

EVALUATION MATRIX - DEER VALLEY ROAD TO CAVE CREEK ROAD

Criteria	Brief Description	Performance Measures	Importance Factor	Alternative 1-N (36 th Street alignment from Deer Valley to Pinnacle Peak, and 40 th Street alignment from Pinnacle Peak to Cave Creek)	Alternative 2-N (offset 150 feet West of Alternative 1-N alignment between Pinnacle Peak and Cave Creek)	Alternative 3-N (offset 1,320 feet West of Alternative 1-N alignment between Pinnacle Peak and Cave Creek)
TOTAL SCORE				+20	-5	-4
Recommendations:				Considered for further study	Considered but eliminated from further study	Considered but eliminated from further study
Purpose and Need	The purpose of this project would be to provide direct access to and from SR 51 and the areas of existing and future development within the study area, increase efficiency of the transportation network, reduce congestion and travel times for motorists, and to provide greater regional mobility with improved access to SR 51. The need for the project is based upon the existing populations within the study area and the corresponding demands that are placed on the transportation network that generate congestion and excessive trip times for motorists. Projected population and employment growth will place even greater demands on the transportation network and conditions will worsen without the continued development of the arterial street network in the study area and improved access to the Regional Freeway System.	The proposed action addresses the existing deficiencies in the transportation system and would meet the future needs.	2x	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Continues the development of the arterial street network to provide access to areas of new development and growth. Reduces congestion and trip times for motorists and increases the efficiency of the transportation network.	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Continues the development of the arterial street network to provide access to areas of new development and growth. Reduces congestion and trip times for motorists and increases the efficiency of the transportation network.	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Continues the development of the arterial street network to provide access to areas of new development and growth. Reduces congestion and trip times for motorists and increases the efficiency of the transportation network.

LEGEND:

Relative Performance to Evaluation Criteria

Poor	Neutral	Good
-1	0	+1

Weighting Factor for Each Criteria

More Important	Important
2x	1x

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Pedestrian Safety	Potential conflicts between the existing or future development of motorized and non-motorized facilities	Recognizes high pedestrian use areas throughout corridor and provides opportunity for the construction of dedicated pedestrian facilities or the enhancement of existing pedestrian facilities, and the opportunity for traffic speed-reduction features, signage, and signalization	2x	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Virtual blank slate allows for the incorporation of dedicated pedestrian/non-motorized facilities and enhancements. Typical section would be employed incorporating bicycle lanes and detached sidewalks.	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Virtual blank slate allows for the incorporation of dedicated pedestrian/non-motorized facilities and enhancements. Typical section would be employed incorporating bicycle lanes and detached sidewalks.	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Virtual blank slate allows for the incorporation of dedicated pedestrian/non-motorized facilities and enhancements. Typical section would be employed incorporating bicycle lanes and detached sidewalks.
Motorist Safety	Roadway features, configurations, and geometries and/or traffic control that may present potentially increased motorist hazards or traffic conflicts	Provides opportunity for roadway configurations and geometries that reduce traffic speeds while maintain free-flow conditions, and minimization of intersections that create potential conflicts between mainline traffic and traffic making turning movements	2x	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Provides conventional roadway configuration and geometry with normal intersections.	Base score: 0 Factor: 2x Score: 0 x 2 = 0 Provides conventional roadway configuration and geometry with normal intersections. However, bridges spanning CWA 404 permit mitigation corridors and Cave Buttes Dike No. 2 introduce vertical curves that would impact sight distances and the placement of intersecting streets and driveways.	Base score: 0 Factor: 2x Score: 0 x 2 = 0 Provides conventional roadway configuration and geometry with normal intersections. However, bridges spanning CWA 404 permit mitigation corridors and Cave Buttes Dike No. 2 introduce vertical curves that would impact sight distances and the placement of intersecting streets and driveways.
Public Input	Feedback received from the public solicited through the stakeholder and public meetings, or received as written comments	Generally meets public expectations and addresses concerns expressed through the gathered public comments received to-date; public input will continue and the application of this criterion is subject to change pending future public input	2x	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Less popular with residents of Tatum Highland community.	Base score: +1 Factor: 2x Score: +1 x 2 = +2 More popular with residents of Tatum Highland community.	Base score: +1 Factor: 2x Score: +1 x 2 = +2 More popular with residents of Tatum Highland community.
Agency Input	Feedback received from government agencies solicited through the stakeholder meetings, the agency scoping meeting, or received as written comments	Generally meets the stakeholder governments' expectations and addresses input expressed through gathered comments; agency input will continue and the application of this criterion is subject to change pending future agency input	2x	Base score: +1 Factor: 2x Score: +1 x 2 = +2 COP and ASLD support this alternative as the mutually agreed upon planning alignment. Flood Control District of Maricopa County supports this alignment as having the least potential to impact their facilities associated with the Cave Buttes Dike #2.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 COP and ASLD do not support this alternative. Flood Control District of Maricopa County would only accept this alternative if it does not impact the integrity of the Cave Buttes Dike #2 and provides the necessary maintenance access.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 COP and ASLD do not support this alternative. Flood Control District of Maricopa County would only accept this alternative if it does not impact the integrity of the Cave Buttes Dike #2 and provides the necessary maintenance access.

LEGEND:

Relative Performance to Evaluation Criteria

Poor	Neutral	Good
-1	0	+1

Weighting Factor for Each Criteria

More Important	Important
2x	1x

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Regional Mobility and Linkage to the Arterial and Freeway Roadway Systems	Facilitates intraregional movement of people, goods, and services throughout the Phoenix metropolitan area, and provides connectivity to the freeways and major arterial streets	Provides access to/from primary routes connecting adjacent subregions of the Phoenix metropolitan area	2x	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Improves access and connectivity with the larger regional transportation network, reduces congestion, and increases efficiency allowing motorists greater mobility within the Phoenix metropolitan area	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Improves access and connectivity with the larger regional transportation network, reduces congestion, and increases efficiency allowing motorists greater mobility within the Phoenix metropolitan area	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Improves access and connectivity with the larger regional transportation network, reduces congestion, and increases efficiency allowing motorists greater mobility within the Phoenix metropolitan area
Local Access	Connection with access points to existing and planned residential and commercial developments, and public facilities	Allows for the connections to secondary streets and driveways that provide access to existing and future planned neighborhoods, commercial developments, schools, and parks	2x	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Compatible with future development plans that have been created with a mutual understanding amongst all parties that BMB would be constructed on this alignment.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Would require all local access to be reconfigured from current City of Phoenix and ASLD plans.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Would require all local access to be reconfigured from current City of Phoenix and ASLD plans.
City of Phoenix General Plan Consistency	The relationship to the City of Phoenix General Plan (2002) as amended including consistency with existing and future land use, zoning, recreation and open space, and existing and future transportation facilities	Compatibility with the planned roadway alignments and their relationship to the existing and future planned land uses	2x	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Compatible with General Plan and provides mobility to future development as planned.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Requires amendments to the General Plan.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Requires amendments to the General Plan.
Reach 11 Recreation Master Plan Consistency	The relationship to and potential conflicts with the Reach 11 Recreation Master Plan	Compatibility with the existing and future planned recreation functions of Reach 11	2x	Score: n/a Criterion not relevant to northern portion of study area.	Score: n/a Criterion not relevant to northern portion of study area.	Score: n/a Criterion not relevant to northern portion of study area.
Arizona State Land Department (ASLD) Development Plans Consistency	The relationship to Desert Ridge and Azara (Tatum East-West), and other ASLD future land-use plans and associated permits	Compatibility with the planned roadway alignments and their relationship to the future planned land uses and existing permits	2x	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Alignment is consistent with existing CWA permits issued by USACOE and does not impact mitigation corridors outside of permitted crossings.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Requires the bridging of mitigation corridors and/or the revision of CWA permits.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Requires the bridging of mitigation corridors and/or the revision of CWA permits.

LEGEND:

Relative Performance to Evaluation Criteria

Poor	Neutral	Good
-1	0	+1

Weighting Factor for Each Criteria

More Important	Important
2x	1x

EVALUATION MATRIX - DEER VALLEY ROAD TO CAVE CREEK ROAD

Criteria	Brief Description	Performance Measures	Importance Factor	Alternative 1-N (36 th Street alignment from Deer Valley to Pinnacle Peak, and 40 th Street alignment from Pinnacle Peak to Cave Creek)	Alternative 2-N (offset 150 feet West of Alternative 1-N alignment between Pinnacle Peak and Cave Creek)	Alternative 3-N (offset 1,320 feet West of Alternative 1-N alignment between Pinnacle Peak and Cave Creek)
Section 4(f) Resources	Public park and recreation lands, wildlife and waterfowl refuges, and historic sites protected under Section 4(f) of the Department of Transportation Act	Acres of Section 4(f) property impacted; any impact to a Section 4(f) property other than <i>de minimis</i> is a fatal flaw	2x	Base score: 0 Factor: 2x Score: 0 x 2 = 0 Would not impact existing or future Section 4(f)-protected facilities.	Base score: 0 Factor: 2x Score: 0 x 2 = 0 Would not impact existing or future Section 4(f)-protected facilities.	Base score: 0 Factor: 2x Score: 0 x 2 = 0 Would not impact existing or future Section 4(f)-protected facilities.
Traffic Noise	Potential increases in the traffic noise experienced at outdoor-use areas associated with sensitive receivers including residences, parks, and schools	Number of residences, parks, and schools that are potentially impacted	2x	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Approximately 110 first and second row residences potentially impacted.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Approximately 110 first and second row residences potentially impacted.	Base score: 0 Factor: 2x Score: 0 x 2 = 0 Approximately 54 first and second row residences potentially impacted between Deer Valley and Pinnacle Peak Roads. No existing residences within 1,000 of alignment between Pinnacle Peak and Cave Creek Roads.
Air Quality	Potential increases in the generation of Clean Air Act criteria pollutants that would interfere with the implementation of transportation control measures and/or result in increases of mobile source air toxics	Compatibility with control measures	2x	Base score: 0 Factor: 2x Score: 0 x 2 = 0 Reduction in congestion and reduced distances/trip times to reach SR 51, and overall improvements to the efficiency of the transportation network would reduce vehicle emissions.	Base score: 0 Factor: 2x Score: 0 x 2 = 0 Reduction in congestion and reduced distances/trip times to reach SR 51, and overall improvements to the efficiency of the transportation network would reduce vehicle emissions.	Base score: 0 Factor: 2x Score: 0 x 2 = 0 Reduction in congestion and reduced distances/trip times to reach SR 51, and overall improvements to the efficiency of the transportation network would reduce vehicle emissions.
Visual Resources	Potential impacts to the landscape and/or the blocking or alteration of landscape views from the study area	Linear feet of roadway (overall disturbance to natural landscape) and linear feet of elevated roadway (potentially blocking views)	2x	Base score: 0 Factor: 2x Score: 0 x 2 = 0 Noticeable changes to the landscape would occur. BMB would be constructed at-grade with minimal blocking of views.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Noticeable changes to the landscape would occur. Bridges spanning CWA 404 permit mitigation corridors and Cave Buttes Dike No. 2 would block views.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Noticeable changes to the landscape would occur. Bridges spanning CWA 404 permit mitigation corridors and Cave Buttes Dike No. 2 would block views.
Construction and Right-of-Way Costs	The total costs associated with implementation of the alternative including the construction and land acquisition	Compares the costs to the programmed amount	2x	Score: n/a Criterion not relevant to northern portion of study area (this segment of BMB would be funded through the development of adjacent lands).	Score: n/a Criterion not relevant to northern portion of study area (this segment of BMB would be funded through the development of adjacent lands).	Score: n/a Criterion not relevant to northern portion of study area (this segment of BMB would be funded through the development of adjacent lands).

LEGEND:

Relative Performance to Evaluation Criteria		
Poor	Neutral	Good
-1	0	+1

Weighting Factor for Each Criteria	
More Important	Important
2x	1x

EVALUATION MATRIX - DEER VALLEY ROAD TO CAVE CREEK ROAD

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Geometry	Relationships to the other existing and planned roadway alignments at termini and major arterial intersections	Compatibility with the existing and future planned roadway alignments that results in minimally skewed intersections and/or less complex roadway geometry	2x	Base score: +1 Factor: 2x Score: +1 x 2 = +2 Meets intersecting roads and driveways at or near perpendicular.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Would meet intersecting roads and driveways at or near perpendicular. However, bridges spanning CWA 404 permit mitigation corridors and Cave Buttes Dike No. 2 would introduce vertical curves into the alignment and constrain the location of some intersecting roads and driveways.	Base score: -1 Factor: 2x Score: -1 x 2 = -2 Would meet intersecting roads and driveways at or near perpendicular. However, bridges spanning CWA 404 permit mitigation corridors and Cave Buttes Dike No. 2 would introduce vertical curves into the alignment and constrain the location of some intersecting roads and driveways. The southern leg of the intersection with Cave Creek Road and Sonoran Parkway would require more curvature than the General Plan alignment.
Traffic operations of existing ramps of the SR 51/SR 101L TI	Relationship to the traffic conditions on the existing ramps	Potential conflicts or benefits that would worsen or alleviate traffic slowing or backups on the TI ramps	1x	Score: n/a Criterion not relevant to northern portion of study area.	Score: n/a Criterion not relevant to northern portion of study area.	Score: n/a Criterion not relevant to northern portion of study area.
Drainage (outside of the Reach 11 area)	The natural and human-made features within the study area that convey stormwater including flood-control systems that retain/detain stormwater	Number of crossings that must be bridged, culverted, or diverted to maintain flows, and impacts to existing and planned stormwater retention/detention facilities	1x	Base score: +1 Factor: 1x Score: +1 x 1 = +1 Approximately 27 crossings.	Base score: -1 Factor: 1x Score: -1 x 1 = -1 Approximately 27 crossing and potential impacts to impoundment area upstream of Cave Buttes Dike #2.	Base score: -1 Factor: 1x Score: -1 x 1 = -1 Approximately 30 crossing and potential impacts to impoundment area upstream of Cave Buttes Dike #2.
Drainage (within the Reach 11 Area)	The impoundment (flood pool) created by the dike protecting Reach 11 of the CAP Canal	The quantity of fill and excavated material that must be balanced to maintain the capacity of the flood pool	1x	Score: n/a Criterion not relevant to northern portion of study area.	Score: n/a Criterion not relevant to northern portion of study area.	Score: n/a Criterion not relevant to northern portion of study area.
Utility Conflicts	Potential conflicts between existing and planned utilities	The number of conflicts that require utilities to be relocated	1x	Base score: 0 Factor: 1x Score: 0 x 1 = 0 Relocations or improvements to some existing utilities would likely be required.	Base score: 0 Factor: 1x Score: 0 x 1 = 0 Relocations or improvements to some existing utilities would likely be required.	Base score: 0 Factor: 1x Score: 0 x 1 = 0 Relocations or improvements to some existing utilities would likely be required.

LEGEND:

Relative Performance to Evaluation Criteria

Poor	Neutral	Good
-1	0	+1

Weighting Factor for Each Criteria

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Opportunity for Additional Parking at PHS	Potential for the compatibility with and access to proposed additional parking at PHS	The proposed action allows for potential co-development of additional parking at PHS and access to/from BMB is feasible	1x	Score: n/a Criterion not relevant to northern portion of study area.	Score: n/a Criterion not relevant to northern portion of study area.	Score: n/a Criterion not relevant to northern portion of study area.
Water Resources (floodplains and jurisdictional Waters of the US)	Areas that are designated by floodplain authorities as 100-year floodplains and drainages or water bodies that are under the jurisdiction of the US Army Corps of Engineers and regulated under Section 404 of the Clean Water Act	Encroachment into floodplains; number of jurisdictional washes crossed and/or area of existing permitted mitigation corridors impacted	1x	Base score: +1 Factor: 1x Score: +1 x 1 = +1 Crosses approximately 24 potentially jurisdictional washes and 3 permitted mitigation corridors that are already permitted crossings with flows that can be maintained with culverts.	Base score: -1 Factor: 1x Score: -1 x 1 = -1 Crosses approximately 24 potentially jurisdictional washes and 3 permitted mitigation corridors that require avoidance by spanning with bridge.	Base score: -1 Factor: 1x Score: -1 x 1 = -1 Crosses approximately 26 potentially jurisdictional washes and 4 permitted mitigation corridors that require avoidance by spanning with bridge.
Biological Resources	Habitat and its constituent floral and faunal components including species regulated under the Endangered Species Act, Migratory Bird Treaty Act, Arizona Native Plant Law, or as Wildlife of Special Concern in Arizona	Acres of undisturbed land impacted	1x	Base score: 0 Factor: 1x Score: 0 x 1 = 0 A similar number of acres would be disturbed with either alternative.	Base score: 0 Factor: 1x Score: 0 x 1 = 0 A similar number of acres would be disturbed with either alternative.	Base score: 0 Factor: 1x Score: 0 x 1 = 0 A similar number of acres would be disturbed with either alternative.
Cultural Resources	Archaeological sites, buildings, or objects that are, or may be eligible for, listing on the Arizona Register of Historic Places (ARHP) and/or the National Register of Historic Places (NRHP)	Number of potentially eligible or eligible for the ARHP/NRHP impacted	1x	Base score: 0 Factor: 1x Score: 0 x 1 = 0 Within close proximity to two known archaeological sites. Per the Tatum East-West planning area Implementation Handbook, archaeological monitoring would be required during construction of the alignment segment between Pinnacle Peak Road and Cave Buttes Dike #2.	Base score: 0 Factor: 1x Score: 0 x 1 = 0 Within close proximity to two known archaeological sites. Per the Tatum East-West planning area Implementation Handbook, archaeological monitoring would be required during construction of the alignment segment between Pinnacle Peak Road and Cave Buttes Dike #2.	Base score: -1 Factor: 1x Score: -1 x 1 = -1 Within close proximity to three known archaeological sites. Per the Tatum East-West planning area Implementation Handbook, archaeological monitoring would be required during construction of the alignment segment between Pinnacle Peak Road and Cave Buttes Dike #2.

LEGEND:

Relative Performance to Evaluation Criteria

Poor	Neutral	Good
-1	0	+1

Weighting Factor for Each Criteria

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2x	1x

EVALUATION MATRIX - DEER VALLEY ROAD TO CAVE CREEK ROAD

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Hazardous Materials	Known or potential sites that encompass the generation, storage, or contamination from substances regulated as hazardous by the Arizona Department of Environmental Quality and/or the Environmental Protection Agency	Number of sites impacted	1x	Base score: 0 Factor: 1x Score: 0 x 1 = 0 No known hazardous material sites would be displaced.	Base score: 0 Factor: 1x Score: 0 x 1 = 0 No known hazardous material sites would be displaced.	Base score: 0 Factor: 1x Score: 0 x 1 = 0 No known hazardous material sites would be displaced.
Neighborhood Continuity and Community Cohesion	The unimpeded movement of people within neighborhoods and their ability to reach important community locations such as schools, parks, and civic centers that are important to maintaining a healthy and functional society	Provides transportation connections and allows for efficient travel between neighborhoods and public spaces/facilities that are important to the community	1x	Base score: +1 Factor: 1x Score: +1 x 1 = +1 Connection with SR 51 would increase traffic on BMB but the resulting redistribution of traffic on the arterial grid would improve mobility and efficiency of the transportation system within the subregion. The movement of people would benefit from decreased congestion and better route options to move between neighborhoods and locations important to the community.	Base score: +1 Factor: 1x Score: +1 x 1 = +1 Connection with SR 51 would increase traffic on BMB but the resulting redistribution of traffic on the arterial grid would improve mobility and efficiency of the transportation system within the subregion. The movement of people would benefit from decreased congestion and better route options to move between neighborhoods and locations important to the community.	Base score: +1 Factor: 1x Score: +1 x 1 = +1 Connection with SR 51 would increase traffic on BMB but the resulting redistribution of traffic on the arterial grid would improve mobility and efficiency of the transportation system within the subregion. The movement of people would benefit from decreased congestion and better route options to move between neighborhoods and locations important to the community.
Civil Rights: Title VI and Environmental Justice	The potential for disproportionate impacts to protected populations including racial minorities, elderly, female head-of-household, and disabled peoples	Any instance of disproportionate impact due to alignment affecting protected populations versus adjacent non-protected populations	1x	Base score: 0 Factor: 1x Score: 0 x 1 = 0 Members of protected populations are not anticipated to be disproportionately impacted by this alternative.	Base score: 0 Factor: 1x Score: 0 x 1 = 0 Members of protected populations are not anticipated to be disproportionately impacted by this alternative.	Base score: 0 Factor: 1x Score: 0 x 1 = 0 Members of protected populations are not anticipated to be disproportionately impacted by this alternative.
Connectivity to existing or future employment centers	The transportation connections between areas of residential development and areas of employment located within and beyond the local subregion	Compatibility with the existing and planned transportation network and allows access to employment nodes such as downtown Phoenix	1x	Base score: +1 Factor: 1x Score: +1 x 1 = +1 Provides improved access to/from SR 51, the freeway connecting commuters with employment centers such as downtown Phoenix.	Base score: +1 Factor: 1x Score: +1 x 1 = +1 Provides improved access to/from SR 51, the freeway connecting commuters with employment centers such as downtown Phoenix.	Base score: +1 Factor: 1x Score: +1 x 1 = +1 Provides improved access to/from SR 51, the freeway connecting commuters with employment centers such as downtown Phoenix.

LEGEND:

Relative Performance to Evaluation Criteria

Poor	Neutral	Good
-1	0	+1

Weighting Factor for Each Criteria

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2x	1x

EVALUATION MATRIX - DEER VALLEY ROAD TO CAVE CREEK ROAD

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Public Transit	Public transit facilities and/or accommodation/co-development of transit facilities and public roads	Compatibility with the planned park-and-ride facility to be constructed on Deer Valley Road between 40 th Street and Tatum Boulevard and the planned express/rapid transit bus lines between the future park-and-ride and downtown Phoenix	1x	Score: n/a Criterion not relevant to northern portion of study area.	Score: n/a Criterion not relevant to northern portion of study area.	Score: n/a Criterion not relevant to northern portion of study area.
TOTAL SCORE				+20	-6	-5
Recommendations:				Considered for further study	Considered but eliminated from further study	Considered but eliminated from further study

LEGEND:

Relative Performance to Evaluation Criteria

Poor	Neutral	Good
-1	0	+1

Weighting Factor for Each Criteria

More Important	Important
2x	1x