

CIRCULATION AND DESIGN OPTION SCREENING CRITERIA SCORING MATRIX
 Highway 138 Corridor Solutions Study

● Best Meets Criteria
 ◉ Partially Meets Criteria
 ○ May Not Meet Criteria

		DESIGN CONCEPTS															
		Existing Corridor Improvements		Downtown Realignment					Direct Realignment				North Grade Separated Realignment				Portland Ave. Bridge
		1a	1b	2a	2b	2c	2d	2e	3a	3b	3c	3d	4a	4b	4c	4d	5
PROJECT PURPOSE																	
Does the concept address mobility, safety, connectivity, and multi-modal needs on Highway 138 between I-5 Exit 124 and Fulton Street?		●	○	●	●	●	●	●	●	●	●		●	●	●	●	○
TRAFFIC FLOW																	
Does the concept provide a solution that meets the future demand for regional and through travel to/from and between I-5 and the North Umpqua Highway (OR 138)?		●	○	●	●	●	●	●	●	●	●		●	●	●	●	○
Does the concept provide a transportation solution in keeping with State, County, and City planning efforts?		◉	○	◉	◉	◉	◉	◉	●	◉	◉		◉	◉	◉	◉	◉
Does the concept improve freight access to and from I-5 to Highway 138?		◉	○	●	●	●	●	●	●	●	●		●	●	●	●	○
CONNECTIVITY																	
Does the concept provide relief from restricted east-west travel when trains pass through?		○	○	○	○	○	○	○	○	●	●		●	●	●	●	●
Does the concept provide a solution that protects access to the downtown?		◉	◉	◉	◉	◉	●	●	●	○	●		○	◉	◉	●	●
Does the concept provide a solution that enhances economic development opportunities?		◉	○	●	●	◉	●	◉	●	●	●		●	●	●	●	○
ENVIRONMENTAL IMPACTS																	
Does the concept avoid or minimize impacts to wetlands and Waters of the State or US?		●	●	◉	○	◉	○	○	○	○	○		○	○	○	○	○
Does the concept avoid or minimize impacts to aquatic and terrestrial wildlife habitat?		●	●	◉	○	◉	○	○	○	○	○		○	○	○	○	○
CULTURAL IMPACTS																	
Does the concept avoid or minimize adverse impacts to Section 4(f) resources?		●	●	●	○	◉	○	○	◉	●	○		●	●	●	●	?
Does the concept avoid adverse impacts to properties listed, or eligible for listing, on the National Register of Historic Places?		●	●	●	○	◉	○	○	◉	●	○		●	●	●	●	?
Does the concept avoid adverse impacts to the historic neighborhood districts?																	
		Downtown		◉	◉	◉	◉	○	●	◉	◉		●	●	●	●	◉
		Laurelwood		●	●	●	●	●	●	●	◉		◉	◉	◉	◉	●
		Mill-Pine		●	●	●	●	●	●	●	●		●	●	●	●	◉
Does the concept avoid adverse impacts to archaeological resources?		●	●	●	●	●	●	●	●	●	●		●	●	●	●	?
Does the concept provide a transportation solution that protects and enhances existing neighborhoods and businesses?		●	○	◉	◉	◉	○	○	●	○	◉		○	○	◉	○	●
SAFETY																	
Does the concept mitigate operational and safety impacts on Highway 138?		●	○	●	●	●	●	●	●	●	●		●	●	●	●	○
MULTI-MODAL																	
Does the concept improve linkages for non-auto travel modes (e.g. bicycle, pedestrian, transit)?		○	○	◉	◉	◉	◉	◉	●	●	●		●	●	●	●	●
RELATIVE COST (\$, \$\$, \$\$\$, \$\$\$\$, \$\$\$\$, \$\$\$\$, \$\$\$)		\$	\$	\$\$	\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$
FORWARD FOR RECOMMENDATION? (Y/N)	CAC	Y	N	Y	N	N	Y	N	Y	Y	N	--	N	N	N	N	N
	TAC	Y	N	Y	N	Y	N	N	Y	N	N	Y	Y	N	N	N	N
	SC	Y	N	Y	N	Y	N	N	Y	N	N	Y	Y	N	N	N	N

3D: Concept 3a with a raised railroad creating grade separate crossings at DLB, Douglas, Oak, and Washington