

**5th Street Improvements Project
Key Design Factors
January 28th, 2010
As Scored at CAC Meeting #2**

Key Design Factors	Dot Scoring	Weighted Score¹ %	No Build Alternative	Alternative 1A 5th Street 2-way	Alternative 1B 5th Street 2-way Yew Two-Way	Alternative 2A Counterclockwise 5th/3rd Couplet Yew One-Way	Alternative 2B Clockwise 5th/3rd Couplet Yew One-Way	Alternative 2C Counterclockwise 5th/3rd Couplet Yew Two-Way	Alternative 2D Clockwise 5th/3rd Couplet Yew Two-Way
Traffic Congestion (Local) ²	26	15.29							
Traffic Congestion (System) ²	26	15.29							
Vehicle Access	18	10.59							
Emergency Response Access	15	8.82							
Private Property Impacts	14	8.24							
Parking	13	7.65							
Pedestrian Safety	12	7.06							
Noise	11	6.47							
Crime	10	5.88							
Property Value	9	5.29							
Vehicle Speed	9	5.29							
Yew Street Connection	9	5.29							
Air Quality	8	4.71							
Street Lighting	4	2.35							
Temporary Construction Impacts	4	2.35							
Pedestrian Facilities	3	1.76							
Preservation of Existing Features Within Public Right-of-Way (Trees, Yards, etc.)	3	1.76							
Bicycle Access	1	0.59							
Stormwater Management	1	0.59							
Landscaping	0	0.00							
Project Cost	0	0.00							
Transit Access	0	0.00							
Utility Impacts	0	0.00							
Weighted Value (With Congestion as Local)			0.00	0.00	0.00	0.00	0.00	0.00	0.00
Weighted Value (With Congestion as System Wide)			0.00	0.00	0.00	0.00	0.00	0.00	0.00

¹ Weighted score determined as the percentage of total "dots" received by a particular design factor.

² Traffic congestion can be viewed on a local (immediate 5th street area) or system wide basis (transportation network). As such, two totals have been developed to represent these different view points. Is how does an alternative impact 5th Street and how does an alternative impact the city's