

## Technical Memorandum #7 – Second Level Alternatives Evaluation

## **Appendix** Volume 1

**Project Evaluation Ratings** 



## **Project Evaluation Ratings**

Table 1. Corridor Wide Projects Evaluation Rating

Goal	Evaluation Criteria (Level 2)			Corridor Wide Pro	iects	Evaluation Rating			
		Ramp Metering		Right-in/ Right-out Closures	10000	Ramps Improved to Standard	<u> </u>	Active Transportation Improvements	
1	Reduction in crash frequency (all modes)				Π			Moves all ped/bike traffic off Parkway to low stress	Π
		-36% (CMF)	4	-79%	4	-29% (CMF for accel lanes)	2	network (-100% bike/ped crashes)	2
	Reduction in crash severity (all modes)	NA	٥	-77%	1	NA	0	moves all ped/bike traffic off Parkway to low stress network (-100% bike/ped crashes)	1
	Travel Time Reliability on the Bend Pkwy	INA	U	Average PTI improves 3%; Larger improvements	4	INA	U	lietwork (-100% bike/ped crashes)	4
2	Traver fille Reliability of the Bend Fkwy			expected at RIRO closure locations due to large					
		Peak PTI segment improves from 3.40 to		reduction in crashes and conflict points along the					
		3.14; Average PTI improves 2%	1	Parkway	1	NA	0	NA	0
	Percent through traffic on congested	0.14, Average 1 11 improves 270		Slight increase in congestion on through segment	<u> </u>	IVA		INA	Ť
	segments			(near Revere Ave) with Lafayette RIRO closure					
		-100% (no over capacity segments on the		but decreases volumes on other congested					
		Parkway due to volume reduction)	2	segments of the Parkway	1	NA	0	NA	0
	Degree to which the alternative enhances	, , , , , , , , , , , , , , , , , , ,		,				Significantly enhances pedestrian and bicyclists	
	travel for multiple modes	NA	0	NA	0	NA	0	crossing of the Parkway	2
3	Ability to meet ODOT v/c targets	While not meeting V/C targets, nearly all ramp						,	
	, c	terminal intersection improve significantly		Improves v/c by removing at-grade RIRO access		Qualitative Assumption, HCS v/c			
		along with merge/diverge locations, leading to		but shifts some additional traffic demand to ramp		analysis is not influenced by			
		a score of 2	2	terminals	1	accel/decel lane length	1	NA	0
	,	No significant improvements, and some							
	(v/c ratios and LOS)	degraded operations at over capacity		See RIRO analysis appendix for impacts to local					
		intersections	-1	street system	-1	NA	0	NA	0
4		Shifts traffic to 3rd Street, which was		Shifts traffic to 3rd Street and other key routes,					
		identified as an unreliable route in the Bend		which was identified as an unreliable route in the					
		TSP analysis	-1	Bend TSP analysis	-1	NA	0	NA	0
	Peak Hour VMT by street classification	Slight decrease in VMT on local facilities (-							
		1.4% on collectors, -1.5% on arterials when		Slight increase in VMT on local facilities (1% on					
		comparing Bundle C against RIRO closures		collectors, 1% on arterials when comparing RIRO			_		
		assignment)	1	closure assignment against Bundle C)	-1	NA	0	NA	0
5	Number of bike and pedestrian crossing								
	locations on the Bend Parkway with low							Circuificantly, in an account of a strict and bis valiets law.	
	Level of Traffic Stress (LTS 2 or lower)	NA	0	NA	_	NA	_	Significantly increases pedestrian and bicyclists low- stress crossing opportunities of the Parkway	2
	Miles of north-south bike and pedestrian	IVA	U	INA	-	INA	U	Siless crossing opportunities of the Farkway	<del>                                     </del>
	facilities with low Level of Traffic Stress								
	within 0.25 miles of the Bend Parkway								
	Within 0.20 miles of the Bend 1 anway	NA	0	NA	0	NA	0	NA	0
	Does the alternative allow for TDM	Ramp metering is a management strategy for			<u> </u>	1471	_	Enhances bicycle and pedestrian network to	Ť
	strategies?	the Parkway	2	Would allow for ramp metering of the Parkway	1	NA	0	encourage mode shift as a TDM strategy	1
	Total PM peak hour vehicle delay (veh-	Unserved demand and total delay decrease		Unserved demand and total delay decrease				3,	
		significantly between Bundle C and No-Build		significantly between Bundle C and No-Build					
		microsimulation models, as shown in Vissim		microsimulation models, as shown in Vissim					
		Protocol Document	2	Protocol Document	2	NA	0	NA	0
	Total PM peak hour vehicle miles traveled			Travel demand model shows 2% regional					
		decrease in PM peak hour VMT between		increase in PM peak hour VMT between RIRO					1
		Bundle C and RIRO Closure BRM Models	1	BRM Assignment and No-Build	-1	NA	0	NA	0
	Approximate degree of right of way								
	impacts (order of magnitude costs)				1			Minimal impacts (some projects have no ROW impac	
		Likely no ROW impacts	1	Likely no ROW impacts	1	Minimal impacts	0	while others may have larger ROW impacts)	0
7	Total cost				_	4.000.000		Varies by project, some <\$5 million, other more than	1.
		\$100,000 - \$250,000 per location	1	\$50,000 - \$250,000 per location	2	\$1,000,000 - \$5,000,000	2	\$10 million	1
		Significant reduction in cost of delay and		Cinnificant valuation in and of	_	Moderate reduction in cost of	,	Madanata nadustian in a at at any	
			2	Significant reduction in cost of delay and crashes	2	crashes	1	Moderate reduction in cost of crashes	1
	crashes	crashes			1		1	1	1
	crashes  Does alternative leverage existing		0	NIA.	^	NI A	^	NIA.	^
	crashes  Does alternative leverage existing planned projects and programs?	NA	0	NA	0	NA Improvements can bannon	0	NA	
	crashes  Does alternative leverage existing planned projects and programs?  Can the alternative be divided into	NA Ramp meters can be added in phases as	0			Improvements can happen		Improvements can happen individually in phases and	
8	crashes  Does alternative leverage existing planned projects and programs?  Can the alternative be divided into fundable and constructible phases?	NA	0	NA RIRO closure can happen individually in phases				Improvements can happen individually in phases and many are easily fundable	
8	crashes  Does alternative leverage existing planned projects and programs?  Can the alternative be divided into fundable and constructible phases?  Does the alternative have local agency	NA Ramp meters can be added in phases as needed.	1	RIRO closure can happen individually in phases		Improvements can happen		Improvements can happen individually in phases and many are easily fundable Yes, many of the improvements are identified on the	
8	crashes  Does alternative leverage existing planned projects and programs?  Can the alternative be divided into fundable and constructible phases?	NA Ramp meters can be added in phases as	1			Improvements can happen		Improvements can happen individually in phases and many are easily fundable	2

Table 2. Corridor Wide Projects Evaluation Rating (continued)

Goal	Evaluation Criteria (Level 2)		Corridor Wide Projects Evaluation Rating												
		Shoulders Built to Stand	dard	Weather Warning System		Variable Speed Sign		Incident Mgmt.		<b>Enhanced Signal Operations at Ramp Ter</b>	minal				
1	Reduction in crash frequency (all modes)	5-15%	2		2	8-29%	2	~3%	2	No numerical analysis, but likely safety benefits due to measures such as queue dumps that remove standing vehicles from the mainline.	2				
	Reduction in crash severity (all modes)	NA	0	NA	0	NA	0	NA	0	Assumes it is used to prevent ramp queues from backing into the mainline, preventing high-severity crashes.	2				
2	Travel Time Reliability measures on the Bend Parkway (planning time index)	Reduce incident-induced delay by nearly 40%.	1	5% improvement in TTI(m); up to 200 person-hours of buffer travel time saved per event	2	NA	0	NA	2	NA	0				
	Percent through traffic on congested segments (modeled demand/capacity ratio > 1.0) of the Bend Parkway	NA NA	0	NA	0	NA	0	NA	0	NA	0				
	Degree to which the alternative enhances travel for multiple modes (qualitative assessment)	NA	0	NA	0	NA	0	NA	0	NA	0				
	Ability to meet ODOT v/c targets	NA	0	NA	0	NA	0	NA	0	NA	0				
	Ability to meet Bend mobility standards (v/c ratios and LOS)	NA	0	NA	0	NA	0	NA	0	NA	0				
	Travel Time Reliability measures (planning time index) for specific routes during PM peak hour	NA	0	NA	0	NA	0	NA	0	NA	0				
_	Peak Hour VMT by street classification	NA	0	NA	0	NA	0	NA	0	NA	0				
5	Number of bike and pedestrian crossing locations on the Bend Parkway with low Level of Traffic Stress (LTS 2 or lower)  Miles of north-south bike and pedestrian facilities with low	NA	0	NA	0	NA	0	NA	0	NA	0				
	Level of Traffic Stress within 0.25 miles of the Bend Parkway	NA	0	NA	0	NA	0	NA	0	NA	0				
	Does the alternative allow for transportation demand management strategies?	NA	0	NA	0	NA	0	NA	0	NA	0				
6		8% reduction in overall delay.	1	Hundreds of person-hours per weather event.		Unquantified though expected due to reduced collisions.	1	13,000 hours of vehicle- delay per year.	2	NA	0				
	Total PM peak hour vehicle miles traveled (regional measure)	NA	0	NA	0	NA	0	NA	0	NA	0				
	Approximate degree of right of way impacts (order of magnitude costs)	Potential impacts in locations with shoulders currently less than 6 feet.	1	Likely small ROW impacts.	2	Likely small ROW impacts.	2	No ROW impacts.	2	No ROW impacts.	2				
7	Total cost	\$2,000,000 - \$10,000,000	1	\$5,000 - \$450,000 per sign	2	\$500,000 - \$1,500,000 per sign	2	\$50,000 - \$500,000 per year	2	\$50,000 - \$100,000	2				
	Reduction in economic cost of delay and crashes	Significant reduction in cost of delay and safety	2	Significant reduction in cost of delay and safety	2	Significant reduction in cost of delay and safety	2	Significant reduction in cost of delay and safety	2	Reduction in cost due to safety benefits	1				
	Does alternative leverage existing planned projects and programs?	No current plans.	0	No current plans.	0	Existing plans to implement VSL along US 97.	1	Some existing coverage in Bend, via maintenance vehicles.	1	No current plans.	0				
8	Can the alternative be separated into reasonably fundable and constructible phases?	projects along US 97 very easily.	2	Can be implemented in stages.		Can be implemented in stages.	2	Can be expanded in stages.	2	Can be implemented in stages.	2				
	Does the alternative have local agency support?	Not explicitly included in the Bend TSP.	0	Included in Bend TSP.	1	Included in Bend TSP.	1	Included in Bend TSP.	1	Included in Bend TSP.	1				
	Evaluation Total	10		15		13		16		12					

Table 3. Corridor Wide Projects Evaluation Rating (continued)

Goal	Evaluation Criteria (Level 2)	Corridor Wide Projects Evaluation Rating												
		Transit Signal Priority		Freight Signal Priority		Travel Info. Signing	nfo. Signing Roadside Traveler Info. Dissemina							
1	Reduction in crash frequency (all modes)													
		NA		NA		NA		NA	0					
	Reduction in crash severity (all modes)	NA NA	0	NA NA	0	INA	0	INA INA	0					
	(all modes)													
		NA	0	NA	0	NA	0	NA	0					
2	Travel Time Reliability measures on the Bend Parkway													
	(planning time index)													
					_									
		NA	0	NA	0	NA	0	NA	0					
	Percent through traffic on congested segments (modeled													
	demand/capacity ratio > 1.0) of the Bend Parkway	NA	0	NA	0	NA	0	NA	0					
	Degree to which the alternative enhances travel for	TSP improves efficiency and reliability of	+ -	While this criterion doesn't fit freight well,	-	INA	<del>                                     </del>	IVA	+ -					
	multiple modes (qualitative assessment)	transit service, potentially increasing		freight does align with the overall goal										
	(4	ridership.	1	well, so we'll give it a point.	1	NA	0	NA	0					
3	Ability to meet ODOT v/c targets	NA NA	0	NA NA	0	NA	0	NA	0					
	Ability to meet Bend mobility standards (v/c ratios and													
	LOS)	NA	0	NA	0	NA	0	NA	0					
4	Travel Time Reliability measures (planning time index) for			NA.				N/A						
	specific routes during PM peak hour Peak Hour VMT by street classification	NA NA	0	NA NA	0	NA NA	0	NA NA	0					
- 5	Number of bike and pedestrian crossing locations on the	NA NA	1	NA NA	U	INA	U	INA INA	+ -					
	Bend Parkway with low Level of Traffic Stress (LTS 2 or													
	lower)	NA	0	NA	0	NA	0	NA	0					
	Miles of north-south bike and pedestrian facilities with low													
	Level of Traffic Stress within 0.25 miles of the Bend													
	Parkway	NA	0	NA	0	NA	0	NA	0					
	Does the alternative allow for transportation demand	TSP improves efficiency and reliability of				Signage can direct to alternative								
	management strategies?	transit service, potentially increasing	,	N/A		modes and mode access, such as park and ride lots.		NIA						
6	Total PM peak hour vehicle delay (vehicle hours)	ridership.	1	NA	0	park and ride lots.	1	NA	0					
"		Reduced transit delay, but no		Reduced delay for commercial freight										
		improvements for SOV.	0	vehicles, but no improvements for SOV.	0	NA	0	3-7% reduction in delay.	1					
	Total PM peak hour vehicle miles traveled (regional					1 2 1								
	measure)	NA	0	NA	0	NA	0	NA	0					
	Approximate degree of right of way impacts (order of													
	magnitude costs)	l.,						l						
<u> </u>	Takal a ak	No ROW impacts.	2	No ROW impacts.	2	Likely small ROW impacts.	2	Likely small ROW impacts.	2					
/	Total cost	\$9,000 \$35,000 per signal	2	\$8,000 - \$35,000 per signal	2	\$2,000 - \$30,000	2	\$50,000 - \$500,000 per sign	2					
	Reduction in economic cost of delay and crashes	\$8,000 - \$35,000 per signal		\$6,000 - \$55,000 per signal		\$2,000 - \$30,000		\$50,000 - \$500,000 per sign	2					
	Treduction in economic cost of delay and crashes													
		NA	0	NA	0	NA	0	NA	0					
	Does alternative leverage existing planned projects and								1					
	programs?													
		No current plans.	0	No current plans.	0	No current plans.	1	No current plans.	1					
8	Can the alternative be separated into reasonably fundable			Comba insulance and discontinuous										
	and constructible phases?	Can be implemented in stages	2	Can be implemented in stages or as part of another project.	2	Can be implemented in stages	2	Can be implemented in stage	2					
	Does the alternative have local agency support?	Can be implemented in stages.	2	or another project.		Can be implemented in stages.	_	Can be implemented in stages.	2					
	Does the alternative have local agency support!	Included in Bend TSP.	1	Included in Bend TSP.	1	Included in Bend TSP.	1	Included in Bend TSP.	1					
	Evaluation Total	9	<del>- '</del> -	8	<del>- '</del> -	9	<u> </u>	9						
<u> </u>	=	<u> </u>		<u>.                                      </u>		!		ļ						

Table 4. North Study Area Project Evaluation Rating

oal	Evaluation Criteria (Level 2)	North Study Area Project Evaluation Rating	
		North Corridor FEIS Improvements	
1	Reduction in crash frequency (all modes)	-70%	4
	Reduction in crash severity (all modes)	-77%	4
2	Travel Time Reliability measures on the Bend Parkway (planning time index)	Significantly improves reliability on the North Parkway (Peak PTI improves from 3.1 to 1.0)	2
	Percent through traffic on congested segments (modeled demand/capacity ratio > 1.0) of the Bend Parkway	Reduces all congested segments on the North Parkway	2
	Degree to which the alternative enhances travel for multiple modes (qualitative assessment)	Adds separated pedestrian and bicyclist facilities and improves congestion for motor vehicles	1
3	Ability to meet ODOT v/c targets	Improved multiple intersections to meet ODOT mobility standards	2
	Ability to meet Bend mobility standards (v/c ratios and LOS)	Degrade operations on 3rd, but improves operations in the Triangle, net negligible score	0
	Travel Time Reliability measures (planning time index) for specific routes during PM peak hour	Degrades travel time reliability on 3rd (US 20)	-1
	Peak Hour VMT by street classification	Slight increase in VMT on North 3rd Street/Parkway without corresponding decrease on local system	-1
	Number of bike and pedestrian crossing locations on the Bend Parkway with low Level of Traffic Stress (LTS 2 or lower)	Adds grade-separated crossings of the Parkway	2
	Miles of north-south bike and pedestrian facilities with low Level of Traffic Stress within 0.25 miles of the Bend Parkway	Adds parallel multi-use (low-stress) path to the Parkway	2
	Does the alternative allow for transportation demand management strategies?	NA	0
	Total PM peak hour vehicle delay (vehicle hours)	Significantly reduces delay on the Parkway (entire North Parkway under capacity in model)	2
	Total PM peak hour vehicle miles traveled (regional measure)	No significant change in total VMT	0
	Approximate degree of right of way impacts (order of magnitude costs)	Extensive ROW impacts	-2
7	Total cost	\$150,000,000 - \$250,000,000	-2
	Reduction in economic cost of delay and crashes	Significant reduction in cost of delay and crashes	2
	Does alternative leverage existing planned projects and programs?	Yes, Phase 1 of the FEIS is already funded	1
	Can the alternative be separated into reasonably fundable and constructible phases?	Yes, Phase 1 of the FEIS is already funded	1
	Does the alternative have local agency support?	Yes, on TSP update 2040 project list	1
	Evaluation Total	20	

Table 5. Central Study Area Projects Evaluation Rating

Goal	Evaluation Criteria (Level 2)	Central Study Area Projects Evaluation Rating										
		US 97	7 Mainli	ne Projects								
		Southbound Auxiliary Lane from Empir	e Blvd.	Northbound Auxiliary Lane from 3rd	St. to							
1	Reduction in crash frequency (all modes)	-21% (CMF for Aux Lane)	2	-21% (CMF for Aux Lane)	2							
	Reduction in crash severity (all modes)	-21% (CMF for Aux Lane)	2	-21% (CMF for Aux Lane)	2							
2	Travel Time Reliability measures on the Bend Parkway (planning time index)	Minor improvement (3%) in travel time reliability on segment with auxiliary lane. No significant improvements to larger Parkway conditions.	1	Minor improvement (3%) in travel time reliability on segment with auxiliary lane. No significant improvements to larger Parkway conditions.	1							
	Percent through traffic on congested segments (modeled demand/capacity ratio > 1.0) of the Bend Parkway  Degree to which the alternative enhances travel for	Improves capacity to reduce congested segments compared to No Build	2	Improves capacity to reduce congested segments compared to No Build	2							
	multiple modes (qualitative assessment)	NA	0	NA	0							
3	Ability to meet ODOT v/c targets	Similar to the NB auxiliary lane	2	1.27 to 0.82	2							
	Ability to meet Bend mobility standards (v/c ratios and LOS)	NA	0	NA	0							
4	Travel Time Reliability measures (planning time index) for specific routes during PM peak hour	No significant impact to reliability on key routes	0	No significant impact to reliability on key routes	0							
	Peak Hour VMT by street classification	NA	0	NA	0							
5	Number of bike and pedestrian crossing locations on the Bend Parkway with low Level of Traffic Stress (LTS 2 or lower) Miles of north-south bike and pedestrian facilities with	NA	0	NA	0							
	low Level of Traffic Stress within 0.25 miles of the Bend Parkway	NA	0	NA	0							
	Does the alternative allow for transportation demand management strategies?	NA	0	NA	0							
6	Total PM peak hour vehicle delay (vehicle hours)	Increases capacity on congested segments	1	Increases capacity on congested segments	1							
	Total PM peak hour vehicle miles traveled (regional measure)	NA	0	NA	0							
	Approximate degree of right of way impacts (order of magnitude costs)	Likely no ROW impacts	1	Likely no ROW impacts	1							
7	Total cost	\$1,000,000 - \$2,000,000	2	\$1,000,000 - \$3,000,000	2							
	Reduction in economic cost of delay and crashes	Moderate reduction in cost of delay	1	Moderate reduction in cost of delay	1							
	Does alternative leverage existing planned projects and programs?	Vac want of the EEIO Destance   Dest	4	Vac most of the EEIO Destance I D	_							
8	Can the alternative be separated into reasonably	Yes, part of the FEIS Preferred Design	1	Yes, part of the FEIS Preferred Design	1							
0	fundable and constructible phases?	Likely fundable/ constructible in a single phase	1	Likely fundable/ constructible in a single phase	1							
	Does the alternative have local agency support?	Yes, on TSP update 2040 project list (combined into project to implement		Yes, on TSP update 2040 project list (combined into project to implement								
	Evaluation Total	Parkway Study recommendations) 17	1	Parkway Study recommendations) 17	1							

Table 6. Central Study Area Projects Evaluation Rating (continued)

Goal	Evaluation Criteria (Level 2)	Central Study Area Projects Evaluation Rating													
						Butler Market Rd. Projects									
		Southbound Frontage Rd. to Interchai	nge	Southbound Off-ramp Traffic	Signal	Southbound Off-ramp Forma	lized	Butler Market/ 4th St. Tr	affic	Butler Market/ 4th St. Roundal	bout				
1	Reduction in crash frequency (all modes)	-18%	2	-20%	2	0%	0	NA	0	NA	0				
	Reduction in crash severity (all modes)	-19%	2	-21%	2	0%	0	NA	0	NA	0				
	Travel Time Reliability measures on the Bend Parkway														
ŀ	(planning time index)														
ŀ		l <u>-</u>		L		l <u>-</u>									
ŀ		NA, not on Parkway mainline	1	NA, not on Parkway mainline	1	NA, not on Parkway mainline	0	NA, not on Parkway	0	NA, not on Parkway	0				
		Does not significantly draw traffic from the													
	(modeled demand/capacity ratio > 1.0) of the Bend	Parkway and those segments are uncongested in the model	0	NA. not on Parkway mainline	0	NA, not on Parkway mainline	0	NA, not on Parkway	0	NA, not on Parkway	0				
	Parkway Degree to which the alternative enhances travel for	Adds connectivity for bicyclists,	U	NA, not on Parkway mainline	U	NA, not on Parkway mainline	0	NA, not on Parkway	U	NA, not on Parkway	U				
	multiple modes (qualitative assessment)	pedestrians and motor vehicles	1	NA	0	NA	0	NA	0	NA	0				
	Ability to meet ODOT v/c targets	NA/1.30 to 0.75	2	NA/1.30 to 0.69	2	No change	0	NA NA	0	NA NA	0				
	Ability to meet ODOT v/c targets  Ability to meet Bend mobility standards (v/c ratios and	147/1.00 to 0.70		1.00 to 0.00		140 Glange	U	14/7	U	1973	1				
ŀ	,	SB On-Ramp/Division/3rd 1.37 to 0.88	1	No change	0	No change	0	1.72 to 0.89	2	1.72 to 0.76	2				
4		Improves reliability on Butler Market Rd.		140 change		140 change		Improves reliability on		Improves reliability on Butler Market	_				
	for specific routes during PM peak hour	and US 20/3rd St. (both corridors identified		No significant impact to reliability		No significant impact to reliability		Butler Market Rd. (corridor		Rd. (corridor identified as unreliable					
ŀ	lor openie reales dannig i in peak near	as unreliable in TSP analysis)		on key routes	0	on key routes	0	identified as unreliable in	1	in TSP analysis)					
ŀ	Peak Hour VMT by street classification	NA	0	NA	0	NA NA	0	NA	0	NA	0				
	Number of bike and pedestrian crossing locations on														
	the Bend Parkway with low Level of Traffic Stress (LTS	Bike LTS/Ped LTS Improvement -		Bike LTS/Ped LTS Improvement -											
	2 or lower)	1/0	1	0/1	1	No change	0	NA	0	NA	0				
ŀ		Adds north-south low stress pedestrian													
ŀ	low Level of Traffic Stress within 0.25 miles of the Bend	and bicycle facility parallel to the Parkway													
	Parkway	(limited connectivity)	1	NA	0	NA	0	NA	0	NA	0				
ŀ	Does the alternative allow for transportation demand														
	management strategies?	NA	0	NA	0	NA	0	NA	0	NA	0				
6	Total PM peak hour vehicle delay (vehicle hours)														
ŀ		LOS F to B	2	LOS F to B	2	No change	0	LOS F to C	2	LOS F to C	2				
	Total PM peak hour vehicle miles traveled (regional														
	measure)	NA	0	NA	0	NA	0	NA	0	NA	0				
	Approximate degree of right of way impacts (order of		_				_								
	magnitude costs)	Limited impact	0	Likely no ROW impacts	1	No ROW impacts	2	Likely no ROW impacts	1	Likely no ROW impacts	1				
		\$7,250,000	1	\$1,100,000	2	\$765,000	2	\$500,000 - \$1,000,000	2	\$500,000 - \$1,000,000	2				
ŀ	Reduction in economic cost of delay and crashes	Moderate reduction in cost of crashes and		Moderate reduction in cost of		No change in cost of crashes or		Moderate reduction in cost							
ŀ		delay	1	crashes and delay	1	delay	0	of delay	1	Moderate reduction in cost of delay	1				
	Does alternative leverage existing planned projects and														
ŀ	programs?	N/A	0	NA.	_	N/A	0	NIA.	0	NA.					
	Com the altermative has consusted into manager alter	NA	0	NA	0	NA	0	NA	0	NA	0				
	Can the alternative be separated into reasonably	Likely fundable/ constructible in a single		Likely fundable/ senatrustible in a		Likely fundable/ senetrustible in		Likely fundable/		Likely fundable/ constructible in a					
ŀ	fundable and constructible phases?	Likely fundable/ constructible in a single	4	Likely fundable/ constructible in a	4	Likely fundable/ constructible in	4	constructible in a single	4	Likely fundable/ constructible in a	4				
ŀ	Door the alternative have local arrange aug = = +42	phase	1	single phase  Not on City project lists, but	T	a single phase	1	phase	1	single phase	1 1				
ŀ	Does the alternative have local agency support?	Yes, included in the City's new		TSAP project would likely											
ŀ		Transportation Safety Action Plan	1	necessitate this	1	Not on City project lists	0	Not on City project lists	0	Not on City project lists	0				
		Transportation Datety Aution Flair	1	וויייייייייייייייייייייייייייייייייייי		INOLOH OILY PROJECTIBLE	U	LINOT OIL OILY PLOIDER 11919	U	I NOT OILY PROJECT HOLD					

Table 7. Central Study Area Projects Evaluation Rating (continued)

	Goal	Evaluation Criteria (Level 2)		Cer	ntral Study Area Projects Evaluation	Rating		
1 Reduction in crash frequency (all modes) Reduction in crash frequency (all modes) Reduction in crash frequency (all modes) Reduction in crash severity (all modes) Reduction in consumation in constitution in a single phase Reduction in constitution in constitution in a single phase Reduction in constitution in constitution in a			Revere Ave. Projects		Cold	orado A	Ave. Projects	
1 Reduction in crash frequency (all modes) Reduction in crash frequency (all modes) Reduction in crash frequency (all modes) Reduction in crash severity (all modes) Reduction in consumation in constitution in a single phase Reduction in constitution in constitution in a single phase Reduction in constitution in constitution in a					Diamond Interchange		Northbound Ramps Traffic Signa	al or
Reduction in crash severtly (all modes) 2 Travel Time Reliability measures on the Bend Parkway (bright from the Bend measures of the Bend Rend Parkway mainline) 3 Ability to meet Bend mobility standards (vic ratios and LOS) 4 Travel Time Reliability measures (production of the Bend Rend Parkway) 5 Peak Hour WhiT by steed classification his bend pedestrian crossing locations on the Bend Parkway within 0.25 miles of the Bend NA 0 NA	1	Reduction in crash frequency (all modes)		0		2		2
Travel Time Reliability measures on the Bend Parkway (planning time index)   Percent through traffic on congested segments   NA, not on Parkway mainline   D NA			NA	0		4	-36% (CMF)	4
Percent through traffic on congested segments (modeled demand/capacity ratio > 1.0) of the Bend Parkway   Degree to which the alternative enhances travel for multiple modes (qualitative assessment)   NA, not on Parkway mainline   NA, not on NA, not on NA, not not on Parkway mainline   NA, not on NA, not not not not on Parkway mainline   NA, not on NA, not	2	Travel Time Reliability measures on the Bend Parkway						
(modeled demand/capacity ratio > 1.0) of the Bend Parkway mainline Parkway   NA. not on Parkway mainline Parkway mainline   NA. not on Parkway mainline   NA. no			NA, not on Parkway mainline	0	NA, not on Parkway mainline	0	NA, not on Parkway mainline	0
Degree to which the alternative enhances travel for multiple modes (qualitative assessment) and reduces stress for pedestrians 2								
multiple modes (qualitative assessment) and reduces stress for pedestrians 2 NA 0 NA 0 NA 0 ONA				0	NA, not on Parkway mainline	0	NA, not on Parkway mainline	0
Ability to meet DOT Vc targets Ability to meet DOT Vc targets Ability to meet Ball mobility standards (v/c ratios and LOS) No change  1 Travel Time Reliability measures (planning time index) for specific routes during PM peak hour Peak Hour VMT by street classification NA No significant impact to reliability on key routes No significant impact to reliability on key routes NA No significant impact to reliability on key routes NA No Na NA No Na NA No Na NA No Na Na Na Na Na No Na Na Na Na No Na Na Na No Na Na Na Na Na No Na N			Significantly improves travel for bicyclists					
Ability to meet Bend mobility standards (v/c ratios and LOS)  A Travel Time Reliability measures (planning time index) for specific routes during PM peak hour routes or routes of routes of routes of routes of routes of routes of the Bend padestrian crossing locations on the Bend Parkway with low Level of Traffic Stress (LTS 2 or lower)  No change  No		multiple modes (qualitative assessment)	and reduces stress for pedestrians	2	NA	0	NA	
LOS) A Travel Time Reliability measures (planning time index) for specific routes during PM peak hour routes  Peak Hour VMT by street classification NA O Namber of bike and pedestrian crossing locations on the Bend Parkway within 0.25 miles of the Bend Parkway Does the alternative elverage existing planned projects and programs?  Total PM peak hour vehicle miles traveled (regional measure) No change  NA O NA	3		0.99 to 1.06	-1	1.17/1.29 to 0.78/0.74	2	1.17/1.29 to 1.05/0.84	2
for specific routes during PM peak hour		LOS)	No change	0		0	1	0
Number of bike and pedestrian crossing locations on the Bend Parkway with low Level of Traffic Stress (LTS 2 or lower)   No change   0   1/2   2   1/2	4			0	(corridor identified as unreliable in	1	(corridor identified as unreliable in	
the Bend Parkway with low Level of Traffic Stress (LTS 2 or lower)  No change  No change			NA	0	NA	0	NA	0
low Level of Traffic Stress within 0,25 miles of the Bend Parkway  Does the alternative allow for transportation demand management strategies?  NA  NA  NA  NA  NA  NA  NA  NA  NA  N	5	the Bend Parkway with low Level of Traffic Stress (LTS 2 or lower)	No change	0	·	2		2
management strategies?    Total PM peak hour vehicle delay (vehicle hours)		low Level of Traffic Stress within 0.25 miles of the Bend Parkway			NA	0	NA	0
Total PM peak hour vehicle delay (vehicle hours)  No change  1 LOS F/F to C/D  2 LOS F/F to D/C  2 Total PM peak hour vehicle miles traveled (regional measure)  Approximate degree of right of way impacts (order of magnitude costs)  No ROW impacts  2 Extensive ROW impacts  3 Extensive ROW impacts  2 Extensive ROW impacts  3 Extensive ROW impacts  4 Extensive ROW impacts  5 Extensive ROW impacts  2 Extensive ROW impacts  3 Extensive ROW impacts  4 Extensive ROW impacts  5 Extensive ROW impacts  4 Extensive ROW impacts  5 Extensive ROW impacts		· ·	NA	0	NA	0	NA	0
Total PM peak hour vehicle miles traveled (regional measure)  Approximate degree of right of way impacts (order of magnitude costs)  No ROW impacts  Extensive ROW impacts  2 Extensive ROW impacts  3 Significant reduction in cost of delay and crashes and crashes and delay  4 Ramps would conflict with Aune Extension under consideration in TSP and Core Area Plan  5 Can the alternative be separated into reasonably fundable and constructible phases?  1 Does the alternative have local agency support?  Yes, on City's Low Stress Bicycle Network  1 Not on City project lists  0 NA  0 Difficult to fund in passes and expensive project (-2 score for total cost)  1 Cost)  1 NA  0 Yes, on TSP update 2040 project lists  1 Ves, on TSP update 2040 project lists	6					2	1	2
Approximate degree of right of way impacts (order of magnitude costs)  No ROW impacts  2 Extensive ROW impacts  2 Limited impact  0 Total cost  Reduction in economic cost of delay and crashes  No change in cost of crashes or delay  Does alternative leverage existing planned projects and programs?  No can the alternative be separated into reasonably fundable and constructible phases?  Does the alternative have local agency support?  No ROW impacts  2 Extensive ROW impacts  2 Extensive ROW impacts  2 Extensive ROW impacts  2 Extensive ROW impacts  2 Limited impact  0 Moderate reduction in cost of crashes and expensive project (-2 score for total cost)  1 TSP and Core Area Plan  1 NA  Difficult to fund in phases and expensive project (-2 score for total cost)  2 Extensive ROW impacts  -2 Limited impact  0 Moderate reduction in cost of crashes and expensive project (-2 score for total cost)  1 TSP and Core Area Plan  1 NA  0 Difficult to fund in phases and expensive project (-2 score for total cost)  Cikely fundable/ constructible in a single phase  1 cost)  Yes, on City's Low Stress Bicycle Network  1 Not on City project lists  0 Yes, on TSP update 2040 project list  1		Total PM peak hour vehicle miles traveled (regional	•					
magnitude costs)  No ROW impacts  2 Extensive ROW impacts  2 Extensive ROW impacts  -2 Limited impact  0  Total cost  Reduction in economic cost of delay and crashes  No change in cost of crashes or delay  Does alternative leverage existing planned projects and programs?  No change in cost of crashes or delay  No and crashes  Ramps would conflict with Aune  Extension under consideration in  TSP and Core Area Plan  -1 NA  O  Difficult to fund in phases and  expensive project (-2 score for total  cost)  Likely fundable/ constructible in a  single phase  1  Does the alternative have local agency support?  Yes, on City's Low Stress Bicycle Network  1 Not on City project lists  O Yes, on TSP update 2040 project list  1			NA	0	NA	0	NA	0
Reduction in economic cost of delay and crashes  No change in cost of crashes or delay  Does alternative leverage existing planned projects and programs?  Helps to build out the City LSN for bicycles  Can the alternative be separated into reasonably fundable and constructible phases?  Likely fundable/ constructible in a single phase  Does the alternative have local agency support?  Ramps would conflict with Aune Extension under consideration in TSP and Core Area Plan  Difficult to fund in phases and expensive project (-2 score for total cost)  Likely fundable/ constructible in a single phase  Yes, on City's Low Stress Bicycle Network  No change in cost of crashes  Significant reduction in cost of delay and delay  Ramps would conflict with Aune Extension under consideration in TSP and Core Area Plan  Difficult to fund in phases and expensive project (-2 score for total cost)  Likely fundable/ constructible in a single phase  1 Not on City project lists  O Yes, on TSP update 2040 project list  1			No ROW impacts	2	Extensive ROW impacts	-2		0
No change in cost of crashes or delay  Does alternative leverage existing planned projects and programs?  Helps to build out the City LSN for bicycles  Can the alternative be separated into reasonably fundable and constructible phases?  Likely fundable/ constructible in a single phase  Does the alternative have local agency support?  Yes, on City's Low Stress Bicycle Network  No change in cost of crashes or delay  Ramps would conflict with Aune Extension under consideration in TSP and Core Area Plan  -1 NA  Difficult to fund in phases and expensive project (-2 score for total cost)  Likely fundable/ constructible in a single phase  1 Not on City project lists  O Yes, on TSP update 2040 project list  1	7		\$500,000 - \$2,000,000	2		-2	\$500,000 - \$1,500,000	2
programs?    Extension under consideration in TSP and Core Area Plan   -1 NA   0		Reduction in economic cost of delay and crashes	No change in cost of crashes or delay	0	and crashes	2		
fundable and constructible phases?  Likely fundable/ constructible in a single phase  phase  1 cost)  Likely fundable/ constructible in a single cost)  Likely fundable/ constructible in a single phase  1 cost)  Likely fundable/ constructible in a single phase  1 cost)  Yes, on City's Low Stress Bicycle Network  Not on City project lists  Ves, on TSP update 2040 project list  1		programs?		1	Extension under consideration in	-1	NA NA	0
Does the alternative have local agency support?  Yes, on City's Low Stress Bicycle Network 1 Not on City project lists 0 Yes, on TSP update 2040 project list 1	8		, ,	1	expensive project (-2 score for total	-2	1	1
		Does the alternative have local agency support?		4	,			4
		Evaluation Tatal	res, on City's Low Stress Bicycle Network	1		U		<u> </u>

Ramps Traffic Sign (CMF)	nal or
(CMF)	4
ay mainline	0
ay mainline	0
NA to 1.05/0.84	2
NA y on Colorado Ave.	0
as unreliable in	1
NA TS Improvement	0
TS Improvement -	2
NA	0
NA	0
/F to D/C	2
NA	0
000	0 2
,000 n in cost of crashes	3 1
	'
NA	0
onstructible in a	1
te 2040 project list 18	1

Table 8. South Study Area Projects Evaluation Rating

Goal	Evaluation Criteria (Level 2)					ects Evaluation Rating			
		Dood Monket Dd / 2nd Ct. Dodiocto	ما ا ملاد			Rd. Projects		Mid on Northbound Off rome	
1	Reduction in crash frequency (all modes)	Reed Market Rd./ 3rd St. Dedicate	d Lett	Northbound Ramps Traffic Signa	al or	Single-Point Urban Interchange Similar improvement to signalizing and		Widen Northbound Off-ram	ıp
	, , ,	-10% (CMF)	2	-4%	2	widening northbound ramp	2	-4%	2
	Reduction in crash severity (all modes)	-10% (CMF)	2	0%	0	Similar improvement to signalizing and widening northbound ramp	0	0%	0
	Travel Time Reliability measures on the Bend Parkway (planning time index)			Reduces queue spillback onto		Reduces queue spillback onto Parkway		Reduces queue spillback onto Parkway as shown in	
		NA, not on Parkway	0	Parkway as shown in microsimulation	1	as shown in microsimulation	1	microsimulation	1
	Percent through traffic on congested segments (modeled demand/capacity ratio >								
	1.0) of the Bend Parkway	NA, not on Parkway mainline	0	NA, not on Parkway mainline	0	NA, not on Parkway mainline	0	NA, not on Parkway mainline	0
	Degree to which the alternative enhances travel for multiple modes (qualitative								
	assessment)	NA	0	NA	0	NA	0	NA	0
3	Ability to meet ODOT v/c targets	NA	0	V/C ratio changes from NA/2.00 to 0.89	1	V/C ratio changes from NA/2.00 to 0.76	2	NA	0
	Ability to meet Bend mobility standards (v/c ratios and LOS)		J	3.00		The fall of the first section			
		1.52 to 1.31	1	No change	0	No change	0	NA	0
4	Travel Time Reliability measures (planning time index) for specific routes during PM peak	Potential to improve reliability along 3rd St. and Reed Market Rd. (both							
	hour	identified as unreliable in the Bend		No significant impact to reliability on		No significant impact to reliability on key		No significant impact to reliability	
	Peak Hour VMT by street classification	TSP analysis)	1	key routes	0	routes	0	on key routes	0
	l ear riour vivir by street classification	NA	0	NA	0	NA	0	NA	0
	Number of bike and pedestrian crossing					Bike LTS/Ped LTS Improvement -			
	locations on the Bend Parkway with low Level			Bike LTS/Ped LTS Improvement -		2/-1, reduces protected crossing on Reed	0	NA.	
	of Traffic Stress (LTS 2 or lower) Miles of north-south bike and pedestrian	NA	0	2/1	2	Market, net score of 0	0	NA NA	0
	facilities with low Level of Traffic Stress within 0.25 miles of the Bend Parkway								
		NA	0	NA	0	NA	0	NA	0
	Does the alternative allow for transportation demand management strategies?	NA	0	NA	0	NA	0	NA	0
	Total PM peak hour vehicle delay (vehicle hours)	Reduces v/c, indicates some		F to A. However, the queues from 3rd still back up through the intersection as shown in the Vissim queue plots,					
		improvement to delay	1	lessening the delay benefit	1	F to C, queueing from 3rd mitigated	2	NA	0
	Total PM peak hour vehicle miles traveled				_		•		
	(regional measure) Approximate degree of right of way impacts	NA NA	0	NA NA	0	NA NA	0	NA NA	0
	(order of magnitude costs)	Moderate ROW impacts	-1	Likely no ROW impacts	1	Moderate ROW impacts	-1	Moderate ROW impacts	-1
7	Total cost	\$1,000,000 - \$2,000,000	2	\$700,000 - \$2,000,000	2	\$38,400,000	-2	\$2,400,000	2
	Reduction in economic cost of delay and crashes	Moderate reduction in cost of crashes and delay	1	Moderate reduction in cost of crashes and delay	1	Moderate reduction in cost of crashes and delay	1	Moderate reduction in cost of crashes	1
	Does alternative leverage existing planned projects and programs?	,				,			
		Yes, this is a funded but undefined			_		_		
8	Can the alternative be separated into	CIP project	1	None	0	None	0	None	0
	reasonably fundable and constructible phases?	Likely fundable/ constructible in a		Likely fundable/ constructible in a		Difficult to fund in phases and expensive		Likely fundable/ constructible in a	
		single phase	1	single phase	1	project (-2 score for total cost)	-2	single phase	1
	Does the alternative have local agency support?	Yes, on TSP update 2040 project list	1	Yes, on TSP update 2040 project list as Reed Market interchange project (pending analysis from Parkway Study)	1	Yes, on TSP update 2040 project list as Reed Market interchange project (pending analysis from Parkway Study)	1	Yes, on TSP update 2040 project list as Reed Market interchange project (pending analysis from Parkway Study)	1
	L Evaluation Total	res, on 15P update 2040 project list		(pending analysis from Parkway Study)		(pending analysis from Parkway Study)  4	ı	7	1 1

Table 9. South Study Area Projects Evaluation Rating

Goal	Evaluation Criteria (Level 2)					South Study Area Projects Eva	luatio	on Rating						
	,		Pov	vers Rd. Projects		China H		I. Projects		Baker Rd./ Knott Rd. Projects				
	De de fina in constituir de la constitui	Overcrossing	T	Interchange	1	Overcrossing	Г	Frontage Road		Traffic Signals at Ram	)	Roundabouts at Ramp Term	inals	
	Reduction in crash frequency (all modes)	-100%	4	-34% (CMF avg)	2	-100%	4	0%	0	-5% (CMF)	2	-1%	2	
	Reduction in crash severity (all modes)	-100%	4	-28% (CMF avg)	2	-100%	4	0%	0	-36% (CMF)	4	-11%	2	
	Travel Time Reliability measures on the Bend					Removes at-grade impacts of								
I	Parkway (planning time index)	Powers Road, Improving TTR by -	_	Removes congestion bottleneck at Powers Road,	_	China Hat/Ponderosa from the	,	NA mat an Davisson	0	NA not on Donlarer marialing	_	NA not on Dodovov moinling	•	
I	Percent through traffic on congested	1.04 Reduces congestion on over	2	Improving TTR by -1.04	2	Parkway	1	NA, not on Parkway	U	NA, not on Parkway mainline	0	NA, not on Parkway mainline	U	
		capacity segment by removing at-		Reduces congestion on over capacity segment by										
	1 3 1	grade intersection	1	removing at-grade intersection	1	NA, not on congested segment	0	NA, not on Parkway	0	NA, not on Parkway mainline	0	NA, not on Parkway mainline	0	
		Improves crossing for pedestrians				Adds crossing for pedestrians and								
!	, , , ,	and bicyclists; improves congestion	,	Improves crossing for pedestrians and bicyclists;		bicyclists; improves congestion for		NA.	0		_	NIA	0	
	assessment) Ability to meet ODOT v/c targets	for motor vehicles	1	improves congestion for motor vehicles	1	motor vehicles Adds another east-west	2	NA	0	NA V/C ratio changes from	0	NA V/C ratio changes from	0	
3	Ability to frieet ODO1 v/c targets	NA	0	V/C ratio changes from 1.24/0.09 to 0.84/0.57	2	connection for traffic	1	NA	0	1.26/2.00 to 0.63/0.80	2	1.26/2.00 to 0.79/0.80	2	
!	Ability to meet Bend mobility standards (v/c													
		Traffic will be diverted to local												
Ų		system because they can no longer				Adds another east-west								
	Travel Time Reliability measures (planning	enter the Parkway at this location	-2	No change  Draws traffic from Reed Market Rd. corridor with	0	connection for traffic	1	NA	0	NA	0	NA	0	
	time index) for specific routes during PM peak	Traffic diverted to 3rd St. which was		improved connectivity to improve reliability (Reed										
!		identified as an unreliable route in		Market Rd. identified as an unreliable corridor in		No significant impact to reliability		No significant impact to		No significant impact to		No significant impact to		
) 		the Bend TSP analysis	-1	the TSP analysis)	1	on key routes	0	reliability on key routes		reliability on key routes		reliability on key routes	0	
i 1	Peak Hour VMT by street classification	Traffic diverted to local system,												
		increasing VMT on local system	-1	NA	0	Shifts traffic off Parrell Road	2	No obvious shift	0	NA Bike LTS/Ped LTS	0	NA Bike LTS/Ped LTS	0	
	Number of bike and pedestrian crossing locations on the Bend Parkway with low Level	Rikes/peds are no longer required to		Bike LTS/Ped LTS Improvement -		Adds low-stress crossing (grade-				Improvement -		Improvement -		
	of Traffic Stress (LTS 2 or lower)	cross the busy ramp terminals	2	1/1	1	separated) of the Parkway	2	NA	0	2/2	2	1/2	2	
	Miles of north-south bike and pedestrian	or ode and back ramp terminale		".		oparatou, or and r annua,						=		
	facilities with low Level of Traffic Stress within							Adds north-south low-stress						
!	0.25 miles of the Bend Parkway							bicycle and pedestrian						
!		NA.	_	NA.	0	N/A		facilities paralleling the	0	N/A	_	NIA	0	
I	Does the alternative allow for transportation	NA NA	0	NA NA	0	NA	0	Parkway	2	NA	0	NA	0	
!	demand management strategies?	NA	0	NA	0	NA	0	NA	0	NA	0	NA	0	
6	Total PM peak hour vehicle delay (vehicle													
!	hours)													
!														
) 		NA	_	F/F to C/B	2	Reduces delay due to added connectivity	1	NA	0	F/F to C/C	4	F/F to B/B	2	
!	Total PM peak hour vehicle miles traveled	Traffic diverted to local system,	-	F/F to C/B		Connectivity	-	IVA	0	F/F to C/C	- 1	F/F to B/B		
!	(regional measure)	increasing VMT	-1	NA	0	NA	0	NA	0	NA	0	NA	0	
	Approximate degree of right of way impacts							Extensive ROW impacts,						
ļ	(order of magnitude costs)				_			including conflict with	_		_		_	
	Tatal and	Moderate ROW impacts	-1	Extensive ROW impacts	-2	Moderate ROW impacts	-1	railroad	-2	Limited impact	0	Limited impact	0	
/	Total cost	\$15,000,000	-1	\$21,700,000	-2	\$12,500,000	0	\$5,000,000 - \$10,000,000	1	\$1,000,000 - \$2,000,000	2	\$1,000,000 - \$2,000,000	2	
	Reduction in economic cost of delay and	Significant reduction in cost of	-1	Ψ21,700,000	-2	Moderate reduction in cost of	,	ψο,ουο,ουο - ψτο,ουο,ουο	-	Moderate reduction in cost of		Significant reduction in cost of		
	crashes	crashes	2	Significant reduction in cost of delay and crashes	2	crashes	1	No significant change	0	crashes and delay	1	crashes and delay	2	
	Does alternative leverage existing planned													
I	projects and programs?					Yes, ties into the Murphy		Yes, ties into the Murphy						
٠.	i e		0	None	0	Interchange future frontage road system	1	Interchange future frontage road system	1	None	0	None	0	
<b>]</b>		None		INUILE	U	System	<del></del>	Can likely be funded/	- 1	None	U	NULLE	U	
8	Can the alternative be separated into	None	<u> </u>											
	Can the alternative be separated into reasonably fundable and constructible	None  Difficult to fund in phases and	Ŭ			Difficult to fund in phases and		constructed in multiple						
			Ü	Difficult to fund in phases and expensive project (-		Difficult to fund in phases and somewhat expensive project (0				Likely fundable/ constructible		Likely fundable/ constructible		
	reasonably fundable and constructible phases?	Difficult to fund in phases and	-1	Difficult to fund in phases and expensive project (- 2 score for total cost)	-2			constructed in multiple	1	Likely fundable/ constructible in a single phase	1	Likely fundable/ constructible in a single phase	1	
	reasonably fundable and constructible phases?  Does the alternative have local agency	Difficult to fund in phases and moderately expensive project (-1			-2	somewhat expensive project (0		constructed in multiple phases as development	1		1		1	
	reasonably fundable and constructible phases?	Difficult to fund in phases and moderately expensive project (-1		2 score for total cost)	-2	somewhat expensive project (0 score for total cost)		constructed in multiple phases as development occurs	1		1		1	
	reasonably fundable and constructible phases?  Does the alternative have local agency	Difficult to fund in phases and moderately expensive project (-1			-2 1	somewhat expensive project (0		constructed in multiple phases as development	1		0		1	