


















Table C.1 Evaluation of Five-Lane with Diversion – Comparing the Goals, Objectives, & Evaluation Criteria

Goal	Objective	Evaluation Criteria		
			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. 	<ul style="list-style-type: none"> • Does the proposed project element serve people that live in, work in, and/or visit Terrebonne? 		Additional lane on US 97 creates a barrier for vehicles and pedestrians to cross.
		<ul style="list-style-type: none"> • 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? 		Requires acquisition of right-of-way and improvements to stormwater and utility facilities along the corridor. Creates additional crossing distances for east-west connectivity.
		<ul style="list-style-type: none"> • What are the right of way impacts of the proposed project element - # of businesses relocated, #of residential properties impacted, impacts to public facilities, etc. 		Significant grading required between Central Avenue and Lower Bridge Way. Impacts to swales and stormwater system.
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.	<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. 	<ul style="list-style-type: none"> • Does the proposed project element meet mobility targets on US97 through 2040? 		Does not meet mobility standards at US 97/B Avenue, 11 th Street/B Avenue, US 97/C Avenue, US 97/Central Avenue.
		<ul style="list-style-type: none"> • Does the proposed project element represent an investment that works toward the long-term solution for the corridor? 		Provides adequate capacity for through movements on US 97 through 2040 but does not address need at B Avenue.
		<ul style="list-style-type: none"> • Does the proposed project element maintain or enhance the carrying and dimensional capacity for statewide freight movement? 		Maintains/Improves freight capacity.
		<ul style="list-style-type: none"> • Does the proposed project element enhance east-west connectivity within the community? 		Additional lane on US 97 creates a barrier for vehicles and pedestrians to cross.
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.	<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. 	<ul style="list-style-type: none"> • Does the proposed project element address an area with a crash history or risk factor? Is it expected to improve safety or slow speeds? 		Addresses crash history at US 97/Lower Bridge way with grade-separated interchange but does not address crashes at B Avenue or other side streets. Would require additional speed reduction techniques.
		<ul style="list-style-type: none"> • Does the proposed project element reduce the level of stress experienced by pedestrians and/or cyclists? 		Recommends pedestrian bridge or enhanced crossing at US 97/B Avenue. However, requires pedestrians/cyclists to cross five lanes of traffic on US 97.
Accessibility: provide infrastructure that supports accessible transportation options for all users.	<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). 	<ul style="list-style-type: none"> • Does the proposed project element address existing gap or deficiency in the vehicular, transit, bicycle and/or pedestrian network? 		A five-lane section increases the stress of pedestrians and cyclists.

Goal	Objective	Evaluation Criteria		
			Scoring	Comments
Financial Responsibility: use resources efficiently and invest in infrastructure that will serve the Community and statewide highway for years to come.	<ul style="list-style-type: none"> Achieve maximum return on the \$20 million allocated for improvements in the Terrebonne community 	<ul style="list-style-type: none"> What is the planning-level cost estimate of the proposed project element? 		Preliminary cost above \$20M.
		<ul style="list-style-type: none"> Can the preferred plan be implemented with the money allocated? 		Preliminary cost above \$20M
		<ul style="list-style-type: none"> Does the benefit exceed the cost over a 20-year horizon? 		High costs and increases crossing challenges where improvements are not provided.
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 	<ul style="list-style-type: none"> Does the proposed project element address mobility and serviceability for local and regional freight activity? 		Allows free flow on US 97.
		<ul style="list-style-type: none"> Does the proposed project element support business activity in and around the community (e.g., the Smith Rock State Park)? 		Free flow on US 97, however, long queues on the side streets (especially B Avenue during peak periods) may block driveways.
		<ul style="list-style-type: none"> Does the proposed project element improve pedestrian and/or bicycle access to businesses and natural areas in and around the community? 		Would provide an improvement at B Avenue, however, a five-lane section increases the stress of pedestrians and cyclists and increases exposure at all other US 97 crossings.
Total Evaluation Results				A combined score of 15 out of a possible 48. The primary deficiencies include safety, operations (side streets), and cost.











Scoring – Blank=0, Half=1, Full=3








 Meets

 Somewhat Meets

 Does Not Meet

Table C.2 Evaluation of Three-Lane with Add Lanes– Comparing the Goals, Objectives, & Evaluation Criteria

Goal	Objective	Evaluation Criteria		
			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. 	<ul style="list-style-type: none"> • Does the proposed project element serve people that live in, work in, and/or visit Terrebonne? 		Pedestrian bridge improves pedestrian safety but does not address capacity or connectivity needs.
		<ul style="list-style-type: none"> • 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? 		Requires acquisition of right-of-way at north and south ends of Terrebonne including widening at side streets.
		<ul style="list-style-type: none"> • What are the right of way impacts of the proposed project element - # of businesses relocated, #of residential properties impacted, impacts to public facilities, etc. 		May require right-of-way at side streets for additional lanes.
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.	<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. 	<ul style="list-style-type: none"> • Does the proposed project element meet mobility targets on US97 through 2040? 		Does not meet mobility standards at US 97/B Avenue, 11 th Street/B Avenue, US 97/C Avenue, US 97/Central Avenue.
		<ul style="list-style-type: none"> • Does the proposed project element represent an investment that works toward the long-term solution for the corridor? 		Does not address capacity needs.
		<ul style="list-style-type: none"> • Does the proposed project element maintain or enhance the carrying and dimensional capacity for statewide freight movement? 		Maintains three lane section. Three lanes do not provide enough capacity for through movements.
		<ul style="list-style-type: none"> • Does the proposed project element enhance east-west connectivity within the community? 		Provides separated crossing at B Avenue, however, the demand on US 97 would significantly impact side street turning movements.
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.	<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. 	<ul style="list-style-type: none"> • Does the proposed project element address an area with a crash history or risk factor? Is it expected to improve safety or slow speeds? 		Addresses crash history at US 97/Lower Bridge way with grade-separated interchange but does not address crashes at B Avenue or other side streets.
		<ul style="list-style-type: none"> • Does the proposed project element reduce the level of stress experienced by pedestrians and/or cyclists? 		Provides a crossing at B Avenue, however, the demand on US 97 would not reduce the level of stress for pedestrians or cyclists. It would greatly reduce gaps for crossing opportunities.
Accessibility: provide infrastructure that supports accessible transportation options for all users.	<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). 	<ul style="list-style-type: none"> • Does the proposed project element address existing gap or deficiency in the vehicular, transit, bicycle and/or pedestrian network? 		Does not address gaps in transportation system.

Goal	Objective	Evaluation Criteria		
			Scoring	Comments
Financial Responsibility: use resources efficiently and invest in infrastructure that will serve the Community and statewide highway for years to come.	<ul style="list-style-type: none"> Achieve maximum return on the \$20 million allocated for improvements in the Terrebonne community 	<ul style="list-style-type: none"> What is the planning-level cost estimate of the proposed project element? 		Cost estimate not completed for this proposal.
		<ul style="list-style-type: none"> Can the preferred plan be implemented with the money allocated? 		Cost estimate not completed for this proposal.
		<ul style="list-style-type: none"> Does the benefit exceed the cost over a 20-year horizon? 		Increases crossing challenges and does not address transition to Lower Bridge Way from US 97..
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 	<ul style="list-style-type: none"> Does the proposed project element address mobility and serviceability for local and regional freight activity? 		Capacity exceeded on US 97 under this proposal.
		<ul style="list-style-type: none"> Does the proposed project element support business activity in and around the community (e.g., the Smith Rock State Park)? 		Free flow on US 97, however, capacity exceeded on US 97.
		<ul style="list-style-type: none"> Does the proposed project element improve pedestrian and/or bicycle access to businesses and natural areas in and around the community? 		Would provide an improvement at B Avenue, however, lack of gaps on US 97 increases the stress of pedestrians and cyclists and increases exposure at all other US 97 crossings.
Total Evaluation Results				A combined score of 10 out of a possible 48. The primary deficiencies include safety and operations. The operations of this proposal create a fatal flaw.











Scoring – Blank=0, Half=1, Full=3








 Meets

 Somewhat Meets

 Does Not Meet

Table C.3 Evaluation of Three-Lane with Diversion – Comparing the Goals, Objectives, & Evaluation Criteria

Goal	Objective	Evaluation Criteria		
			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. 	<ul style="list-style-type: none"> • Does the proposed project element serve people that live in, work in, and/or visit Terrebonne? 		RRFB at B Avenue improves pedestrian safety but does not address capacity or connectivity needs.
		<ul style="list-style-type: none"> • 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? 		No significant barriers.
		<ul style="list-style-type: none"> • What are the right of way impacts of the proposed project element - # of businesses relocated, #of residential properties impacted, impacts to public facilities, etc. 		Right-of-way impact at U s97/Lower Bridge Way..
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.	<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. 	<ul style="list-style-type: none"> • Does the proposed project element meet mobility targets on US97 through 2040? 		Does not meet mobility standards at US 97/B Avenue, 11 th Street/B Avenue, US 97/C Avenue, US 97/Central Avenue.
		<ul style="list-style-type: none"> • Does the proposed project element represent an investment that works toward the long-term solution for the corridor? 		Does not address capacity needs.
		<ul style="list-style-type: none"> • Does the proposed project element maintain or enhance the carrying and dimensional capacity for statewide freight movement? 		Maintains three lane section. Three lanes do not provide enough capacity for through movements.
		<ul style="list-style-type: none"> • Does the proposed project element enhance east-west connectivity within the community? 		Provides crossing at B Avenue, however, the demand on US 97 would significantly impact side street turning movements.
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.	<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. 	<ul style="list-style-type: none"> • Does the proposed project element address an area with a crash history or risk factor? Is it expected to improve safety or slow speeds? 		Addresses crash history at US 97/Lower Bridge way with grade-separated interchange but does not address crashes at B Avenue or other side streets.
		<ul style="list-style-type: none"> • Does the proposed project element reduce the level of stress experienced by pedestrians and/or cyclists? 		Provides a crossing at B Avenue, however, the demand on US 97 would not reduce the level of stress for pedestrians or cyclists. It would greatly reduce gaps for crossing opportunities.
Accessibility: provide infrastructure that supports accessible transportation options for all users.	<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). 	<ul style="list-style-type: none"> • Does the proposed project element address existing gap or deficiency in the vehicular, transit, bicycle and/or pedestrian network? 		Does not address gaps in transportation system.

Goal	Objective	Evaluation Criteria		
			Scoring	Comments
Financial Responsibility: use resources efficiently and invest in infrastructure that will serve the Community and statewide highway for years to come.	<ul style="list-style-type: none"> Achieve maximum return on the \$20 million allocated for improvements in the Terrebonne community 	<ul style="list-style-type: none"> What is the planning-level cost estimate of the proposed project element? 		Cost estimate not completed for this proposal.
		<ul style="list-style-type: none"> Can the preferred plan be implemented with the money allocated? 		Cost estimate not completed for this proposal.
		<ul style="list-style-type: none"> Does the benefit exceed the cost over a 20-year horizon? 		Increases crossing challenges and does not address transition to Lower Bridge Way from US 97..
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 	<ul style="list-style-type: none"> Does the proposed project element address mobility and serviceability for local and regional freight activity? 		Capacity exceeded on US 97 under this proposal.
		<ul style="list-style-type: none"> Does the proposed project element support business activity in and around the community (e.g., the Smith Rock State Park)? 		Free flow on US 97, however, capacity exceeded on US 97.
		<ul style="list-style-type: none"> Does the proposed project element improve pedestrian and/or bicycle access to businesses and natural areas in and around the community? 		Would provide an improvement at B Avenue, however, lack of gaps on US 97 increases the stress of pedestrians and cyclists and increases exposure at all other US 97 crossings.
Total Evaluation Results				A combined score of 12 out of a possible 48. The primary deficiencies include safety and operations. The operations of this proposal create a fatal flaw.

Scoring – Blank=0, Half=1, Full=3

 Meets

 Somewhat Meets

 Does Not Meet