







EVALUATION CRITERIA MATRIX: Comparing the Goals, Objectives, & Evaluation Criteria to Future Alternatives

Goal	Objective	Evaluation Criteria	Intersection Evaluation			
			Couplet		5-Lane	
			Scoring	Comments	Scoring	Comments
Community & Livability: provide for a high quality of life by balancing US 97 mobility needs with community values and interests	<ul style="list-style-type: none"> Increase transportation choices on US 97 by adding or improving bicycle and pedestrian routes, crossing, and connections to transit, including a crossing at US 97 & B Street which serves as a school crossing and scenic bike route crossing. Link regional and local routes to key attractors on US 97, such as shopping, schools, residential areas, and other community destinations. Provide a transportation network that accommodates local, commuter, and region traffic, including freight movements along US 97. 	Does the proposed project element serve people that live in, work in, and/or visit Terrebonne?		<ul style="list-style-type: none"> It improves accessibility to/from US 97 for businesses and residents by reducing vehicular, pedestrian, and bicycle conflicts Has the potential to partially impact the existing businesses or residences 		<ul style="list-style-type: none"> Create a larger east-west barrier for vehicles, pedestrian, bicycles to cross or turn to/from US 97 to local businesses and residences Has the potential to physically impact two businesses and partially impact others
		Are there any significant barriers to or impacts that would result from the proposed project element, such as the presence of significant natural resources or require acquisition of property contaminated by Haz Mat?		<ul style="list-style-type: none"> None identified at this time 		<ul style="list-style-type: none"> None identified at this time
		What are the right of way impacts of the proposed project element - (i.e. # of businesses relocated; #of residential properties impacted; impacts to public facilities, etc.)		<ul style="list-style-type: none"> Improvements generally stay within existing rights-of-way along the US 97 (existing) and 11th Street corridors; however, the following potential right-of-way impacts are note: <ul style="list-style-type: none"> Parcel south of 11th and east of US 97 Southeast parcel(s) and northeast parcel at the Smith Rock Way-B Avenue/11th Street intersection Southwest parcel at the Lower Bridge Way/US 97 intersection 		<ul style="list-style-type: none"> Improvements generally stay within existing rights-of-way along the US 97 (existing) and 11th Street corridors; however, the following potential right-of-way impacts are note: <ul style="list-style-type: none"> Southeast parcel(s) at the B Avenue/US 97 intersection Southwest parcel(s) at the F Avenue/11th Street intersection Southwest parcel at the Lower Bridge Way/US 97 intersection



Meets



Somewhat Meets



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<p>Mobility: Provide a safe and efficient transportation system for all modes of travel, including local trips, through trips on the highway, emergency services, and freight.</p>	<ul style="list-style-type: none"> Evaluate all potential US 97 alternatives, such as maintaining the existing US 97 alignment, creating a highway couplet with 11th Street or constructing a bypass east or west of the existing alignment. Identify and evaluate all potential at-grade and grade separated solutions for the Lower Bridge Way/US 97 intersection in concert with the development of the alternative alignments for US 97. Maintain the carrying and dimensional capacity for statewide freight movement on US 97. 	Does the proposed project element meet mobility targets on US97 through 2040?	●	<ul style="list-style-type: none"> All intersections meet mobility standards in 2040 	◐	<ul style="list-style-type: none"> All intersections meet mobility standards in 2040 except for the B Avenue/US 97 signalized intersection which is forecasted to operate at a volume to capacity ratio of 0.79 (exceeding the Oregon Highway Plan and Oregon Design Manual mobility standard) During the weekday PM peak hour in 2040, northbound queues from B Avenue will extend past C Avenue and southbound queues will extend past 11th Street
		Does the proposed project element represent an investment that works toward the long-term solution for the corridor?	◐	<ul style="list-style-type: none"> All project elements are forward compatible through 2040 The couplet allows the opportunity to convert back to two-way streets, if a bypass is eventually developed around Terrebonne The Lower Bridge Way grade separated interchange is unlikely to be compatible with a future bypass 	○	<ul style="list-style-type: none"> The B Avenue/US 97 signalized intersection does not provide adequate capacity through 2040 The Lower Bridge Way grade separated interchange is unlikely to be compatible with a future bypass
		Does the proposed project element maintain or enhance the carrying and dimensional capacity for statewide freight movement?	●	<ul style="list-style-type: none"> The couplet expands the northbound and southbound dimensional capacity from 20 feet (12-foot travel lane and 8-foot shoulder) to 26 feet (2 foot shy, two 11-foot travel lanes, 2-foot shy) The couplet increases the carrying capacity by providing a second northbound and southbound travel lane without control devices 	◐	<ul style="list-style-type: none"> The five-lane expands the northbound and southbound dimensional capacity from 20 feet (12-foot travel lane and 8-foot shoulder) to 24 feet (2 foot shy, two 11-foot travel lanes) The five-lane increases the carrying capacity by providing a second northbound and southbound travel lane; however, it also introduces a signal at B Avenue which limits capacity and does not allow it to meet mobility standards in 2040
		Does the proposed project element enhance east-west connectivity within the community?	●	<ul style="list-style-type: none"> The couplet reduces pedestrian and bicycle exposure from 54 feet of two-way conflicts (measured at B Avenue) to 26 feet of one-way conflict The total number of lanes on US 97 (existing) and 11th Street are maintained at four and converted to one-way Pedestrian and bicycle safety are further enhanced with the placement of rectangular rapid flash beacons at the B Avenue-Smith Rock Way crossings of the couplet 	◐	<ul style="list-style-type: none"> The five-lane increases the pedestrian and bicycle exposure from 54 feet of two-way conflicts (measured at B Avenue) to 62 feet of two-way conflicts The total number of lanes on US 97 (existing) and 11th Street are increased from 4 to 6 lanes of two-way traffic Pedestrian and bicycle safety are further enhanced with the placement of a traffic signal at the B Avenue-Smith Rock Way crossings of the couplet



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<p>Safety and Health: enable people to safely and comfortably drive, walk, run or cycle in and through the Community, including along and across US 97, for all types of trips.</p>	<ul style="list-style-type: none"> Address safety, comfort, and security of people driving, walking, and biking along and across US 97. Use transitional and traffic calming techniques to slow traffic to posted speeds 	<p>Does the proposed project element address an area with a crash history or risk factor? Is it expected to improve safety or slow speeds?</p>	●	<ul style="list-style-type: none"> The grade separated crossing at Lower Bridge Way addresses a location with crash history location The southern and northern gate chicanes should reduce travel speeds entering the community The narrow cross-section (26 feet curb-to-curb) and urban characteristics (curb, landscaping, cycle track and sidewalks) should help slow speeds 	◐	<ul style="list-style-type: none"> The grade separated crossing at Lower Bridge Way addresses a crash history location The wider five lane section may maintain existing or potentially increase travel speeds entering the community The urban characteristics (curb, landscaping, cycle track and sidewalks) should help slow speeds
		<p>Does the proposed project element reduce the level of stress experienced by pedestrians and/or cyclists?</p>	●	<ul style="list-style-type: none"> The cycle track and separated sidewalks will reduce the level of stress by pedestrians and/or cyclists traveling parallel to US 97 The reduced pedestrian and bicycle exposure throughout the couplet should improve the east-west crossing experience The installation of rectangular rapid flash beacons at the B Avenue-Smith Rock Way crossings of the couplet should enhance pedestrian and bicycle safety 	◐	<ul style="list-style-type: none"> The cycle track and separated sidewalks will reduce the level of stress by pedestrians and/or cyclists traveling parallel to US 97. The increased pedestrian and bicycle exposure throughout the corridor will reduce the east-west crossing experience The installation of a traffic signal at the B Avenue/US 97 intersection should enhance pedestrian and bicycle safety at that location
<p>Accessibility: provide infrastructure that supports accessible transportation options for all users.</p>	<ul style="list-style-type: none"> Address the identified existing and future year 2040 gaps and deficiencies (needs) within the study area. Provide well-designed, visible, safe, and convenient infrastructure and crossings for all users (e.g., agricultural equipment). 	<p>Does the proposed project element address existing gap or deficiency in the vehicular, transit, bicycle and/or pedestrian network?</p>	●	<ul style="list-style-type: none"> The cycle track and separated sidewalks will address many of the existing gaps along the corridor The grade separated crossing at Lower Bridge Way addresses a crash history location and improves vehicular, pedestrian, and bicycle operations The narrow cross-section and northerly and southerly chicanes entering the community should reduce traveling speeds 	●	<ul style="list-style-type: none"> The cycle track and separated sidewalks will address many of the existing gaps along the corridor The grade separated crossing at Lower Bridge Way addresses a crash history location and improves vehicular, pedestrian, and bicycle operations



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Financial Responsibility: use resources efficiently and invest in infrastructure that will serve the Community and statewide highway for years to come	• Achieve maximum return on the \$20 million allocated for improvements in the Terrebonne community	What is the planning-level cost estimate of the proposed project element?		• \$22.5M		\$25.9M
		Can the preferred plan be implemented with the money allocated?		• Value engineering should allow the couplet concept to be refined to meet the \$20M legislative allocation or stay within 10 percent (currently 13 percent over the allocation)		Not at this time. The current estimate is 30 percent over the \$20M legislative allocation
		Does the benefit exceed the cost over a 20-year horizon?		• The Couplet benefit to cost will exceed 1.0 due to the safety benefits and no control delay (i.e., traffic signals) to US97 traffic.		• The Five-Lane benefit to cost will exceed 1.0 due to the safety benefits; however, the introduction of the traffic signal at B Avenue will introduce significant travel delay costs which will reduce the overall benefit of the five-lane compared to the couplet.
Economic Vitality: encourage visitors and investment in the recreational, agricultural, business areas nearby and served by US 97.	• Provide connections to businesses and natural areas within and near the Terrebonne community. • Attract tourist and investment dollars to the greater Terrebonne community	Does the proposed project element address mobility and serviceability for local and regional freight activity?		• US 97 meets mobility standards in 2040 without the introduction of any mainline traffic control devices • Access conflicts to/from local businesses and residences accessing or crossing the highway are substantially reduced (60%) Furthermore, the more serious related crossing conflicts are decreased by 64% • Fewer conflict points and the introduction of one-way streets allows for improved accessibility and east-west connectivity at all local street and private driveway approaches to US 97		• US 97 does not meet mobility standards in 2040 and introduces a mainline traffic control device (i.e., a traffic signal) • Access conflicts to/from local businesses and residences accessing or crossing the highway is increased (8%). Furthermore, the more serious related crossing conflicts are increased by 19% • Increased conflict points reduces accessibility and east-west connectivity at all local streets and private driveway approaches to US 97 except the signalized B Avenue intersection



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Economic Vitality: encourage visitors and investment in the recreational, agricultural, business areas nearby and served by US 97.	<ul style="list-style-type: none"> Provide connections to businesses and natural areas within and near the Terrebonne community. Attract tourist and investment dollars to the greater Terrebonne community 	Does the proposed project element support business activity in and around the community (e.g., the Smith Rock State Park)?		<ul style="list-style-type: none"> The couplet provides improved access to the local businesses and expands the amount of highway frontage within the commercially zoned portion of the community Access to/from Smith Rock State Park is improved by reducing the number of conflicts Crooked River Ranch and Jefferson County residents are provided with a safer and more efficient access to US 97 and the Terrebonne community with the grade separated interchange 		<ul style="list-style-type: none"> The five-lane alternative increases the conflict points and decreases the ease of access to the local businesses because of the number of lanes that need to be crossed Access to/from Smith Rock State Park is improved by the introduction of the traffic signal at B Avenue Crooked River Ranch and Jefferson County residents are provided with a safer and more efficient access to US 97 and the Terrebonne community with the grade separated interchange
		Does the proposed project element improve pedestrian and/or bicycle access to businesses and natural areas in and around the community?		<ul style="list-style-type: none"> The cycle track and separated sidewalks will reduce the level of stress by pedestrians and/or cyclists traveling parallel to US 97 The reduced pedestrian and bicycle exposure throughout the couplet should improve the east-west crossing experience and access to businesses and Smith Rock State Park The installation of rectangular rapid flash beacons at the B Avenue-Smith Rock Way crossings of the couplet should enhance pedestrian and bicycle safety as well as access to the Terrebonne Community School 		<ul style="list-style-type: none"> The cycle track and separated sidewalks will reduce the level of stress by pedestrians and/or cyclists traveling parallel to US 97 The increased pedestrian and bicycle exposure throughout the corridor will reduce the east-west crossing experience and access to businesses The installation of a traffic signal at the B Avenue/US 97 intersection should enhance pedestrian and bicycle safety at that location as well as access to the Terrebonne Community School
		Total Evaluation Results		A combined score of 38 out of a possible 48.		A combined score of 16 out of a possible 48.

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