

Attachment 1: Base Information and Data Needs for Evaluation Criteria				
Evaluation Criteria			Base Information and Data Needs	
Objectives	Measure	Project Level - Helps to determine if a project implements the goal	Base Information for Assessment	Additional Data Needed
Goal 1: Sustainable - Provide a transportation system that balances benefits to the environment, the economy and the community.				
<i>Objective 1.1: Reduce energy consumption associated with transportation:</i>				
<i>1.1.1 Identify, maintain, and improve networks of facilities for motorized and non-motorized travel.</i>	Bike and Pedestrian Facility Inventory	Project increases miles of bicycle and pedestrian, facilities such as sidewalks, bicycle lanes, multiuse paths, and sufficiently wide shoulders (i.e., four feet in width or greater). (Y/N)	Existing and Future Conditions Report, Sections 4-8, Figures 18 (Pedestrian Network) and 19 (Bicycle Network) and related GIS files of the inventory	
	Pedestrian and Bike Facility Gap Inventory	Project completes an existing gap in the bicycle and/or pedestrian facilities network. (Y/N)	Existing and Future Conditions Report, Sections 4-8, Figures 18 (Pedestrian Network) and 19 (Bicycle Network) and related GIS files of the inventory	
	Multimodal Level of Service Analysis (MMLoS) for pedestrians and bicyclists at selected intersections	Project improves quality of service experienced by pedestrian or bicyclist as measured by HCM 2010 MMLoS methodology. Y/N	Project Description - is it a new ped/bike facility, widen a facility, increase the buffer from vehicle traffic, enhance roadway crossing opportunities, or reduce the volume or speed of adjacent traffic?	
<i>1.1.2 Invest in and encourage public transit and connections to public transit.</i>	Transit service coverage	Project increases or supports the increase of transit service coverage (Y/N)	Existing and Future Conditions Report, Sections 4-8, Figures 21 (Existing Transit Supportive Areas) and 22 (Future Transit Supportive Areas) and related GIS files on transit service areas and population and employment densities	
	Transit stops with access to pedestrian facilities	Project provides pedestrian improvements within 1/2 mile of a bus stop	Existing and Future Conditions Report, Sections 4-8, Figures 18 (Pedestrian Network) and 20 (Existing Transit Service) and related GIS files of stop locations and sidewalk locations	
	Transit stops with access to bicycle facilities	Project provides access to transit stop via bicycle facilities	Existing and Future Conditions Report, Sections 4-8, Figures 19 (Bicycle Network) and 20 (Existing Transit Service) and related GIS files of stop locations and bikeway locations	
	Transit service frequency	Increases frequency (i.e., decreases headways)	Existing and Future Conditions Report, Sections 4-8, Service Frequency Level-of-Service Analysis (i.e. Table 6)	
	Transit service hours.	Increases transit service hours	Existing and Future Conditions Report, Sections 4-8, Hours of Service Level-of-Service Analysis (i.e. Table 7)	
	Transit infrastructure (e.g., improvements to transit stop and/or Park 'n Ride amenities)	Increase or improve existing transit infrastructure	Existing and Future Conditions Report, Sections 4-8, Figure 20 (Transit Service - including stop locations) and the proposed project description	

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	Multimodal Level of Service (MMLoS) for transit riders	Project or program improves quality of service experienced by transit riders as measured by HCM 2010 MMLoS methodology. Y/N	Existing and Future Conditions Report, Sections 4-8, Figure 18 (Pedestrian Network), Service Frequency Level-of-Service Analysis (i.e. Table 6), Hours of Service Level-of-Service Analysis (i.e. Table 7) and Project Description - Is it enhancing the stop amenities or pedestrian connectivity to the stop?	
<i>1.1.3 Explore and encourage rideshare, car-sharing, transit pass programs, telecommuting, and other transportation demand management strategies.</i>	Alternative Transportation Programs Participation		Program Description - is the proposed program likely to increase participation in non-SOV travel?	Current program information and participation data
	Vehicle Miles Traveled Per Capita		Existing and Future Conditions Report, Section 2, Table I4	
<i>1.1.4 Encourage the use of alternative-fuel vehicles and more efficient fuel vehicles.</i>	Identify Existing Alternative Energy and/or Fuel Efficient Programs/Activities and Number of New Programs/Actions		Program Description - is the proposed program likely to increase use of alternative energy or fuel efficient vehicles?	Records of programs related to alternative-fuel vehicles
	Alternative Transportation Programs Participation			Records of Alternative Transportation Program Participation
<i>Objective 1.2: Improve air quality by reducing transportation related emissions including reducing greenhouse gas emissions to target levels.</i>	Vehicle Miles Traveled	Project, program, policy helps reduce County-wide VMT. (Y/N)	Existing and Future Conditions Report, Section 2, Table I4	
	Transportation Emissions in Tons (CO ₂ , CO, NO _x , VOC, PM _{2.5} , other air toxins)	Project, program, policy helps reduce vehicle emissions. (Y/N)	Existing and Future Conditions Report, Section 2, Table I4	
<i>Objective 1.3: Minimize water quality impacts of transportation-related activities.</i>	Use of Best Management Practices	Use of best management practices including during construction phases	Policy Driven	Best Management Practices (BMPs)
	Sensitive Habitat (acres impacted)	Decreasing/minimizing number of acres of sensitive water habitats impacted by a project, program or policy.	Conservation Areas, Map III, Comp Plan	
	Green Street Design Elements	Green street treatments in projects, programs or policies.	Policy Driven	Green Street Treatments (i.e. BMPs)
<i>Objective 1.4: Promote a resilient transportation system that can adapt to evolving land use and fit the desired future, while meeting present needs.</i>	Travel Network Connectivity Analysis	Degree to which project, program, policy increases connectivity of vehicle, pedestrian and bicycle network.	Existing and Future Conditions Report, Sections 4-8, Figures 10 (Functional Classification), 18 (Pedestrian Network), and 19 (Bicycle Network)	
	Land Use and Transportation Integration	Degree to which project, program, policy increases integration of land use and transportation planning	Existing and Future Conditions Report, Sections 4-8, Figure 20 (Existing Transit Service)	
<i>Objective 1.5: Stabilize existing sources of transportation revenue and identify stable, diverse, long-term sources of funding. (Same as Objective 6.3)</i>	See Objective 6.3			
<i>Objective 1.6: Support motorized and non-motorized transportation projects that use public resources cost effectively. (Same as Objective 6.2)</i>	See Objective 6.2			
<i>Objective 1.7: Prioritize repairs and maintenance of existing transportation facilities and services. (Same as Objective 6.1)</i>	See Objective 6.1			

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Goal 2: Local Businesses and Jobs				
Plan the transportation system to support a prosperous and adaptable economy and further the economic well-being of businesses and residents of the county				
<i>Objective 2.1: Prioritize transportation improvement projects within and providing access to existing and future employment centers.</i>	Employment Area Accessibility.	Project increases miles of roads, bicycle facilities, pedestrian facilities and transit service route miles within and providing access to urban or rural employment area	Existing and Future Conditions Report, Sections 4-8, Figures 3 (Land Use and Zoning), 18 (Pedestrian Network), 19 (Bicycle Network), and 20 (Existing Transit Service)	
<i>Objective 2.2: Promote efficient movement of people, materials and goods.</i>	Average Travel Time in Identified Corridors	Project reduces average travel time	Existing and Future Conditions Report, Section 2, Table I5 and Project Description - is the project likely to reduce delay or increase vehicle capacity?	
	Travel Time Reliability	Project improves travel time reliability	Existing and Future Conditions Report, Section 2, Table I3 and Project Description - is the project likely to increase the reliability of a corridor (i.e. through ITS, advanced signal systems, improved incident management, etc.)?	
	Multimodal Level of Service for Vehicles at Selected Intersections	Peak hour LOS for auto, ped, bike, or transit improved on a corridor or intersection based on HCM 2010 MMLoS	Existing and Future Conditions Intersection Operations Analysis and associated Synchro Models	
	Volume-to-Capacity Ratios at Selected Intersections	Peak hour volume-to-capacity (V/C) ratios at selected intersections. Calculated using existing and forecasted auto volumes and intersection vehicular capacity.	Existing and Future Conditions Intersection Operations Analysis and associated Synchro Models	
<i>Objective 2.3: Identify, maintain, and improve networks of facilities for motorized and non-motorized travel.</i>	See Objective 1.1.1			
<i>Objective 2.4: Invest in and encourage public transit and connections to public transit.</i>	See Objective 1.1.2			
<i>Objective 2.5: Explore and encourage carpooling, vanpooling, rideshare, transit pass programs, telecommuting, and other transportation demand management strategies. (Same as Objective 1.1.3)</i>	See Objective 1.1.3			
<i>Objective 2.6: Improve freight movement.</i>	Travel Time Reliability.	Project improves travel time reliability on a freight route	Existing and Future Conditions Report, Section 2, Table I3 and Existing and Future Conditions, County-Wide Transportation System Plan Elements, Figure W01 (Freigh Routes)and Project Description - is the project likely to increase the reliability of a freight corridor (i.e. through ITS, advanced signal systems, improved incident management, etc.)?	
	Level of Service on Truck Routes at Selected Intersections	Project improves LOS for trucks on truck routes	Existing and Future Conditions, County-Wide Transportation System Plan Elements, Figure W01 (Freight Routes) and Existing and Future Conditions Intersection Operations Analysis and associated Synchro Models	

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Goal 3: Livable and Local Tailor transportation solutions to suit the diversity of local communities				
<i>Objective 3.1: Identify, maintain, and improve networks of facilities for motorized and non-motorized travel.</i>	See Objective 1.1.1			
<i>Objective 3.2: Improve Safe Routes to School Planning</i>	Number of and Support for Developing Safe Routes to Schools Plans	Project, policy, program facilitate in Safe Routes to School Plans for schools within the County	Policy or Program Driven	Records of Safe Routes to School Programs
	Pedestrian and Bike Facility Gap Inventory	Project, policy, program help fill gaps in pedestrian and bicycle facilities on roads providing access to schools	Existing and Future Conditions Report, Sections 4-8, Figures 2 (Activity Centers), 18 (Pedestrian Network) and 19 (Bicycle Network)	
<i>Objective 3.3: Invest in and encourage public transit and connections to public transit. (Same as objective 1.1.2)</i>	See Objective 1.1.2			
<i>Objective 3.4: Explore and encourage carpooling, vanpooling, rideshare, transit pass programs, telecommuting, and other transportation demand management strategies. (Same as Objective 1.1.3)</i>	See Objective 1.1.3			
<i>Objective 3.5: Facilitate access to daily needs and services</i>	<i>Transit Services, Bicycle Facilities, Pedestrian Facilities and Roads between Residential Areas and Essential Needs and Destinations</i>	<i>Use Opportunity Mapping produce by Housing authority to determine if project increases accessibility to daily needs and services</i>	Existing and Future Conditions Report, Sections 4-8, Figures 18 (Pedestrian Network), 19 (Bicycle Network), 20 (Existing Transit Service), 22 (Future Transit Supportive Areas).	
<i>Objective 3.6: Prioritize transportation improvement projects within and providing access to existing and future employment centers (Same as Objective 2.1)</i>	See Objective 2.1			
<i>Objective 3.7: Identify and incorporate design elements that increase community livability and cohesiveness, improve civic amenities.</i>	Transportation Facility Design Elements	Degree to and consistency with which design elements are incorporated into projects, programs, policies.	Policy Driven	Clackamas County Transportation Facility Design Elements
<i>Objective 3.8: Promote a resilient transportation system that can adapt to evolving land use and fit the desired future, while meeting present needs. (Same as Objective 1.4)</i>	See Objective 1.4			
<i>Objective 3.9: Maintain existing and enhance access to recreational opportunities and public lands.</i>	Access to Open Space (URBAN: Population within 1/2 mile ; Rural: Population within 60 minutes)	Degree to which to the project provides or maintains access to open space.	Existing and Future Conditions Report, Sections 4-8, Figure3; "Open Space Network & Recreation Needs", Map IX-01, Comprehensive Plan	
<i>Objective 3.10: Prioritize resources to address transportation needs of transportation disadvantaged populations within the County. (Same as Objective 5.4)</i>	See Objective 5.4			
<i>Objective 3.11: Create project outreach activities and decision-making process that provide meaningful opportunities for all residents to influence decision-making. (Same as Objective 5.5)</i>	See Objective 5.5			

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Goal 4: Safety and Health Promote a transportation system that maintains and improves our safety, health and security				
<i>Objective 4.1: Reduce overall crash frequency and severity for all modes of travel. Increase safety culture through on-going engineering, education, enforcement and evaluation.</i>	Vehicle, Pedestrian and Bicycle Crash Inventory	Projects, policies, programs aimed at reducing vehicle, pedestrian and bicycle crashes	Existing and Future Conditions Report, Sections 4-8, Figures 23-32 (Crash Maps)	
	Severity of Vehicle, Bicycle and Pedestrian Crashes	Projects, policies, programs aimed at reducing the severity of vehicle, pedestrian and bicycle crashes	Existing and Future Conditions Report, Sections 4-8, Figures 23-32 (Crash Maps)	
	Enhance County Safety Culture	Increasing activities and coordinated efforts to establish and further a transportation safety culture in the County for the purpose of reducing the potential for future crashes.	Clackamas County Transportation Safety Action Plan (TSAP)	
<i>Objective 4.2: Optimize the transportation system's ability to facilitate emergency response services.</i>	Emergency Vehicle Response Time	Is the project improving, degrading, or not changing the mobility for an emergency vehicle on an emergency transportation route (ETR)?		Emergency Vehicle Designated Routes
	Space for Incident Management and Emergency Vehicles	Does a roadway have space for an impaired vehicle to pull to the side? Does an ETR have space allow emergency vehicles to pass other vehicles?		Emergency Vehicle Designated Routes
<i>Objective 4.3: Identify, maintain, and improve networks of facilities for motorized and non-motorized travel.</i>	See Objective 1.1.1			
<i>Objective 4.4: Invest in and encourage public transit and connections to public transit.</i>	See Objective 1.1.2			
<i>Objective 4.5: Improve air quality by reducing transportation-related emissions.</i>	See Objective 1.2			
<i>Objective 4.6: Reduce exposure to transportation-related air emissions.</i>	Bike and Pedestrian Network on Low Volume Roads	Projects, policies, programs that increase pedestrian and bicycle facilities on secondary road network	Existing and Future Conditions Report, Sections 4-8, Figures 18 (Pedestrian Network) and 19 (Bicycle Network)	
	Sensitive Populations near Major Roadways	Projects, policies, programs that decrease the number of sensitive uses close to high traffic roadways, freight routes	Existing and Future Conditions Report, Sections 4-8, Figure 9 (Transportation Disadvantaged Populations)	
	Construction Emissions	Projects, policies, programs that increase the prevalence of best management practices	Policy Driven	Best Management Practices (BMPs)
<i>Objective 4.7: Encourage the use of alternative-fuel vehicles and more efficient fuel vehicles.</i>	See Objective 1.1.4			
<i>Objective 4.8: Maintain existing and increase access to recreational opportunities and public lands.</i>	See Objective 3.9			
<i>Objective 4.9: Prioritize resources to address transportation needs of transportation disadvantaged populations within the County.</i>	See Objective 5.4			
<i>Objective 4.10: Facilitate access to daily needs and services.</i>	See Objective 3.5			

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Goal 5: Equity Provide an equitable transportation system.				
<i>Objective 5.1: Identify, maintain, and improve networks of facilities for motorized and non-motorized travel.</i>	See Objective 1.1.1			
<i>Objective 5.2: Invest in and encourage public transit and connections to public transit.</i>	See Objective 1.1.2			
<i>Objective 5.3: Explore and encourage carpooling, vanpooling, rideshare, transit pass programs, telecommuting, and other transportation demand management strategies.</i>	See Objective 1.1.3			
<i>Objective 5.4: Prioritizing resources to address transportation needs of transportation disadvantaged populations within the County.</i>	Alternative Transportation Programs and Projects that Benefit Transportation-Disadvantaged Populations		Existing and Future Conditions Report, Sections 4-8, Figure 9 (Transportation Disadvantaged Populations).	
	Transportation-Disadvantaged Populations Served By Other Modes of Travel and Car-Sharing Programs		Existing and Future Conditions Report, Sections 4-8, Figure 9 (Transportation Disadvantaged Populations).	
<i>Objective 5.5: Create project outreach activities and decision-making process that provides meaningful opportunities for all residents to influence decision-making</i>	Public Involvement Opportunities		Policy Driven	Records of Public Involvement Opportunities
<i>Objective 5.6: Facilitate access to daily needs and services.</i>	See Objective 3.5			
<i>Objective 5.7: Prioritize transportation improvement projects within and providing access to existing and future employment centers.</i>	See Objective 2.1			
<i>Objective 5.8: Provide opportunities for low-income, minority workers and business owners to access/obtain jobs and contracts created by transportation investments.</i>	Minority-Owned Businesses Contracting Clackamas County shall comply with federal, state, and local open competitive procurement processes.		Policy Driven	Federal, state, and local open competitive procurement processes

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Goal 6: Fiscally Responsible Promote a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet shared future needs.				
<i>Objective 6.1: Prioritize repairs and maintenance of existing transportation facilities and services.</i>	Transportation Maintenance Status	Project, program, or policy helps reduce proportion of network behind on maintenance	Does the project increase the amount of roadways to be maintained? Does the project improve a roadway that is behind on maintenance?	Roadway pavement ratings/Maintenance Needs
<i>Objective 6.2: Support transportation projects that use public resources cost effectively.</i>	A project, program, or policy's cost effectiveness of achieving desired outcomes	Project cost and complexity is commensurate with benefits (as compared to other projects in plan - used for project prioritization)		Project Cost Estimates
<i>Objective 6.3: Stabilize existing sources of transportation revenue and identify stable, diverse, long-term sources of funding.</i>	Estimated Transportation Funding	Project, program, policy helps increase future funding sources.	Funding Memo will evaluate further	
	Assumed Transportation Budget Allocations	Project, program, policy helps secure and/or increase current funding sources	Funding Memo will evaluate further	
<i>Objective 6.4: Identify and protect right-of-way for future transportation facilities and services.</i>	Public Right of Way Inventory / Needs		Policy Driven - TSP to identify future ROW needs	Policies related to Right of Way preservation
<i>Objective 6.5: Prioritize projects, programs, polices that balance safety, mobility, and provide for multiple modes.</i>	Vehicle, Pedestrian and Bicycle Crash Inventory	Reduces likelihood of vehicle, bicycle, and pedestrian crashes	Existing and Future Conditions Report, Sections 4-8, Figures 23-32 (Crash Maps)	
	Travel Time Reliability	Project improves travel time reliability	Existing and Future Conditions Report, Section 2, Table I3 and Project Description - is the project likely to increase the reliability of a corridor (i.e. through ITS, advanced signal systems, improved incident management, etc.)?	
	MMLOS - Pedestrians, Bicyclists, Transit	Improves MMLOS for pedestrians, bicyclists, transit	Project Description - is it a new ped/bike facility, widen a facility, increase the buffer from vehicle traffic, enhance roadway crossing opportunities, reduce the volume or speed of adjacent traffic, or improve access to transit, transit frequency or stop amenities?	