		Transit Benefits/Ridership Potential									
		Travel Time (minutes)		Activity Centers Served		Access to 2015 Population		Access to 2015 Employment		Builds and Supports Existing Transit Service	
Downtown											
Best	**++**	< 3.0		> 10		> 1,500		> 10,000		Rating based on connectivity to existing routes and ridership in the sub-area	
Moderate	**o**	3.0-5.0		7-10		1,100-1,500		8,000-10,000			
Worst	**--**	> 5.0		< 7		< 1,100		< 8,000			
1a		- -	Benefits from 40MPH speed limit on Washington Blvd, though would lose speed due to a stop sign on 23rd St. and multiple signals along Washington. Rank is slightly higher than Alts. 1b & 1c due to no running on Grant Ave	++	All Downtown alignments fall within 1/4 mile of 11 activity centers and therefore receive the same ranking	++	Serves areas containing and slated for high residential densities north and east of 23rd St and Washington Blvd	O	Serves most of downtown employment including IRS	++	Traverses Washington Blvd, which has comparably high existing transit ridership and is an established transit corridor
1b		- -	Would encounter 25MPH speed limit on Grant St, multiple turns and multiple signals along Grant.	++		O	Provides service farther from areas planned for high residential densities	O	Serves most of downtown employment including IRS	O	Traverses Grant St, which is only served by divergent 612 routes off of Washington. Walkable access to Municipal Park stop along 25th St.
1c		- -	Would encounter 25MPH speed limit on Grant St and a stop sign on 23rd St, though would have faster travel speeds along the 40MPH Washington Blvd	++		++	Includes the combined catchment areas of Alternatives 1a and 1b	++	Includes all contained in both catchment areas of Alternatives 1a and 1b	O	Follows Washington Blvd for a portion of the alignment, which is an established high-ridership corridor, but also traverses Grant St, which has limited transit service
1d		++	Would utilize a dedicated, off-street right-of-way between the Ogden Transit Center and 25th Street, overall shortest DT alignment, and fewest stops/signals.	++		- -	Runs through historic commercial district with comparatively low residential densities	- -	Catchment misses IRS employment north of 23rd St	++	Follows 25th St, which is served by multiple bus routes, has comparably high ridership and is an established transit corridor
1d2		O	Utilizes same dedicated, off-street right-of-way as Alternative 1d, but would have a slower travel speed running along Electric Alley and additional turns	++		- -	Runs through historic commercial district with comparatively low residential densities	- -	Catchment misses IRS employment north of 23rd St	O	Runs through an alley with no transit service and impaired connectivity to other transit routes

	Transportation System Effects				Economic Development Goals						Estimated Cost (millions $)		
	UDOT Facility (% of total alignment)		Volume/Capacity		Compatibility with Existing Land Use		Supports Future Land Use		Development Potential		Streetcar	BRT	
Downtown													
Best ++	> 50%		< 0.1		Qualitative assessment of existing transit - supportive land uses in the corridor		Qualitative analysis of a corridor's potential to support increases in density		Qualitative assessment of a corridor's potential for redevelopment		< $20	< $5	
Moderate o	25% - 50%		0.1-0.5								$20-$25	$5-$7	
Worst --	< 25%		> 0.5								> $25	> $7	
1a	O	50% of alignment is located on UDOT facilities	- -	Relatively low volumes along 23rd St, higher along Washington	++	CBD zoning is in place along entirety of alignment and is supportive of a rapid transit investment	++	Infill projects and upzonings are planned along this corridor	++	Northeast corner of Washington Blvd and 23rd St has high redevelopment potential; other significant properties with redevelopment potential	++		Direct alignment
1b	++	0% of alignment is located on UDOT facilities	O	Relatively low volumes along 23rd and Grant	++	CBD zoning is in place along entirety of alignment and is supportive of a rapid transit investment	++	Infill projects and upzonings are planned along this corridor	++	Key developable parcel on 27th and Grant	++		Direct alignment
1c	O	30% of alignment is located on UDOT facilities	- -	Low volumes along 23rd, higher volumes along Washington	++	Same land uses as Alternatives 1a and 1b	++	Same land uses as Alternatives 1a and 1b	++	Combined development potential of Alternatives 1a and 1b; opens up highest number of properties to benefits of the transit investment	- -		Longer trackage (single track) due to loop configuration
1d	++	0% of alignment is located on UDOT facilities	O	Relatively low volumes along 25th St	O	Supports land uses and historic commercial along 25th, but initial north/south section has limited opportunity to support land use	O	Land uses along 25th will remain ideal for streetcar	- -	Industrial uses along Wall Ave have redevelopment potential if not designed in an auto-centric manner; minimal development potential along the largely built-out 25th Street corridor	++		Direct alignment
1d2	++	0% of alignment is located on UDOT facilities	- -	Use of existing alley would requre intersections with Wall and Lincoln, reducing capacity.	- -	CBD zoning in place; ROW could conflict with adjacent land use elements including access, parking and building rear frontages of Electric Alley	O	Parking lots are likely to remain unchanged	- -	Minimal development potential; corridor is largely built-out	++		Direct alignment

		Environmental Impacts		Operations/Constructability										Community Support	Safety	
		Potential Environmental Impacts		Slopes (Weighted)		Number of Turns		Utility Conflicts		Constrained Segments (Available ROW < 24')		Average Available ROW		Public and Stakeholder Support	Accident Potential	
Downtown																
Best	++	Potential impacts associated with historic properties, right-of-way issues, and other sensitive areas		0		1		< 6		0		> 30 ft.		Comment forms, dot maps, emails from public scoping period, WSU student input	< 25	
Moderate	o			N/A		2		6-10		1		24-30 ft.			25-50	
Worst	--			N/A		3		> 10		> 1		< 24 ft.			> 50	
1a		o	Moderate right of way issues, in an area with historic district properties	++	No slopes over 6% for any Downtown alignments (weighting=0)	++	1 turn	o	9 utility conflicts	o	1 constrained segment	o	25 feet average available ROW		o	
1b		o	Moderate right of way issues, in an area with historic district properties	++		o	2 turns	o	9 utility conflicts	o	1 constrained segment	o	29.2 feet average available ROW		++	
1c		o	Somewhat lower right of way issues due to single track, but two streets with historic district properties	++		- -	3 turns	- -	16 utility conflicts	++	0 constrained segments	++	34.9 feet average available ROW		- -	
1d		o	Moderate right of way issues in an area with historic district properties	++		++	1 turn	++	5 utility conflicts	++	0 constrained segments	++	33.4 feet average available ROW		++	
1d2		- -	Use of off-street right of way in an historic area; impacts will depend upon design but could disrupt use of alley for delivery, access, etc. and has more potential for impacts than an existing street	++		- -	3 turns	++	2 utility conflicts	- -	Alley would have ROW constraints	o	25.4 feet average available ROW		++	

		Transit Benefits/Ridership Potential									
		Travel Time (minutes)		Activity Centers Served		Access to 2015 Population		Access to 2015 Employment		Builds and Supports Existing Transit Service	
Crosstown (East Central Neighborhood)											
Best	**++**	< 7.5		> 9		> 10,500		> 11,000		Rating based on connectivity to existing routes and ridership in the sub-area	
Moderate	**o**	7.5-10.0		9		9,500-10,500		10,000-11,000			
Worst	**--**	> 10.0		< 9		< 9,500		< 10,000			
2a		++	Would benefit from 35MPH or greater speed limits on 26th St and Harrison Blvd	++	Provides service within 1/4 mile of 10 activity centers	O	Serves denser population in northern end of east-central neighborhood and 1/4 mile from Harrison	- -	Access to some neighborhood commercial along 26th St and employment along Harrison	O	Provides service along Harrison Blvd, which has comparably high transit service and ridership, but also traverses 26th St, which is one block away from established service along 25th
2b		O	Would benefit from 35MPH or greater speed limits on 25th St and Harrison Blvd, though would lose time due to a stop sign at 26th and Harrison	++	Provides service within 1/4 mile of 11 activity centers	O	Serves denser population in northern end of east-central neighborhood and 1/4 mile from Harrison	- -	Access to some neighborhood commercial along 25th St and employment along Harrison	++	Follows 25th St and Harrison Blvd, which are served by multiple bus routes and have comparably high ridership
2c		++	Would benefit from 35MPH or greater speed limits on 25th St, Monroe Blvd, and Harrison Blvd, though would lose time with the addition of turns onto and off of Monroe	++	Provides service within 1/4 mile of 11 activity centers	++	Serves majority of densely populated east-central neighborhood	- -	Access to some neighborhood commercial along 25th St and employment along Harrison	O	Whereas Monroe Blvd and 30th St do have transit service, these corridors are not as extensively used as 25th St and Harrison Blvd
2c1		- -	Would benefit from 35MPH speed limits on 25th St and Monroe Blvd, but travel times would drop considerably on Sullivan Rd and Jackson Ave due to 25MPH speeds and numerous stop signs	O	Provides service within 1/4 mile of 9 activity centers	O	Serves denser population in northern end of east-central neighborhood and 1/4 mile from Jackson	- -	Access to some neighborhood commercial along 25th St and employment along Harrison	- -	While transit service exists along a portion of Sullivan Rd, no service exists on Jackson Ave, thereby limiting connectivity
2c2		- -	Would benefit from 35MPH speed limits on 25th St and Monroe Blvd, but travel times would drop considerably due to a 25MPH speed limit on Sullivan Rd and numerous stop signs. Rank is slightly higher than 2c1 due to a 35MPH speed limit on Van Buren	++	Provides service within 1/4 mile of 10 activity centers	O	Serves denser population in northern end of east-central neighborhood and 1/4 mile from Van Buren	- -	Access to some neighborhood commercial along 25th St and employment along Harrison	- -	While transit service exists along a portion of Sullivan Rd, no service exists on Van Buren Ave, thereby limiting connectivity
2d		++	Would benefit from 35MPH or greater speed limits on 25th St, Monroe Blvd, and Harrison Blvd, would lose time with the addition of turns onto and off of Monroe, though would be faster than 2c because 26th St as one fewer signalized intersection than 25th St	O	Provides service within 1/4 mile of 9 activity centers	O	Serves denser population in northern end of east-central neighborhood and 1/4 mile from Harrison	- -	Access to some neighborhood commercial along 26th St and employment along Harrison	O	Ranks similarly to 2c, although ranking is lower for 2d because it traverses 26th St, with no transit service, rather than 25th St
2e		++	Benefits from 35MPH or greater speed limits on Washington Blvd, 30th St, and Harrison Blvd. Rank is slightly lower than 2a due to an additional curve	- -	Provides service within 1/4 mile of 8 activity centers	O	Traverses a largely commercial corridor	- -	Access to employment along Washington and Harrison	O	Serves Washington and Harrison Blvds, but transit service along 30th St is less robust and less utilized
2f		O	Benefits from 35MPH or greater speed limits on Washington Blvd and 36th St, though has twice as many signalized intersections between 30th and 36th Sts as Harrison Blvd	- -	Provides service within 1/4 mile of 7 activity centers	- -	Traverses a largely commercial corridor	++	Serves the high employment Washington Blvd corridor	O	Provides the most extensive service along Washington Blvd, which is an established transit corridor with relatively high ridership; however, existing service along 36th St is less extensive

	Transportation System Effects				Economic Development Goals						Estimated Cost (millions $)		
	UDOT Facility (% of total alignment)		Volume/Capacity		Compatibility with Existing Land Use		Supports Future Land Use		Development Potential		Streetcar	BRT	
Crosstown (East (													
Best ++	> 50%		< 0.75		Qualitative assessment of existing transit supportive land uses in the corridor		Qualitative analysis of a corridor's potential to support increases in density		Qualitative assessment of a corridor's potential for redevelopment		< $54	< $13.5	
Moderate o	25% - 50%		0.75-0.90								$54-$59	$13.5-$14.5	
Worst --	< 25%		> 0.90								> $59	> $14.5	
2a	- -	56% of alignment is located on UDOT facilities	O	Relatively low V/C on 26th, higher on Harrison	++	Medium residential density in place with nearby community facilities	++	Mostly built out at existing densities along 26th; nearby areas provide redevelopment opportunities, including along Harrison	- -	Some key redevelopment sites, although development potential is generally low; zoning densities permit infill, but not large structures	O		
2b	- -	58% of alignment is located on UDOT facilities	O	Relatively low V/C on 25th, higher on Harrison	++	Medium residential density in place with adjacent community facilities; neighborhood plans for revitalization	++	Mostly built out at existing densities along 25th, but there are adjacent properties with redevelopment or revitalization potential, including along Harrison	++	Few key redevelopment sites; zoning densities permit infill, but not large structures	O		
2c	- -	53% of alignment is located on UDOT facilities	++	Avoids high V/C segments including Harrison, 30th and 36th	O	Medium residential density in place; also serves lower Harrison	- -	Mostly built out at existing densities	O	Few key redevelopment sites; some residential and neighborhood commercial infill potential; no multi-family or large structures	- -		
2c1	++	0% of alignment is located on UDOT facilities	++	Avoids high V/C segments including Harrison, 30th and 36th	- -	Medium to low residential density in place; not highly supportive of a rapid transit investment	- -	Almost entirely built out at existing densities	- -	Highly constrained redevelopment potential; small potential for neighborhood commercial infill	- -		
2c2	++	0% of alignment is located on UDOT facilities	++	Avoids high V/C segments including Harrison, 30th and 36th	- -	Medium to low residential density in place	- -	Almost entirely built out at existing densities	- -	Highly constrained redevelopment potential; small potential for neighborhood commercial infill	- -		
2d	- -	56% of alignment is located on UDOT facilities	++	Avoids high V/C segments including Harrison, 30th and 36th	O	Medium to low residential density in place	- -	Mostly built out at existing densities	- -	Few key redevelopment sites; some residential and neighborhood commercial infill potential; no multi-family or large structures	O		
2e	- -	100% of alignment is located on UDOT facilities	O	Higher V/C on Washington and Harrison, lower on 30th	++	Underutilized low-density commercial zoning along Washington in place; medium to low residential density in place along 30th St	O	Commercial land uses could interact well with a rapid transit investment if they are not designed in an auto-centric manner	O	Many redevelopment opportunities along Washington; few along 30th St	O		
2f	- -	56% of alignment is located on UDOT facilities	- -	Higher V/C experienced on Washington and 36th	O	Underutilized low-density commercial zoning along Washington in place; medium to low residential density in place along 36th St	++	Commercial land uses could interact well with a rapid transit investment if they are not designed in an auto-centric manner	++	Many redevelopment opportunities along a longer stretch of Washington; few along 36th St	O		

		Environmental Impacts		Operations/Constructability										Community Support	Safety	
		Potential Environmental Impacts		Slopes (Weighted)		Number of Turns		Utility Conflicts		Constrained Segments (Available ROW < 24')		Average Available ROW		Public and Stakeholder Support	Accident Potential	
Crosstown (East																
Best	**++**	Potential impacts associated with historic properties, right-of-way issues, and other sensitive areas		< 9		1		< 5		0		> 30 ft.		Comment forms, dot maps, emails from public scoping period, WSU student input	< 50	
Moderate	**o**			9-14		2		5-7		1		24-30 ft.			50-100	
Worst	**--**			> 14		3		> 7		> 1		< 24 ft.			> 100	
2a		- -	High concentration of historic properties and largely residential, particularly from Monroe to Harrison and Harrison to 30th/36th	++	1 slope between 6% and 9% (weighting=5)	++	1 turn	- -	10 utility conflicts	++	0 constrained segments	O	27.9 feet average available ROW		O	
2b		- -	High concentration of historic properties and largely residential, particularly from Monroe to Harrison and Harrison to 30th/36th	++	2 slope between 6% and 9% (weighting=5)	++	1 turn	O	6 utility conflicts	++	0 constrained segments	O	28.9 feet average available ROW		- -	
2c		- -	Historic properties present on Monroe; constrained right of way	O	2 slopes between 6% and 9% (weighting=10)	- -	3 turns	++	5 utility conflicts	O	1 constrained segment	O	29.1 feet average available ROW		O	
2c1		- -	Monroe constraints plus constrained right of way on local residential streets	++	1 slope between 6% and 9% (weighting=5)	- -	3 turns	++	4 utility conflicts	- -	4 constrained segments	++	51.7 feet average available ROW		++	
2c2		- -	Monroe constraints plus constrained right of way on local residential streets	- -	1 slope between 6% and 9% and 1 slope over 9% (weighting=15)	- -	3 turns	++	4 utility conflicts	- -	5 constrained segments	++	48.5 feet average available ROW		++	
2d		- -	Historic properties present on Monroe; constrained right of way	++	1 slope between 6% and 9% (weighting=5)	- -	3 turns	- -	10 utility conflicts	O	1 constrained segment	O	26.6 feet average available ROW		O	
2e		++	Few potential impacts along Washington; moderate along 30th	- -	1 slope between 6% and 9% and 1 slope over 9% (weighting=15)	O	2 turns	++	4 utility conflicts	O	1 constrained segment	++	30.1 feet average available ROW		O	
2f		O	Few potential impacts along Washington, moderate (although higher) along 36th	++	No slopes over 6% (weighting=0)	++	1 turn	O	6 utility conflicts	- -	6 constrained segments	- -	19.2 feet average available ROW		- -	

		Transit Benefits/Ridership Potential									
		Travel Time (minutes)		Activity Centers Served		Access to 2015 Population		Access to 2015 Employment		Builds and Supports Existing Transit Service	
WSU-McKay Dee											
Best	++	< 6.0		6		> 3,500		> 8.700		Rating based on connectivity to existing routes and ridership in the sub-area	
Moderate	o	6.0-10.0		N/A		3,100 - 3,500		7,000-8,700			
Worst	--	> 10.0		5		< 3,100		< 7,000			
3a		++	Benefits from short alignment, higher speed limits on Harrison Blvd and few turns compared to other WSU-McKay Dee area alternatives	++	Provides service within 1/4 mile of 6 activity centers	O	Provides service to WSU student housing	O	Affords access to WSU and jobs along Harrison Blvd	++	Follows Harrison Blvd, which has numerous existing transit routes and relatively high ridership
3b		- -	Loses considerable travel time due to curves, length of alignment, stop signs, and slow speed limits on the WSU campus	O	Provides service within 1/4 mile of 6 activity centers but does not directly serve McKay Dee	++	Provides service throughout established residential neighborhoods	++	Provides extensive access to WSU jobs as well as the proposed redevelopment of the former McKay Dee Hospital campus	O	Provides some connectivity to high-ridership transit routes on Edvalson St, but otherwise follows streets with no existing transit service
3b2		- -	Loses considerable travel time due to curves, length of alignment, stop signs, and slow speed limits on the WSU campus	O	Provides service within 1/4 mile of 6 activity centers, but does not directly serve McKay Dee	++	Provides service throughout established residential neighborhoods	++	Provides extensive access to WSU jobs as well as the proposed redevelopment of the former McKay Dee Hospital campus	O	Provides some connectivity to high-ridership transit routes on Edvalson St, but otherwise follows streets with no existing transit service
3c		O	Benefits from higher speed limits on Harrison Blvd, but has more turns than the comparable 3a alternative and must travel at slower speeds on the WSU campus	++	Provides service within 1/4 mile of 6 activity centers	- -	Traverses a largely commercial corridor	- -	Provides access to WSU but provides less extensive service along Harrison Blvd compared to Alternative 3a	++	Follows Harrison Blvd, which has numerous existing transit routes and relatively high ridership; has additional potential for connectivity with routes traversing Dixon Dr
3c2		O	Benefits from higher speed limits on Harrison Blvd, but has more turns than the comparable 3a alternative and must travel at slower speeds on the WSU campus. Ranks slightly lower than 3c due to more time spent on slower WSU campus roads	++	Provides service within 1/4 mile of 6 activity centers	- -	Traverses a largely commercial corridor	- -	Provides more extensive access to WSU than Alternative 3c but provides poorer service along Harrison Blvd than either Alternative 3a or 3c	++	Follows Harrison Blvd, which has numerous existing transit routes and relatively high ridership; has additional potential for connectivity with routes traversing Dixon Dr
3d		- -	Loses travel time due to numerous stop signs, curves, and areas with 25 MPH speed limits	- -	Provides service within 1/4 mile of 5 activity centers, misses parts of WSU campus	++	Provides service throughout established residential neighborhoods	- -	Provides high-quality service to McKay Dee Hospital--both the current and former campuses--but misses many other important employment sites	- -	Follows an alignment that provides limited connectivity to other transit routes

	Transportation System Effects				Economic Development Goals						Estimated Cost (millions $)		
	UDOT Facility (% of total alignment)		Volume/Capacity		Compatibility with Existing Land Use		Supports Future Land Use		Development Potential		Streetcar	BRT	
WSU-McKay Dee													
Best ++	> 50%		< 0.5		Qualitative assessment of existing transit supportive land uses in the corridor		Qualitative analysis of a corridor's potential to support increases in density		Qualitative assessment of a corridor's potential for redevelopment		< $28	< $7	
Moderate o	25% - 50%		0.5-.0.9								$28-$40	$7-$10	
Worst --	< 25%		> 0.9								> $40	> $10	
3a	- -	87% of alignment is located on UDOT facilities	- -	Highest V/C in study area along Harrison south of 36th	++	Provides service supporting WSU and McKay Dee areas	++	Harrison corridor around WSU is planned as an urban mixed use center	O	Moderate infill and redevelopment opportunities	O		Direct alignment
3b	++	0% of alignment is located on UDOT facilities	- -	Avoids Harrison but uses a busy section of Edvalson	- -	Medium to low residential density in place; not highly supportive of a rapid transit investment	- -	Mostly built out at existing densities; some vacant or rural areas along alignment	O	Low potential for infill or redevelopment, except on the site of the former McKay Dee Hospital and along Skyline Dr	- -		Much longer alignment results in significantly higher cost
3b2	++	0% of alignment is located on UDOT facilities	- -	Avoids Harrison but uses a busy section of Edvalson	- -	Medium to low residential density in place; not highly supportive of a rapid transit investment	O	Mostly built out at existing densities; some vacant or rural areas along alignment	O	Low potential for infill or redevelopment, except on the site of the former McKay Dee Hospital and along Skyline Dr	- -		Much longer alignment results in significantly higher cost
3c	- -	69% of alignment is located on UDOT facilities	O	Avoids Harrison for short segments	++	Provides service supporting WSU and McKay Dee areas	++	Similar to Alternative 3a; would put more development under the jurisdiction of WSU	O	Moderate infill and redevelopment opportunities	++		
3c2	O	43% of alignment is located on UDOT facilities	O	Avoids Harrison for short segments	++	Provides service supporting WSU and McKay Dee areas	++	Similar to Alternative 3a; would put more development under the jurisdiction of WSU, more so than Alternative 3c	O	Moderate infill and redevelopment opportunities	++		
3d	++	0% of alignment is located on UDOT facilities	++	Avoids Harrison	- -	Medium to low residential density in place	- -	Mostly built out at existing densities	- -	Low potential for infill or redevelopment, except on the site of the former McKay Dee Hospital	++		

	Environmental Impacts		Operations/Constructability										Community Support	Safety	
	Potential Environmental Impacts		Slopes (Weighted)		Number of Turns		Utility Conflicts		Constrained Segments (Available ROW < 24')		Average Available ROW		Public and Stakeholder Support	Accident Potential	
WSU-McKay Dee															
Best ++	Potential impacts associated with historic properties, right-of-way issues, and other sensitive areas		< 19		< 5		0		0		> 30 ft.		Comment forms, dot maps, emails from public scoping period, WSU student input	< 25	
Moderate o			19-40		5-9		N/A		1		24-30 ft.			25-50	
Worst --			> 40		> 9		1		> 1		< 24 ft.			> 50	
3a	++	Low to moderate potential for impacts; few identified historic resources	O	2 slopes over 9% (weighting=20)	++	2 turns	++	0 utility conflicts	O	1 constrained segment	++	38.9 feet average available ROW		O	
3b	O	Low potential impacts from rights of way; few identified sensitive resources	- -	5 slopes over 9% and 2 slopes between 6% and 9% (weighting=60)	- -	11 turns	- -	1 utility conflict	- -	5 constrained segments	- -	11.1 feet average available ROW		O	
3b2	- -	Needs high amount of right of way on a residential street	- -	6 slopes over 9% and 2 slopes between 6% and 9% (weighting=60)	- -	11 turns	- -	1 utility conflict	- -	5 constrained segments	- -	11.1 feet average available ROW		O	
3c	++	Low potential for impacts to adjacent properties and few sensitiveresources	O	2 slopes over 9% (weighting=20)	O	7 turns	++	0 utility conflicts	- -	2 constrained segments	++	34.6 feet average available ROW		O	
3c2	++	Fewer potential right of way issues and limited sensitive resources	++	1 slope over 9% (weighting=10)	O	8 turns	++	0 utility conflicts	- -	3 constrained segments	O	26.3 feet average available ROW		O	
3d	O	Potential right of way issues with likely impacts to residential uses and park along Jackson and Eccles	++	1 slope between 6% and 9% and 1 slope over 9% (weighting=15)	- -	10 turns	++	0 utility conflicts	- -	3 constrained segments	- -	20.5 feet average available ROW		++	