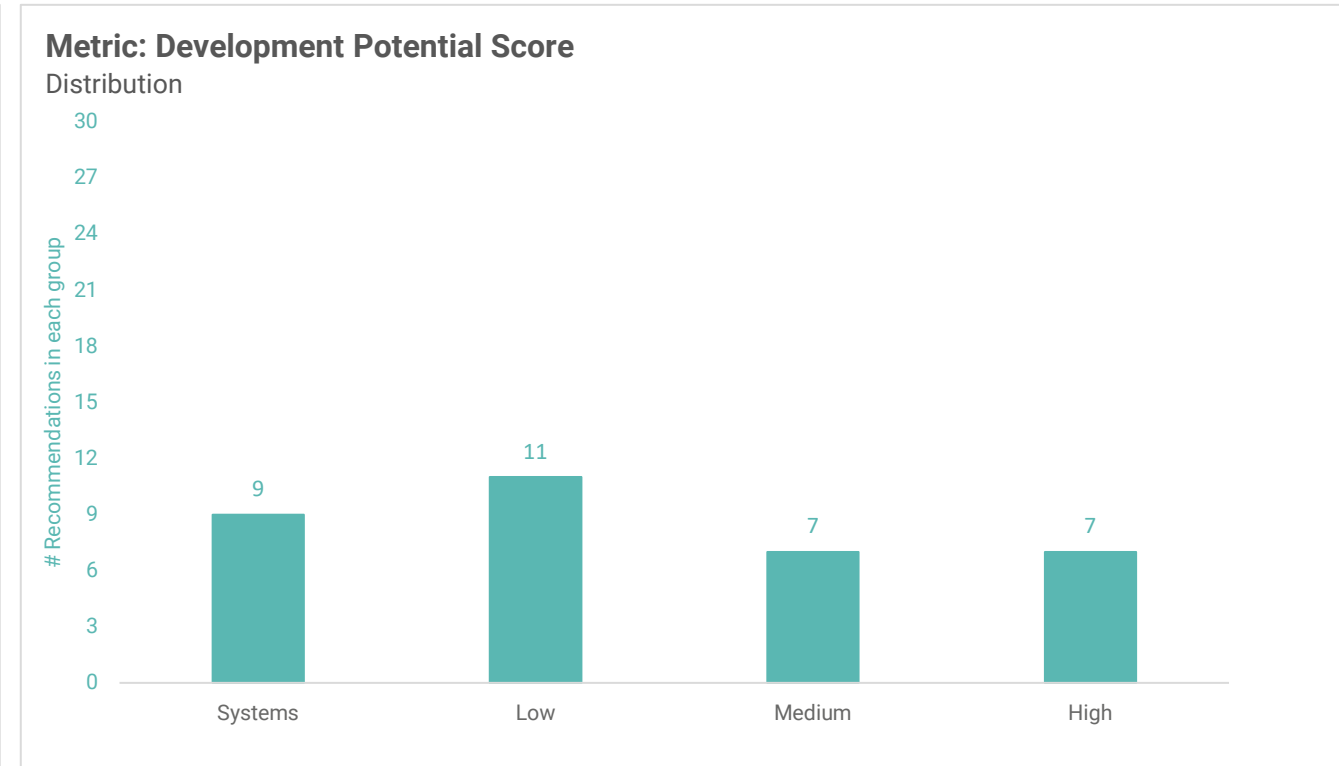
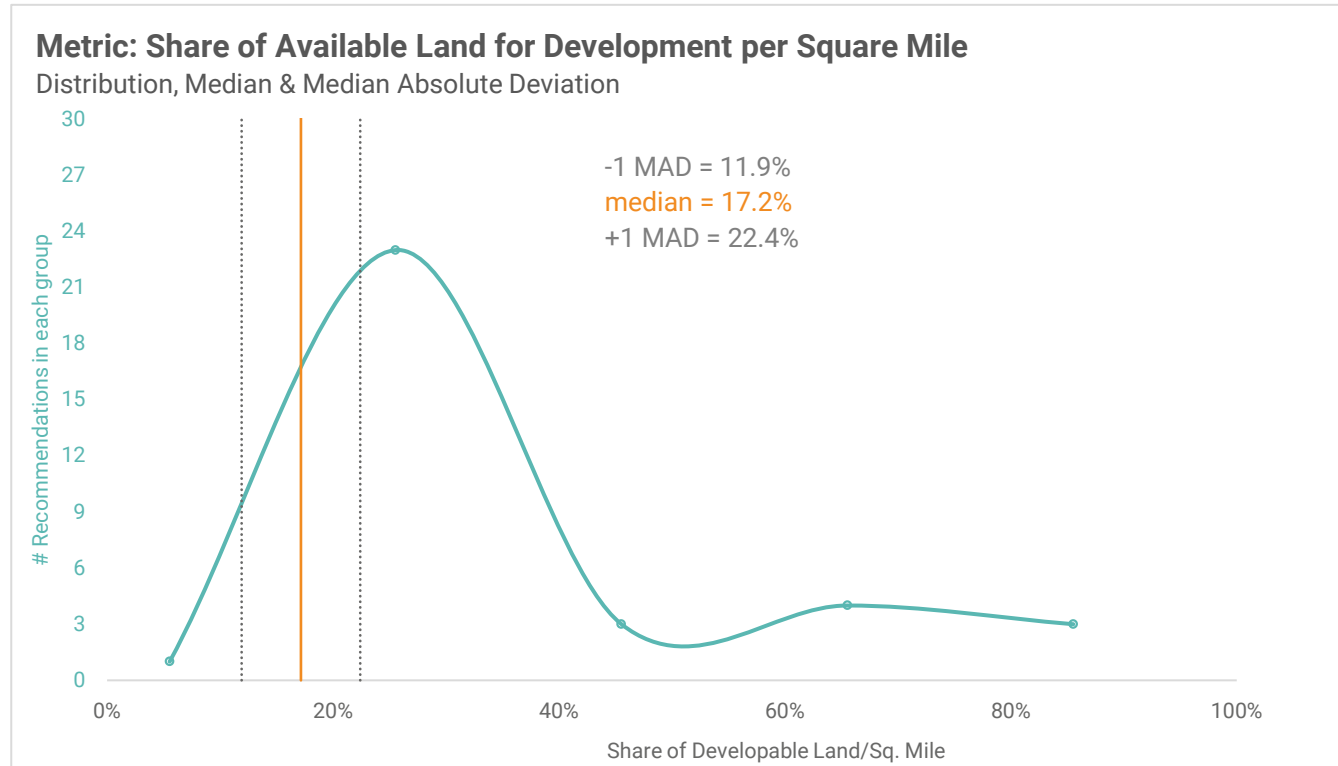
Preservation of Affordable Housing



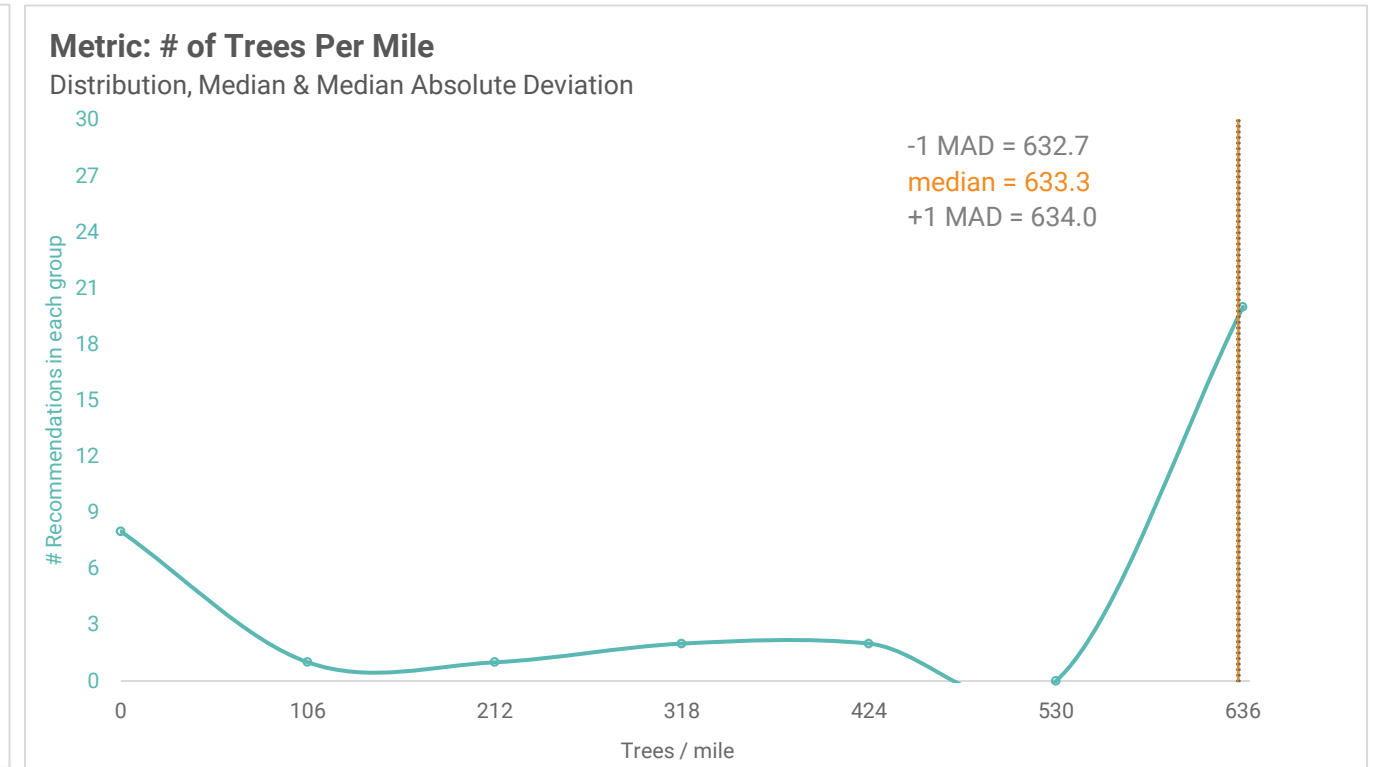
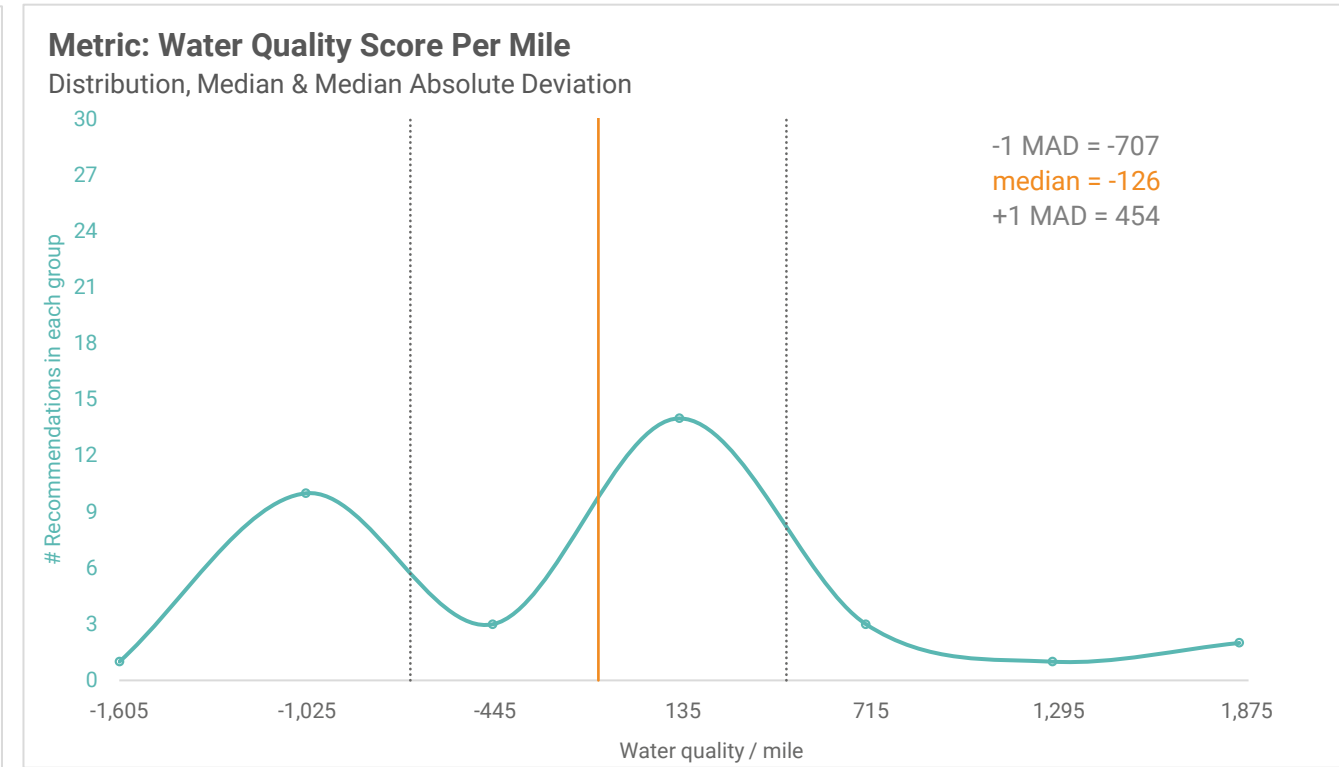
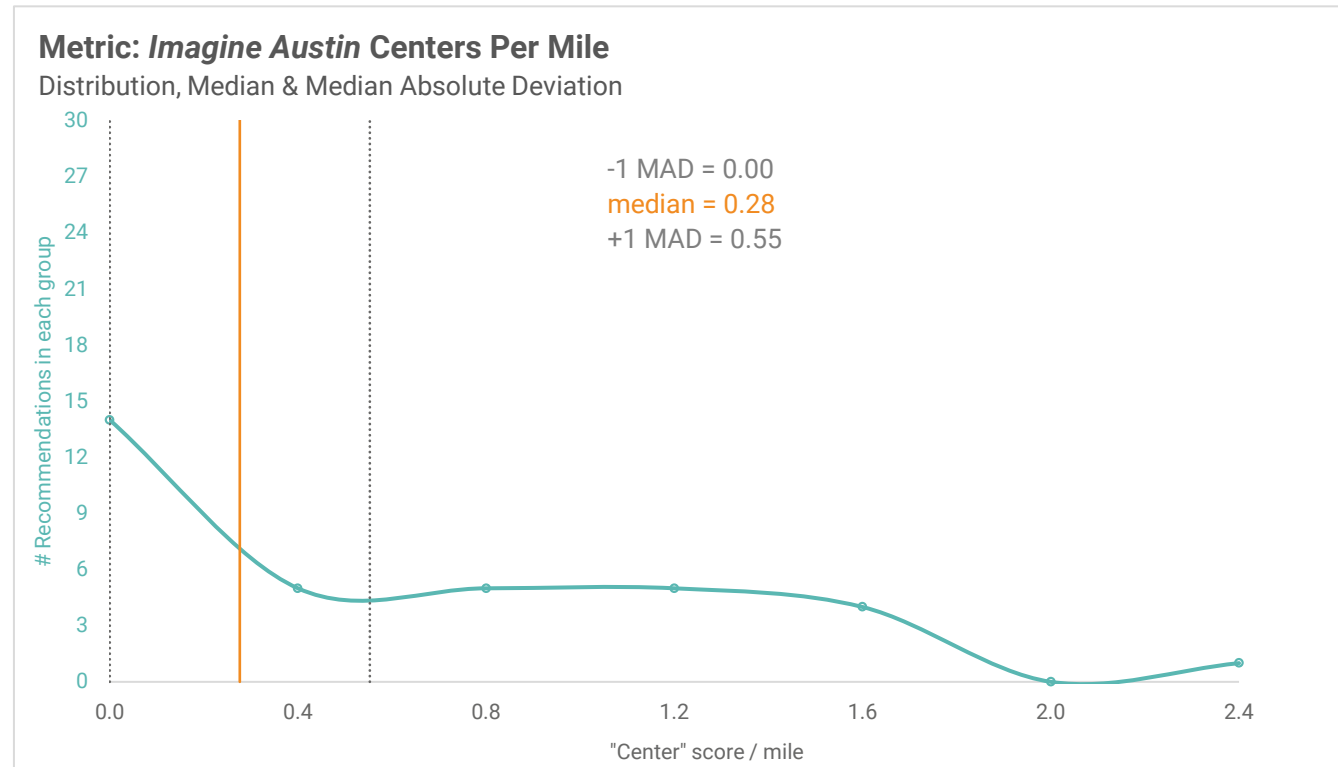
Preservation of Existing local Businesses



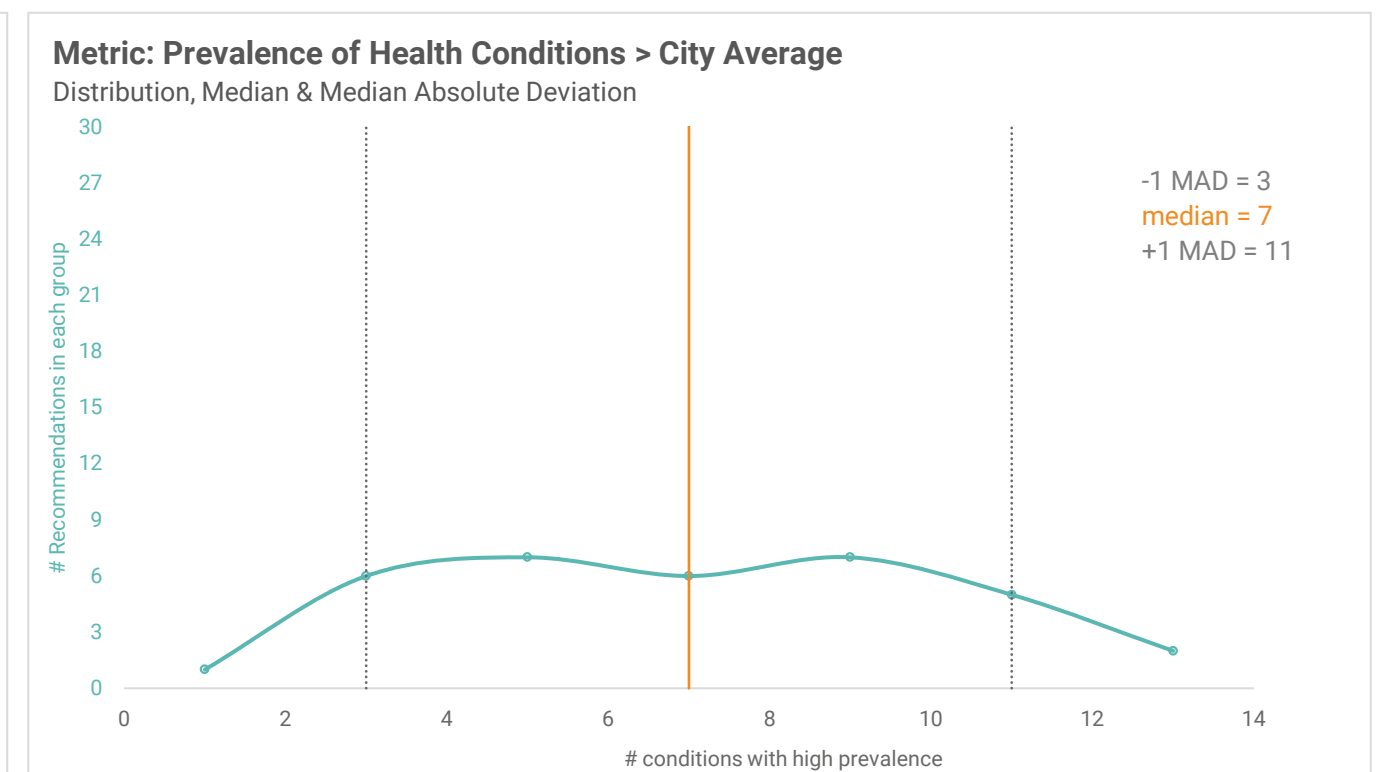
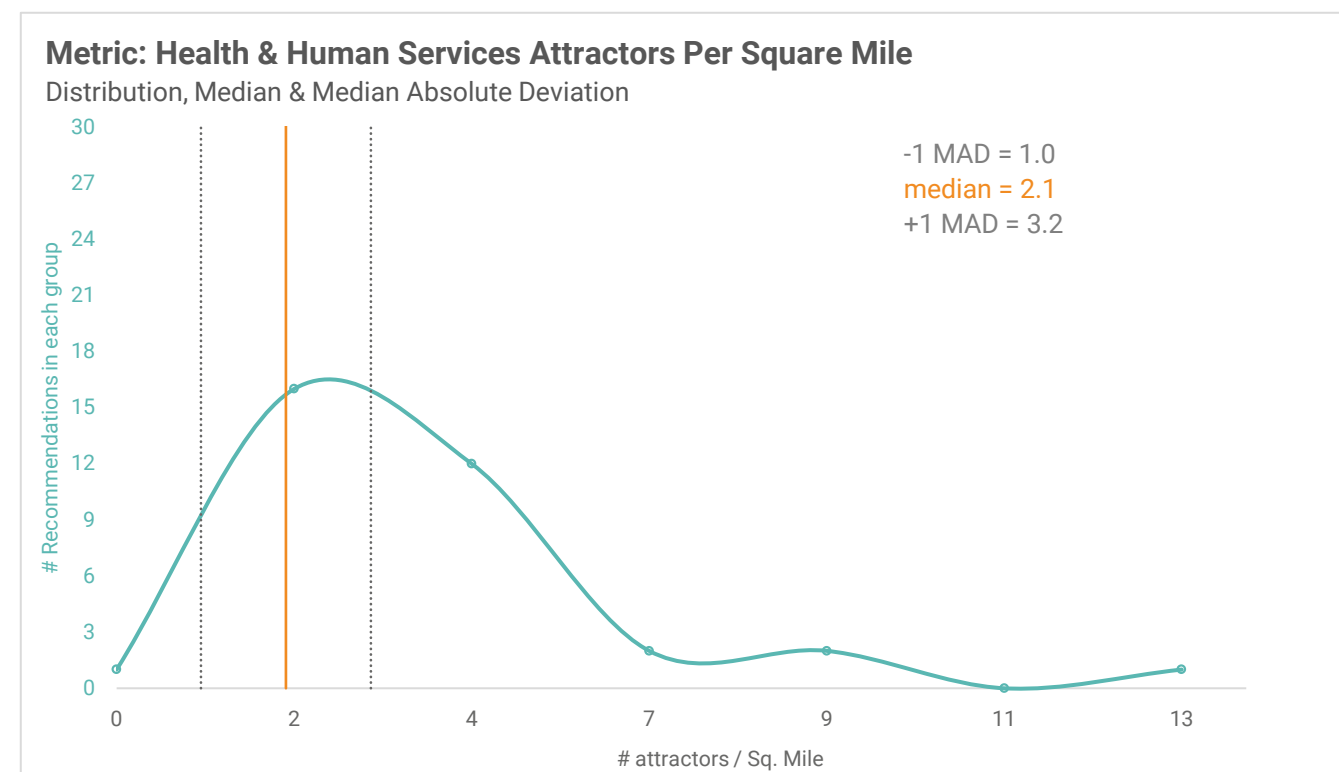
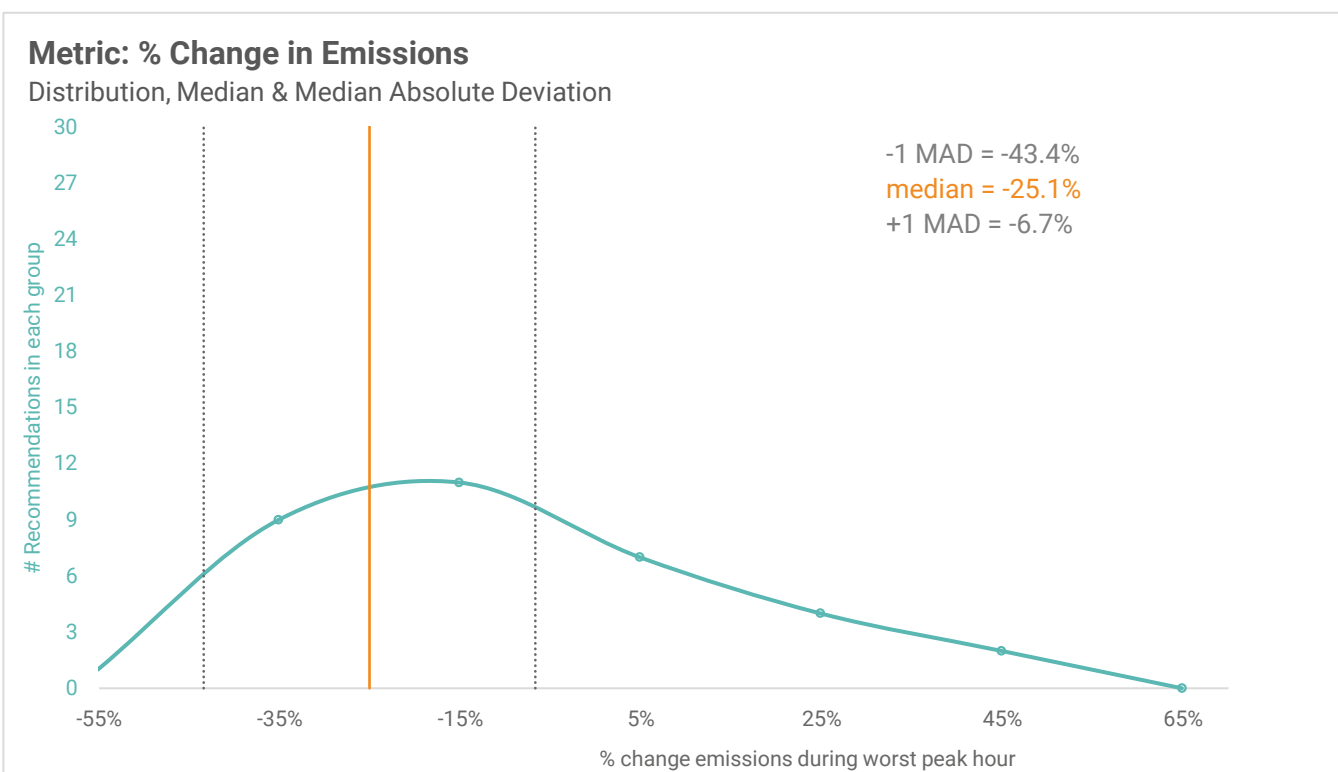
Opportunities for Development of New Affordable Housing & Opportunities to Facilitate Increased Supply of Mixed-Income Housing



Emphasizes livable, walkable, safe and transit-supportive corridors



Promotes healthy, equitable and complete communities



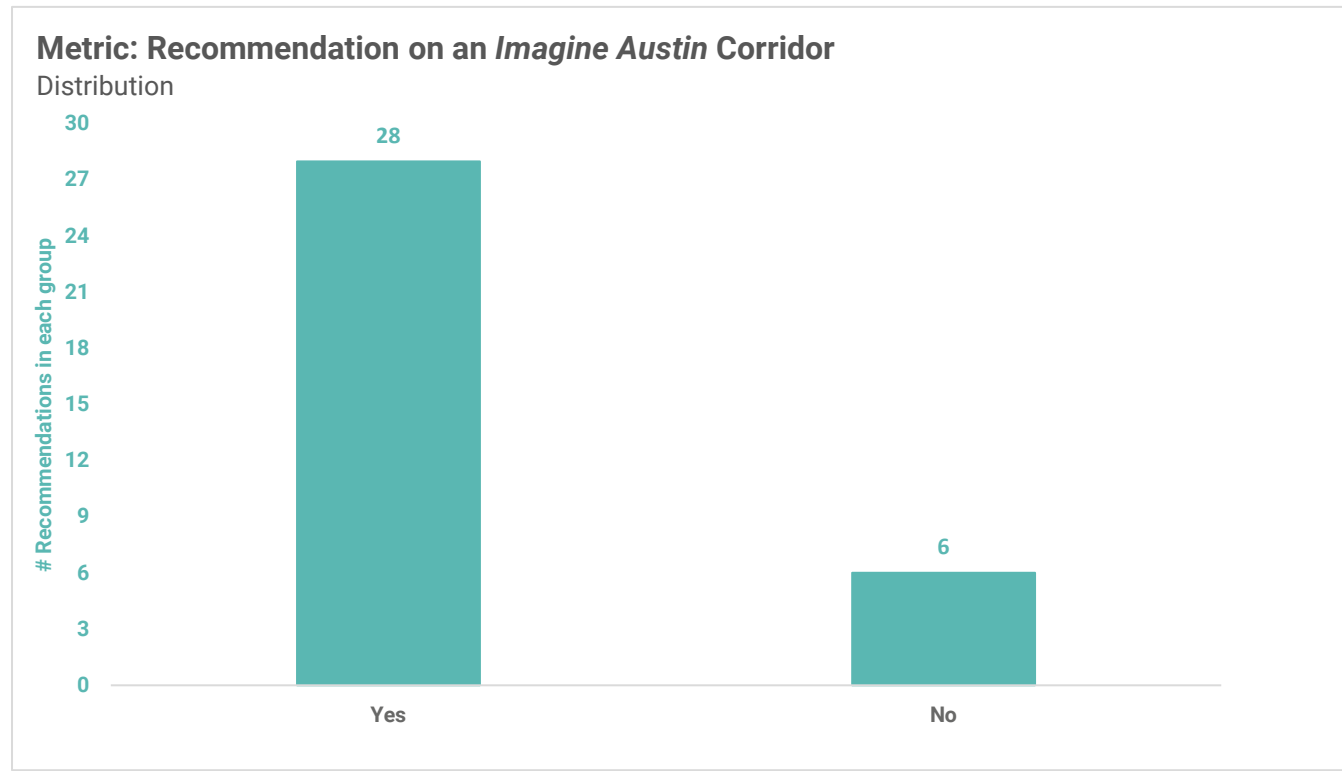
Preservation of Affordable Housing

Preservation of Existing local Businesses

Opportunities for Development of New Affordable Housing & Opportunities to Facilitate Increased Supply of Mixed-Income Housing

Emphasizes livable, walkable, safe and transit-supportive corridors

Promotes healthy, equitable and complete communities



Mobility or Community Use (Mobility Only)		MOBILITY										
		Congestion Reduction		Auto LOS		Input to Non-Auto LOS		Inputs for Emissions		General	Safety	
		Average Person Throughput (people/hour)		Average Delay Time (minutes/person)		Average speed		VMT (veh/hour)		Assumed % Diversion	% Change in Crash Rate (CMFs & related calculations)	
		All - worst peak hour AM/PM		Auto - worst peak hour AM/PM		Auto - miles per hour		All - worst peak hour AM/PM		Non-auto	Compliance of Rates	
Rec #	Recommended Investment	No Build	Build	No Build	Build	No Build	Build	No Build	Build	Build	Existing	Build
1	SOLA-SYS	11,319	12,344	10.89	8.86	4.57	5.59	14,956.8	16,347.3	5%	0.0%	30.4%
2	SOLA-RD-TS	11,319	12,533	10.89	8.18	4.57	5.93	14,956.8	16,405.6	8%	0.0%	30.40%
3	SOLA-TS-OA	11,319	12,595	10.89	7.90	4.57	6.10	14,956.8	16,491.6	9%	0.0%	30.40%
4	SOLA-OA-PT	11,319	12,755	10.89	7.61	4.57	6.28	14,956.8	16,540.7	10%	0.0%	30.40%
5	SOLA-PT-290	11,319	12,483	10.89	8.37	4.57	5.85	14,956.8	16,439.6	7%	0.0%	30.40%
6	ERD-SYS	22,169	30,051	5.79	3.34	7.64	10.28	25,110.0	27,742.8	5%	0%	35.20%
7	ERD-SDD-CP	22,169	36,094	5.79	2.31	7.64	11.97	25,110.0	27,847.9	10%	0.0%	35.20%
8	ERD-35-SDD	22,169	32,286	5.79	2.91	7.64	10.85	25,110.0	27,785.0	7%	0.0%	35.20%
9	ERD-CP-MD	22,169	34,603	5.79	2.51	7.64	11.57	25,110.0	27,799.9	9%	0.0%	35.20%
10	ERD-MD-71	22,169	34,603	5.79	2.51	7.64	11.57	25,110.0	27,799.9	9%	0.0%	35.20%
11	NOLA-SYS	23,709	23,946	2.51	1.81	14.50	17.60	23,974.7	23,667.1	5%	0%	29.20%
12	NOLA-183-BL	23,709	23,897	2.51	1.52	14.50	18.95	23,974.7	22,710.9	10%	0.0%	35.50%
13	NOLA-BL-PL	23,709	23,897	2.51	1.52	14.50	18.95	23,974.7	22,710.9	10%	0.0%	32.20%
14	NOLA-PL-HL	23,709	23,987	2.51	1.62	14.50	18.45	23,974.7	23,126.1	8%	0.0%	33.10%
15	NOLA-TS-RL	23,709	23,983	2.51	1.68	14.50	18.17	23,974.7	23,338.8	7%	0.0%	36.10%
16	BR-SYS	19,888	21,015	5.70	3.78	9.15	11.73	25,939.5	24,232.4	5%	0%	19.30%
17	BR-WKL-AL	19,888	21,987	5.70	2.44	9.15	15.78	25,939.5	24,725.3	10%	0.0%	31.00%
18	BR-AL-183	19,888	21,659	5.70	2.92	9.15	14.04	25,939.5	24,662.6	8%	0.0%	31.30%
19	BR-183-BL	19,888	21,776	5.70	2.69	9.15	14.81	25,939.5	24,603.5	9%	0.0%	29.80%
20	BR-BL-ME	19,888	21,659	5.70	2.92	9.15	14.04	25,939.5	24,662.6	8%	0.0%	28.60%
21	ARPT-SYS	19,540	20,579	6.52	5.06	8.90	10.91	29,420.9	30,697.5	5%	0%	-1.60%
22	ARPT-LB-45	19,540	21,292	6.52	3.53	8.90	14.00	29,420.9	30,709.8	11%	0.0%	9.20%
23	ARPT-MR-183	19,540	21,292	6.52	3.53	8.90	14.00	29,420.9	30,709.8	11%	0.0%	24.70%
24	ARPT-45-MR	19,540	20,972	6.52	4.28	8.90	12.33	29,420.9	30,823.4	8%	0.0%	4.00%
25	MLK-SYS	4,160	4,255	2.68	0.85	19.18	31.80	6,350.3	6,110.3	5%	0%	4.00%
26	MLK-183-DL	4,160	4,150	2.68	0.67	19.18	32.86	6,350.3	5,139.0	20%	0.0%	54.00%
27	GS-MLK-29	8,885	8,206	1.67	2.18	10.41	7.79	4,300.5	3,452.9	12%	0%	12.40%
28	GS-SYS	8,885	8,177	1.67	2.68	10.41	6.69	4,300.5	3,487.8	8%	0%	9.90%
29	SLGT-SYS	18,571	19,046	4.78	3.76	11.71	14.23	26,265.1	26,935.3	0%	0.00%	4.55%
30	SLGT-MP-BL	18,571	19,045	4.78	3.69	11.71	14.43	26,265.1	26,980.3	0%	0.00%	6.43%
31	WC-SYS	35,963	38,182	4.39	3.81	12.12	13.66	52,289.7	56,640.3	0%	0.00%	6.62%
32	WC-SWP-MP	35,963	38,525	4.39	3.63	12.12	14.12	52,289.7	56,991.4	0%	0.00%	6.97%
33	WC-MP-IH35	35,963	38,564	4.39	3.55	12.12	14.35	52,289.7	57,201.4	0%	0.00%	10.91%
34	WC-IH35-MFP	35,963	38,721	4.39	3.54	12.12	14.38	52,289.7	57,234.8	0%	0.00%	8.74%

Mobility or Community Use (Mobility Only)		MOBILITY										COMMUNITY	
Recommendation No.	Recommended Investment	Normalization	LOS	Connectivity	Connectivity		Connectivity		Connectivity		# Trees Added Build (as currently designed)	Water Quality (TBD) Build	
		Corridor Length (miles)	# Top Intersections Improved	# Transit Connections	# Interconnected Bike Routes		# Protected Crossings		Enhanced Quality & Increased # of Vehicle Connections				
		Build	Build	Build (from Connects 2025)	No Build	Build	No Build	Build	No Build	Build			
1	SOLA-SYS	3.2	1	4	13	13	15	20	0	5	0	-647	
2	SOLA-RD-TS	0.6	0	2	6	6	3	3	0	0	380	-810	
3	SOLA-TS-OA	0.9	0	2	4	4	5	7	0	1	570	-1444	
4	SOLA-OA-PT	1.2	1	2	3	3	4	7	0	4	760	-1827	
5	SOLA-PT-290	0.5	0	2	3	3	3	3	0	0	317	-802	
6	ERD-SYS	3.39	3	9	9	12	14	15	0	12	0	-472	
7	ERD-SDD-CP	1.12	3	7	4	4	7	7	0	9	710	-6	
8	ERD-35-SDD	0.44	0	4	3	3	2	3	0	1	279	-60	
9	ERD-CP-MD	0.96	0	4	2	2	3	3	0	0	608	-730	
10	ERD-MD-71	0.87	0	1	3	6	2	2	0	2	551	-596	
11	NOLA-SYS	5.81	1	6	10	13	15	22	0	11	0	-677	
12	NOLA-183-BL	1.94	1	3	5	6	7	10	0	5	819	-2130	
13	NOLA-BL-PL	1.89	0	1	3	3	3	4	0	4	1198	-2104	
14	NOLA-PL-HL	1.12	0	3	0	3	3	3	0	0	710	-1325	
15	NOLA-TS-RL	0.86	0	3	4	4	2	5	0	2	545	-951	
16	BR-SYS	5	0	7	14	22	22	27	0	7	0	13	
17	BR-WKL-AL	1.5	0	5	6	9	9	11	0	2	950	-2183	
18	BR-AL-183	1.15	0	2	4	6	4	7	0	0	729	-1724	
19	BR-183-BL	1.32	0	1	3	6	5	5	0	3	836	2437	
20	BR-BL-ME	1.03	0	3	4	4	4	4	0	2	653	1890	
21	ARPT-SYS	6.5	4	16	24	32	20	29	0	8	0	264	
22	ARPT-LB-45	2.47	1	6	11	14	8	11	0	0	1565	-1799	
23	ARPT-MR-183	2.48	3	7	8	11	8	12	0	8	1571	-3193	
24	ARPT-45-MR	1.55	0	5	7	9	4	6	0	0	982	0	
25	MLK-SYS	1.8	0	1	4	7	4	5	0	3	0	99	
26	MLK-183-DL	1.8	0	1	4	7	4	5	0	3	760	249	
27	GS-MLK-29	1.29	0	12	6	7	10	12	0	0	272	0	
28	GS-SYS	3.15	0	12	10	15	19	19	0	0	0	0	
29	SLGT-SYS	10.1	0	6	17	19	29	32	0	6	3200	4211	
30	SLGT-MP-BL	2.1	1	1	3	4	5	6	0	1	0	198	
31	WC-SYS	11.72	1	10	23	29	26	33	0	7	321	-1281	
32	WC-SWP-MP	3.7	0	3	10	11	7	9	0	7	2344	198	
33	WC-MP-IH35	4.5	0	5	10	13	13	15	0	6	1426	3578	
34	WC-IH35-MFP	3.52	0	3	5	7	6	9	0	4	2230	2413	

Mobility or Community Use (Mobility Only)		MOBILITY		
Measure / Output		Connectivity		Effectiveness of Transit
		# Special Attractors		Population within 1/2 mile transit
Recommendation No.	Recommended Investment	Entertainment	Health & Human Services	Number
1	SOLA-SYS	22	9	1,612
2	SOLA-RD-TS	10	0	325
3	SOLA-TS-OA	5	2	753
4	SOLA-OA-PT	7	2	685
5	SOLA-PT-290	0	5	396
6	ERD-SYS	7	6	1,928
7	ERD-SDD-CP	2	2	1,343
8	ERD-35-SDD	2	1	353
9	ERD-CP-MD	3	1	532
10	ERD-MD-71	0	2	326
11	NOLA-SYS	19	12	3,371
12	NOLA-183-BL	6	6	1,352
13	NOLA-BL-PL	6	2	862
14	NOLA-PL-HL	1	2	779
15	NOLA-TS-RL	6	2	652
16	BR-SYS	13	13	1,727
17	BR-WKL-AL	7	8	884
18	BR-AL-183	2	2	337
19	BR-183-BL	2	1	424
20	BR-BL-ME	2	2	386
21	ARPT-SYS	50	31	4,370
22	ARPT-LB-45	12	15	1,692
23	ARPT-MR-183	26	8	1,590
24	ARPT-45-MR	22	8	898
25	MLK-SYS	2	2	900
26	MLK-183-DL	2	2	900
27	GS-MLK-29	29	16	3,087
28	GS-SYS	20	9	2,571
29	SLGT-SYS	15	10	4,721
30	SLGT-MP-BL	4	1	738
31	WC-SYS	18	36	6,114
32	WC-SWP-MP	7	3	1,800
33	WC-MP-IH35	11	19	2,542
34	WC-IH35-MFP	10	4	1,740

Recommendation No.	Recommended Investment	Measure / Output
1	SOLA-SYS	
2	SOLA-RD-TS	
3	SOLA-TS-OA	
4	SOLA-OA-PT	
5	SOLA-PT-290	
6	ERD-SYS	
7	ERD-SDD-CP	
8	ERD-35-SDD	
9	ERD-CP-MD	
10	ERD-MD-71	
11	NOLA-SYS	
12	NOLA-183-BL	
13	NOLA-BL-PL	
14	NOLA-PL-HL	
15	NOLA-TS-RL	
16	BR-SYS	
17	BR-WKL-AL	
18	BR-AL-183	
19	BR-183-BL	
20	BR-BL-ME	
21	ARPT-SYS	
22	ARPT-LB-45	
23	ARPT-MR-183	
24	ARPT-45-MR	
25	MLK-SYS	
26	MLK-183-DL	
27	GS-MLK-29	
28	GS-SYS	
29	SLGT-SYS	
30	SLGT-MP-BL	
31	WC-SYS	
32	WC-SWP-MP	
33	WC-MP-IH35	
34	WC-IH35-MFP	

Community												
Businesses within 1/2 mile	Impacts to Businesses	Vulnerable Housing	Impacts to Parcels (Development potential)	Subsidized Housing Units	Market Rate Affordable Housing Units	Anticipated Residential Units	MARKET FORCES FOR DEVELOPMENT (L=1/M=2/H=3); SYS = 0	Imagine Austin Regional Centers	Imagine Austin Town Centers	Imagine Austin Neighborhood Centers	Imagine Austin Corridor (Y/N)	Health Metrics (X of 12)
Number	% Parcels Unaffected (R/Y/G score)	Units	Acres of Parcel	Units	Units	Count		Count	Count	Count		
1,032	100.0%	642	294	1,141	2,481	75.0%	0	0	0	0	Y	3
216	64.7%	0	27	12	340	75.0%	1	0	0	0	Y	2
309	54.4%	602	91	484	843	90.0%	2	0	0	0	Y	3
388	48.6%	40	137	645	886	75.0%	2	0	0	0	Y	4
119	100.0%	0	91	0	412	50.0%	3	0	0	0	Y	2
441	100.0%	4,589	938	2,951	8,370	54.0%	0	0	1	0	Y	9
230	97.1%	3,033	383	959	6,305	50.0%	3	0	1	0	Y	9
94	85.7%	0	35	19	94	75.0%	1	0	1	0	Y	9
79	100.0%	844	399	820	1,076	75.0%	2	0	1	0	Y	7
38	100.0%	712	175	1,153	895	25.0%	1	0	1	0	Y	12
1,126	100.0%	773	687	1,522	4,298	67.0%	0	0	0	2	Y	8
651	86.8%	301	199	1,305	2,076	50.0%	3	0	0	1	Y	11
172	95.3%	472	262	2	472	75.0%	1	0	0	0	Y	6
142	100.0%	0	189	0	642	75.0%	2	0	0	1	Y	3
161	83.7%	0	54	215	1,108	75.0%	1	0	0	1	Y	12
2,368	100.0%	1,270	1,399	294	1,909	63.0%	0	1	0	0	Y	6
878	73.5%	487	196	66	565	75.0%	1	0	0	0	Y	5
571	83.6%	475	169	164	636	75.0%	2	1	0	0	Y	8
606	78.6%	0	542	64	0	50.0%	3	1	0	0	N	9
313	89.3%	308	599	0	708	50.0%	3	1	0	0	N	8
1,594	100.0%	40	549	2,468	3,000	66.0%	0	1	2	2	Y	7
898	91.1%	40	320	406	1,803	50.0%	3	1	2	0	Y	5
403	89.3%	0	244	1,464	478	75.0%	2	0	0	2	Y	10
293	100.0%	0	54	598	719	75.0%	1	0	1	2	Y	4
40	100.0%	0	1,018	0	0	75.0%	0	0	0	0	Y	11
40	85.7%	0	1,018	0	0	75.0%	1	0	0	0	Y	11
1,809	100.0%	1484	65.3	1,003	4,964	100.0%	3	1	0	0	N	4
937	100.0%	1484	65.3	1,003	4,526	100.0%	0	1	0	0	N	4
846	100.0%	1892	1190	1010	4335	75.0%	0	0	1	2	Y	5
53	100.0%	0	146.4	0	0	75.0%	1	0	0	0	N	1
12821	100.0%	2218	1296.2	1254	5770	80.0%	0	0	0	0	Y	7
379	100.0%	354	641.1	0	354	75.0%	1	0	0	0	N	3
754	100.0%	853	367.2	526	3463	75.0%	2	0	0	0	Y	7
149	100.0%	1011	287.8	728	1953	90.0%	1	0	0	0	Y	11

Recommendation No.	Recommended Investment	Normalization	
		Buffer Size	
		ACRES	Square Miles
1	SOLA-SYS	2003.2	3.13
2	SOLA-RD-TS	389.4	0.61
3	SOLA-TS-OA	568.2	0.89
4	SOLA-OA-PT	791.9	1.24
5	SOLA-PT-290	253.8	0.40
6	ERD-SYS	2058.7	3.22
7	ERD-SDD-CP	724.1	1.13
8	ERD-35-SDD	260.1	0.41
9	ERD-CP-MD	616.4	0.96
10	ERD-MD-71	458	0.72
11	NOLA-SYS	3951.4	6.17
12	NOLA-183-BL	1192.5	1.86
13	NOLA-BL-PL	1210	1.89
14	NOLA-PL-HL	1006.8	1.57
15	NOLA-TS-RL	542	0.85
16	BR-SYS	3660.1	5.72
17	BR-WKL-AL	1273.9	1.99
18	BR-AL-183	763.7	1.19
19	BR-183-BL	832.5	1.30
20	BR-BL-ME	790.1	1.23
21	ARPT-SYS	4577.9	7.15
22	ARPT-LB-45	1865.7	2.92
23	ARPT-MR-183	1829	2.86
24	ARPT-45-MR	883.1	1.38
25	MLK-SYS	1360.3	2.13
26	MLK-183-DL	1360.3	2.13
27	GS-MLK-29	1179.8	1.84
28	GS-SYS	789.4	1.23
29	SLGT-SYS	6932.5	10.83
30	SLGT-MP-BL	1038.6	1.62
31	WC-SYS	8054.7	12.59
32	WC-SWP-MP	2647.8	4.14
33	WC-MP-IH35	2973.3	4.65
34	WC-IH35-MFP	2433.6	3.80

Measure / Output Recommended Investment		MOBILITY					
		Transit LOS		Bike LOS		Pedestrian LOS	
		Existing	Build	Existing	Build	Existing	Build
1	SOLA-SYS	D	C	C	B	D	D
2	SOLA-RD-TS	D	A	D	A	D	C
3	SOLA-TS-OA	D	D	C	A	D	C
4	SOLA-OA-PT	C	C	C	A	D	C
5	SOLA-PT-290	E	D	D	A	C	C
6	ERD-SYS	D	D	D	D	C	C
7	ERD-SDD-CP	E	D	D	A	C	C
8	ERD-35-SDD	D	C	D	A	B	B
9	ERD-CP-MD	C	C	E	A	C	C
10	ERD-MD-71	E	D	D	A	C	C
11	NOLA-SYS	C	B	E	B	D	C
12	NOLA-183-BL	B	B	E	A	D	C
13	NOLA-BL-PL	D	C	E	A	E	C
14	NOLA-PL-HL	C	C	D	A	D	B
15	NOLA-TS-RL	B	A	D	A	D	C
16	BR-SYS	C	C	D	A	E	D
17	BR-WKL-AL	C	B	C	A	D	D
18	BR-AL-183	D	C	C	A	D	D
19	BR-183-BL	D	C	E	A	E	C
20	BR-BL-ME	B	B	D	A	E	C
21	ARPT-SYS	C	C	D	A	D	D
22	ARPT-LB-45	B	B	D	A	D	C
23	ARPT-MR-183	D	D	D	A	E	D
24	ARPT-45-MR	D	D	D	A	D	C
25	MLK-SYS	F	F	D	C	E	D
26	MLK-183-DL	F	F	D	A	E	C
27	GS-MLK-29	B	B	C	A	B	B
28	GS-SYS	F	F	D	B	C	C
29	SLGT-SYS	F	F	C	A	D	C
30	SLGT-MP-BL	F	F	E	A	E	C
31	WC-SYS	E	E	D	A	C	C
32	WC-SWP-MP	F	F	D	A	C	C
33	WC-MP-IH35	C	C	E	A	C	C
34	WC-IH35-MFP	C	D	B	A	D	C

Mobility or Community Use (Mobility Only)		1000				EMISSION RATES (GRAMS PER MILE, 2035)											
		Input to Non-Auto LO		Inputs for Emissions		CO		NOX		VOC		CO2		PM2.5		SO2	
Measure / Output Mode	Average speed	VMT (veh/hour)				Grams per Mile worst peak hour		Grams per Mile worst peak hour		Grams per Mile worst peak hour		Grams per Mile worst peak hour		Grams per Mile worst peak hour		Grams per Mile worst peak hour	
		Auto - miles per hour		All - worst peak hour AM/PM		No Build	Build	No Build	Build	No Build	Build	No Build	Build	No Build	Build	No Build	Build
Recommended Investment	Recommended Investment	No Build	Build	No Build	Build	No Build	Build	No Build	Build	No Build	Build	No Build	Build	No Build	Build	No Build	Build
1	SOLA-SYS	4.19	6.02	13,156.1	16,643.4	6.184	3.642	0.088	0.082	0.036	0.026	1560.084	859.520	0.062	0.036	0.027	0.015
2	SOLA-RD-TS	4.19	6.48	13,156.1	16,772.8	6.184	3.642	0.088	0.082	0.036	0.026	1560.084	859.520	0.062	0.036	0.027	0.015
3	SOLA-TS-OA	4.19	6.65	13,156.1	16,819.9	6.184	3.642	0.088	0.082	0.036	0.026	1560.084	859.520	0.062	0.036	0.027	0.015
4	SOLA-OA-PT	4.19	6.91	13,156.1	16,915.6	6.184	3.642	0.088	0.082	0.036	0.026	1560.084	859.520	0.062	0.036	0.027	0.015
5	SOLA-PT-290	4.19	6.28	13,156.1	16,714.1	6.184	3.642	0.088	0.082	0.036	0.026	1560.084	859.520	0.062	0.036	0.027	0.015
6	ERD-SYS	10.85	11.55	24,487.8	25,262.9	2.349	2.349	0.073	0.073	0.019	0.019	510.543	510.543	0.021	0.021	0.009	0.009
7	ERD-SDD-CP	10.85	12.79	24,487.8	25,171.8	2.349	2.349	0.073	0.073	0.019	0.019	510.543	510.543	0.021	0.021	0.009	0.009
8	ERD-35-SDD	10.85	12.03	24,487.8	25,333.7	2.349	2.349	0.073	0.073	0.019	0.019	510.543	510.543	0.021	0.021	0.009	0.009
9	ERD-CP-MD	10.85	12.01	24,487.8	24,636.4	2.349	2.349	0.073	0.073	0.019	0.019	510.543	510.543	0.021	0.021	0.009	0.009
10	ERD-MD-71	10.85	12.01	24,487.8	24,636.4	2.349	2.349	0.073	0.073	0.019	0.019	510.543	510.543	0.021	0.021	0.009	0.009
11	NOLA-SYS	14.50	17.64	23,974.7	23,656.3	2.349	1.963	0.073	0.060	0.019	0.015	510.543	403.334	0.021	0.015	0.009	0.007
12	NOLA-183-BL	14.50	19.04	23,974.7	22,729.3	2.349	1.963	0.073	0.060	0.019	0.015	510.543	403.334	0.021	0.015	0.009	0.007
13	NOLA-BL-PL	14.50	19.04	23,974.7	22,729.3	2.349	1.963	0.073	0.060	0.019	0.015	510.543	403.334	0.021	0.015	0.009	0.007
14	NOLA-PL-HL	14.50	18.53	23,974.7	23,144.6	2.349	1.963	0.073	0.060	0.019	0.015	510.543	403.334	0.021	0.015	0.009	0.007
15	NOLA-TS-RL	14.50	18.27	23,974.7	23,343.7	2.349	1.963	0.073	0.060	0.019	0.015	510.543	403.334	0.021	0.015	0.009	0.007
16	BR-SYS	9.15	11.71	25,939.5	24,184.5	3.642	2.349	0.082	0.073	0.026	0.019	859.520	510.543	0.036	0.021	0.015	0.009
17	BR-WKL-AL	9.15	16.17	25,939.5	24,772.2	3.642	1.963	0.082	0.060	0.026	0.015	859.520	403.334	0.036	0.015	0.015	0.007
18	BR-AL-183	9.15	14.26	25,939.5	24,729.3	3.642	2.349	0.082	0.073	0.026	0.019	859.520	510.543	0.036	0.021	0.015	0.009
19	BR-183-BL	9.15	14.99	25,939.5	24,632.8	3.642	2.349	0.082	0.073	0.026	0.019	859.520	510.543	0.036	0.021	0.015	0.009
20	BR-BL-ME	9.15	14.26	25,939.5	24,729.3	3.642	2.349	0.082	0.073	0.026	0.019	859.520	510.543	0.036	0.021	0.015	0.009
21	ARPT-SYS	9.55	10.76	27,051.1	27,576.1	3.642	2.349	0.082	0.073	0.026	0.019	859.520	510.543	0.036	0.021	0.015	0.009
22	ARPT-LB-45	9.55	13.34	27,051.1	28,859.0	3.642	2.349	0.082	0.073	0.026	0.019	859.520	510.543	0.036	0.021	0.015	0.009
23	ARPT-MR-183	9.55	13.34	27,051.1	28,859.0	3.642	2.349	0.082	0.073	0.026	0.019	859.520	510.543	0.036	0.021	0.015	0.009
24	ARPT-45-MR	9.55	12.20	27,051.1	28,693.9	3.642	2.349	0.082	0.073	0.026	0.019	859.520	510.543	0.036	0.021	0.015	0.009
25	MLK-SYS	19.18	31.80	6,350.3	6,110.3	1.963	1.734	0.060	0.066	0.015	0.013	403.334	281.077	0.015	0.012	0.007	0.005
26	MLK-183-DL	19.18	32.86	6,350.3	5,139.0	1.963	1.734	0.060	0.066	0.015	0.013	403.334	281.077	0.015	0.012	0.007	0.005
27	GS-MLK-29	10.41	7.79	4,300.5	3,452.9	2.349	3.642	0.073	0.082	0.019	0.026	510.543	859.520	0.021	0.036	0.009	0.015
28	GS-SYS	10.41	6.69	4,300.5	3,487.8	2.349	3.642	0.073	0.082	0.019	0.026	510.543	859.520	0.021	0.036	0.009	0.015
29	SLGT-SYS	11.71	13.71	26,334.6	26,871.3	2.349	2.349	0.073	0.073	0.019	0.019	510.543	510.543	0.021	0.021	0.009	0.009
30	SLGT-MP-BL	11.71	14.00	26,334.6	26,940.0	2.349	2.349	0.073	0.073	0.019	0.019	510.543	510.543	0.021	0.021	0.009	0.009
31	WC-SYS	12.39	13.73	52,371.6	56,691.0	2.349	2.349	0.073	0.073	0.019	0.019	510.543	510.543	0.021	0.021	0.009	0.009
32	WC-SWP-MP	12.39	14.28	52,371.6	57,133.9	2.349	2.349	0.073	0.073	0.019	0.019	510.543	510.543	0.021	0.021	0.009	0.009
33	WC-MP-IH35	12.39	14.52	52,371.6	57,371.3	2.349	2.349	0.073	0.073	0.019	0.019	510.543	510.543	0.021	0.021	0.009	0.009
34	WC-IH35-MFP	12.39	14.31	52,371.6	57,148.7	2.349	2.349	0.073	0.073	0.019	0.019	510.543	510.543	0.021	0.021	0.009	0.009

Mobility or Community Use (Mobility Only) Measure / Output Mode Recommended Investment	WORST HOUR EMISSIONS - TOTAL KG											CHANGE IN EMISSIONS (KG)						TOTAL EMISSIONS (KG) - WORST PEAK HOUR		
	CO		NOX		VOC		CO2		PM2.5		SO2		CO	NOX	VOC	CO2	PM2.5			SO2
	Grams per Mile worst peak hour		Grams per Mile worst peak hour		Grams per Mile worst peak hour		Grams per Mile worst peak hour		Grams per Mile worst peak hour		Grams per Mile worst peak hour									
	No Build	Build	No Build	Build	No Build	Build	No Build	Build	No Build	Build	No Build	Build								
SOLA-SYS	81.352	60.613	1.153	1.363	0.477	0.428	20524.571	14305.307	0.814	0.592	0.358	0.249	-20.739	0.210	-0.049	-6219.263	-0.222	-0.108	20608.725	14368.55
SOLA-RD-TS	81.352	61.085	1.153	1.374	0.477	0.432	20524.571	14416.557	0.814	0.596	0.358	0.251	-20.267	0.221	-0.046	-6108.014	-0.218	-0.107	20608.725	14480.29
SOLA-TS-OA	81.352	61.256	1.153	1.378	0.477	0.433	20524.571	14457.055	0.814	0.598	0.358	0.252	-20.096	0.225	-0.045	-6067.515	-0.216	-0.106	20608.725	14520.97
SOLA-OA-PT	81.352	61.605	1.153	1.386	0.477	0.435	20524.571	14539.343	0.814	0.601	0.358	0.254	-19.747	0.233	-0.042	-5985.227	-0.213	-0.104	20608.725	14603.62
SOLA-PT-290	81.352	60.871	1.153	1.369	0.477	0.430	20524.571	14366.079	0.814	0.594	0.358	0.251	-20.481	0.216	-0.047	-6158.491	-0.220	-0.107	20608.725	14429.59
ERD-SYS	57.511	59.331	1.793	1.850	0.469	0.484	12502.070	12897.799	0.522	0.539	0.218	0.225	1.820	0.057	0.015	395.730	0.017	0.007	12562.583	12960.23
ERD-SDD-CP	57.511	59.117	1.793	1.843	0.469	0.482	12502.070	12851.251	0.522	0.537	0.218	0.224	1.606	0.050	0.013	349.181	0.015	0.006	12562.583	12913.45
ERD-35-SDD	57.511	59.498	1.793	1.855	0.469	0.485	12502.070	12933.910	0.522	0.540	0.218	0.226	1.987	0.062	0.016	431.841	0.018	0.008	12562.583	12996.51
ERD-CP-MD	57.511	57.860	1.793	1.804	0.469	0.472	12502.070	12577.948	0.522	0.526	0.218	0.219	0.349	0.011	0.003	75.878	0.003	0.001	12562.583	12638.83
ERD-MD-71	57.511	57.860	1.793	1.804	0.469	0.472	12502.070	12577.948	0.522	0.526	0.218	0.219	0.349	0.011	0.003	75.878	0.003	0.001	12562.583	12638.83
NOLA-SYS	56.306	46.443	1.755	1.415	0.459	0.344	12240.115	9541.397	0.511	0.344	0.213	0.166	-9.863	-0.340	-0.115	-2698.718	-0.168	-0.047	12299.36	9590.108
NOLA-183-BL	56.306	44.623	1.755	1.360	0.459	0.330	12240.115	9167.511	0.511	0.330	0.213	0.160	-11.683	-0.396	-0.129	-3072.604	-0.181	-0.054	12299.36	9214.314
NOLA-BL-PL	56.306	44.623	1.755	1.360	0.459	0.330	12240.115	9167.511	0.511	0.330	0.213	0.160	-11.683	-0.396	-0.129	-3072.604	-0.181	-0.054	12299.36	9214.314
NOLA-PL-HL	56.306	45.438	1.755	1.384	0.459	0.336	12240.115	9335.000	0.511	0.336	0.213	0.163	-10.868	-0.371	-0.123	-2905.115	-0.175	-0.051	12299.36	9382.658
NOLA-TS-RL	56.306	45.829	1.755	1.396	0.459	0.339	12240.115	9415.312	0.511	0.339	0.213	0.164	-10.477	-0.359	-0.120	-2824.803	-0.172	-0.049	12299.36	9463.379
BR-SYS	94.469	56.799	2.125	1.771	0.668	0.463	22295.514	12347.204	0.922	0.516	0.389	0.215	-37.670	-0.354	-0.205	-9948.310	-0.406	-0.173	22394.086	12406.97
BR-WKL-AL	94.469	48.634	2.125	1.482	0.668	0.360	22295.514	9991.483	0.922	0.360	0.389	0.174	-45.835	-0.643	-0.308	-12304.030	-0.562	-0.215	22394.086	10042.49
BR-AL-183	94.469	58.078	2.125	1.811	0.668	0.473	22295.514	12625.341	0.922	0.528	0.389	0.220	-36.391	-0.314	-0.194	-9670.173	-0.394	-0.169	22394.086	12686.45
BR-183-BL	94.469	57.852	2.125	1.803	0.668	0.471	22295.514	12576.105	0.922	0.526	0.389	0.219	-36.617	-0.321	-0.196	-9719.409	-0.396	-0.169	22394.086	12636.98
BR-BL-ME	94.469	58.078	2.125	1.811	0.668	0.473	22295.514	12625.341	0.922	0.528	0.389	0.220	-36.391	-0.314	-0.194	-9670.173	-0.394	-0.169	22394.086	12686.45
ARPT-SYS	98.517	64.764	2.216	2.019	0.696	0.528	23250.954	14078.759	0.962	0.588	0.405	0.245	-33.753	-0.197	-0.168	-9172.195	-0.373	-0.160	23353.75	14146.9
ARPT-LB-45	98.517	67.777	2.216	2.113	0.696	0.552	23250.954	14733.754	0.962	0.616	0.405	0.257	-30.740	-0.103	-0.144	-8517.200	-0.346	-0.149	23353.75	14805.07
ARPT-MR-183	98.517	67.777	2.216	2.113	0.696	0.552	23250.954	14733.754	0.962	0.616	0.405	0.257	-30.740	-0.103	-0.144	-8517.200	-0.346	-0.149	23353.75	14805.07
ARPT-45-MR	98.517	67.389	2.216	2.101	0.696	0.549	23250.954	14649.453	0.962	0.612	0.405	0.255	-31.128	-0.115	-0.147	-8601.501	-0.349	-0.150	23353.75	14720.36
MLK-SYS	12.467	10.596	0.380	0.400	0.092	0.080	2561.293	1717.466	0.092	0.074	0.045	0.030	-1.871	0.021	-0.012	-843.827	-0.018	-0.015	2574.3688	1728.648
MLK-183-DL	12.467	8.912	0.380	0.337	0.092	0.068	2561.293	1444.455	0.092	0.063	0.045	0.025	-3.555	-0.043	-0.025	-1116.838	-0.030	-0.019	2574.3688	1453.859
GS-MLK-29	10.100	12.575	0.315	0.283	0.082	0.089	2195.578	2967.832	0.092	0.123	0.038	0.052	2.475	-0.032	0.007	772.254	0.031	0.013	2206.2051	2980.953
GS-SYS	10.100	12.702	0.315	0.286	0.082	0.090	2195.578	2997.838	0.092	0.124	0.038	0.052	2.602	-0.029	0.007	802.260	0.032	0.014	2206.2051	3011.092
SLGT-SYS	61.848	63.109	1.928	1.967	0.504	0.514	13444.908	13718.957	0.562	0.573	0.234	0.239	1.261	0.039	0.010	274.049	0.011	0.005	13509.985	13785.36
SLGT-MP-BL	61.848	63.270	1.928	1.972	0.504	0.516	13444.908	13754.032	0.562	0.575	0.234	0.240	1.422	0.044	0.012	309.123	0.013	0.005	13509.985	13820.6
WC-SYS	122.998	133.142	3.834	4.151	1.002	1.085	26737.955	28943.179	1.117	1.209	0.466	0.505	10.144	0.316	0.083	2205.225	0.092	0.038	26867.373	29083.27
WC-SWP-MP	122.998	134.182	3.834	4.183	1.002	1.094	26737.955	29169.306	1.117	1.219	0.466	0.509	11.185	0.349	0.091	2431.351	0.102	0.042	26867.373	29310.49
WC-MP-IH35	122.998	134.740	3.834	4.200	1.002	1.098	26737.955	29290.500	1.117	1.224	0.466	0.511	11.742	0.366	0.096	2552.545	0.107	0.045	26867.373	29432.27
WC-IH35-MFP	122.998	134.217	3.834	4.184	1.002	1.094	26737.955	29176.831	1.117	1.219	0.466	0.509	11.219	0.350	0.091	2438.877	0.102	0.043	26867.373	29318.05

Corridor Prioritization Model

Mobility or Community	
Use (Mobility Only)	%
Measure / Output Mode	CHANGE
Recommended Investment	
SOLA-SYS	-30%
SOLA-RD-TS	-30%
SOLA-TS-OA	-30%
SOLA-OA-PT	-29%
SOLA-PT-290	-30%
ERD-SYS	3%
ERD-SDD-CP	3%
ERD-35-SDD	3%
ERD-CP-MD	1%
ERD-MD-71	1%
NOLA-SYS	-22%
NOLA-183-BL	-25%
NOLA-BL-PL	-25%
NOLA-PL-HL	-24%
NOLA-TS-RL	-23%
BR-SYS	-45%
BR-WKL-AL	-55%
BR-AL-183	-43%
BR-183-BL	-44%
BR-BL-ME	-43%
ARPT-SYS	-39%
ARPT-LB-45	-37%
ARPT-MR-183	-37%
ARPT-45-MR	-37%
MLK-SYS	-33%
MLK-183-DL	-44%
GS-MLK-29	35%
GS-SYS	36%
SLGT-SYS	2%
SLGT-MP-BL	2%
WC-SYS	8%
WC-SWP-MP	9%
WC-MP-IH35	10%
WC-IH35-MFP	9%