

## Alternative Selection Matrix

**LEGEND:** (++) Substantial Improvement = + 2 points    (+) Some Improvement = + 1 point    (o) No Improvement and/or No Impacts = 0 points    (-) Negative Impact = - 1 point    (--) High Negative Impact = - 2 points

Evaluation Criteria		No-Action Alternative	TSM&O	Build Alternative 1	Build Alternative 2	Build Alternative 2A	Build Alternative 3	Build Alternative 3A	Build Alternative 4	Build Alternative 5	
TRAFFIC OPERATIONS AND SAFETY	<b>Safety</b>	No improvements.	Minor Improvements.	Most prevalent types of crashes on the corridor are typical of congested conditions. Increased congestion would most likely increase number of crashes.	Most prevalent types of crashes on the corridor are typical of congested conditions. Increased congestion would most likely increase number of crashes.	Most prevalent types of crashes on the corridor are typical of congested conditions. Increased congestion would most likely increase number of crashes. Bike lane improves safety for bikes.	Most prevalent types of crashes on the corridor are typical of congested conditions. Increased congestion would most likely increase number of crashes. Bike lane improves safety for bikes.	Shared parking/travel lane reduces conflict with parked cars during peak periods and improves safety. Bike lane improves safety for bikes.	Operational improvements enhance safety for automobiles.	Operational improvements enhance safety for automobiles.	
	<b>Multimodal Level of Service (LOS)</b>	<b>Ped</b>	No improvements.	No improvements.	No improvements.	No improvements.	Wider sidewalks on one side of the road improves pedestrian LOS.	Wider sidewalks on one side of the road improves pedestrian LOS.	No improvements.	No improvements.	No improvements.
		<b>Bike</b>	No improvements.	No improvements.	No improvements.	No improvements.	Provides bike only lane on both SW 8 <sup>th</sup> and SW 7 <sup>th</sup> Street.	Provides bike only lane on both SW 8 <sup>th</sup> and SW 7 <sup>th</sup> Street.	Provides bike only lane on SW 8 <sup>th</sup> Street.	No improvements.	No improvements.
		<b>Vehicle</b>	No improvements.	Potential operational improvements.	Delays due to increased congestion.	Delays due to increased congestion.	Delays due to increased congestion.	Delays due to increased congestion.	Operational Improvements.	Operational Improvements.	Operational Improvements.
		<b>Transit</b>	No improvements.	Potential operational improvements.	Delays due to increased congestion.	Provides transit only lane.	Delays due to increased congestion.	Delays due to increased congestion.	Operational Improvements.	Operational Improvements.	Operational Improvements.
	<b>Access (Driveway)</b>	No impacts.	No impacts.	Improved access during off peak periods. Access impacts during peak periods.	Improved access during off peak periods. Access impacts during peak periods.	Improved access during off peak periods. Access impacts during peak periods.	No impacts.	No impacts.	No impacts.	No impacts.	
	<b>Access (I-95)</b>	No improvements.	No improvements.	Improved access to I-95.	Improved access to I-95.	Improved access to I-95.	Improved access to I-95.	Improved access to I-95.	Improved access to I-95.	Improved access to I-95.	

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<b>PROJECT COST</b>	<b>Design Phase</b>	No cost	Very low cost	Requires roadway and signalization design costs.	Requires roadway and signalization design costs.	Requires roadway, signalization and drainage design costs.	Requires roadway, and drainage design costs.	Only minor roadway design required.	Only minor roadway design required.	Requires roadway and signalization design costs.
	<b>Construction</b>	No cost.	Very low cost.	New mast arms required.	New mast arms required.	Requires sidewalk widening, relocation of drainage structures and new mast arms.	Requires sidewalk widening and relocation of drainage structures. Maintains existing traffic flow. Does not require new mast arms.	Maintains existing traffic flow. Does not require new mast arms. Simple MOT.	Maintains existing traffic flow. Does not require new mast arms. Simple MOT.	New mast arms required.
	<b>Right of Way Acquisition</b>	No impacts.	No impacts.	Potential right of way required for new mast arms. Minor right of way acquisition at I-95.	Potential right of way required for new mast arms. Minor right of way acquisition at I-95.	Potential right of way required for new mast arms. Minor right of way acquisition at I-95.	Minor right of way acquisition at I-95.	Minor right of way acquisition at I-95.	Minor right of way acquisition at I-95.	Potential right of way required for new mast arms. Minor right of way acquisition at I-95.
	<b>Utility Relocation Cost</b>	No utility relocations.	No utility relocations.	Potential utility relocations due to new mast arms required and improvements at I-95.	Potential utility relocations due to new mast arms required and improvements at I-95.	Potential utility relocations due to new mast arms required, relocation of drainage structures to accommodate wider sidewalks, and improvements at I-95.	Potential utility relocations due to relocation of drainage structures to accommodate wider sidewalks and improvements at I-95.	Potential utility relocations due to improvements at I-95.	Potential utility relocations due to improvements at I-95.	Potential utility relocations due to new mast arms required and improvements at I-95.
<b>SOCIAL AND ECONOMIC ENVIRONMENT</b>	<b>Religious Centers</b>	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
	<b>Social Service Facilities / Schools / Group Care Facilities</b>	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
<b>CULTURAL ENVIRONMENT</b>	<b>Section 4(f)</b>	No use.	No use.	No use.	No use.	No use.	No use.	No use.	No use.	No use.
	<b>Historic Sites and Districts</b>	No impacts.	No impacts.	No impacts.	Impacts to parking may be considered adverse.	Impacts to parking may be considered adverse.	No impacts.	No impacts.	No impacts.	No impacts.

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CULTURAL ENVIRONMENT	<b>Archeological Sites</b>	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
	<b>Recreational Areas</b>	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
NATURAL ENVIRONMENT	<b>Wetlands</b>	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
	<b>Protected Species and Habitat</b>	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
PHYSICAL ENVIRONMENT	<b>Parking</b>	No impacts.	No impacts.	No impacts.	Reduced by 60% without right of way acquisition to provide turn lanes at signalized intersections.	Reduced by 60% without right of way acquisition to provide turn lanes at signalized intersections.	No impacts.	Reduced by 50% during peak periods but provides wider parking lane during off peak.	No impacts.	No impacts.
	<b>Pedestrians</b>	No impacts.	No impacts.	New mast arms require larger poles and foundations which impact sidewalk and ADA accessibility.	New mast arms require larger poles and foundations which impact sidewalk and ADA accessibility.	New mast arms require larger poles and foundations which impact sidewalk and ADA accessibility. Additional minor impacts during construction due to widening of sidewalk.	Minor impacts during construction due to widening of the sidewalk.	No impacts.	No impacts.	No impacts.
	<b>Air Quality</b>	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
	<b>Contamination</b>	No impacts.	No impacts.	Potential impacts due to mast arms.	Potential impacts due to mast arms.	Potential impacts due to mast arms and widening of sidewalk.	Potential impacts due to widening of sidewalk.	No impacts.	No impacts.	Potential impacts due to mast arms.

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PHYSICAL ENVIRONMENT	<b>Water Quality</b>	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
	<b>Utilities</b>	No impacts.	No impacts.	Potential utility relocations due to replacement of mast arms.	Potential utility relocations due to replacement of mast arms.	Potential utility relocations due to replacement of mast arms and sidewalk widening.	Potential utility relocations due to sidewalk widening.	No impacts.	No impacts.	No impacts.
TOTAL SCORE	<b>Ranking</b>									

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