

Goals	Potential Metrics (Contained in Survey)	Scoring Scale				Resources for Determining Score
		-1	0	1	2	
Goal 1: Sustainability <i>(environmental benefits only; other sustainability benefits are dealt with under goals 3 and 6)</i>	<ol style="list-style-type: none"> Does the project increase the potential for walking, biking or taking transit? Does the project impact identified environmentally sensitive areas? 	Degrades non-motorized travel, negatively impacts the environment, increases vehicle emissions, and/or decreases network connectivity. <i>Example:</i> Project that negatively impacts an identified environmentally sensitive area, or a project that limits/removes bicycle or pedestrian facilities.	No impact/neutral impact. <i>Example:</i> Project that has no clearly identifiable impact on non-motorized travel, vehicle emissions or an environmentally sensitive area. This includes safety or roadway realignment projects and projects that increase non-motorized travel but negatively impact environmentally sensitive areas.	Indirectly improves non-motorized travel, decreases vehicle emissions and/or increases network connectivity. <i>Example:</i> Intersection improvement that addresses a deficiency and improves vehicular operations.	Directly improves non-motorized travel, decreases vehicle emissions and/or increases bicycle, pedestrian, or transit network connectivity. <i>Example:</i> Constructing an active transportation project.	<ul style="list-style-type: none"> Pedestrian Network Map Bicycle Network Map Transit Service Map Land Use Zoning Map Environmentally Sensitive Areas (protected resource, wetland, riparian, habitat and aquatic areas) TSP Project Data
Goal 2: Local Businesses and Jobs	<ol style="list-style-type: none"> Is the project located in or near an existing or future employment area? Does the project create a direct connection from a highway or other major facility to an employment area? 	Degrades access and/or mobility to existing or future employment areas. <i>Example:</i> Project closes or limits access.	No impact. <i>Example:</i> Project that does not intersect with an employment area.	Indirectly improves access and mobility to existing or future employment areas. <i>Example:</i> Active transportation or safety projects (shoulders, pedways, etc.) within or connecting the employment area.	Directly improves access and mobility to existing or future employment areas. <i>Example:</i> Capacity or operations project (ITS, turn lanes, signal, etc.) to or within an employment area.	<ul style="list-style-type: none"> Comprehensive Plan Data Employment Land Data Economic Landscape Data ODOT Highway Data Road Network Data TSP Project Data
Goal 3: Livable and Local	<ol style="list-style-type: none"> Does the project increase connections to daily needs and services? Does the project reduce the impacts of reoccurring flooding? Does the project help implement a local land use or development plan? 	Degrades neighborhood connectivity and/or access to daily needs or services. <i>Example:</i> Four or more lane capacity enhancements that divide a contiguous neighborhood.	No impact. <i>Example:</i> Project that is outside of a service and/or residential area.	Improves neighborhood connectivity and/or access to daily needs or services. <i>Example:</i> Project provides connectivity to daily needs and services. Any project intersecting with an activity center.	Directly improves neighborhood connectivity and/or access to daily needs or services and helps implement a local plan. <i>Example:</i> Any project near local services and supporting a local plan.	<ul style="list-style-type: none"> Activity Center Data Rural Communities Data Comprehensive Plan Data TSP Project Data Reoccurring local flood Data Road Network Data
Goal 4: Safety and Health	<ol style="list-style-type: none"> Does the project improve a safety focus intersection, a candidate road safety audit corridor or an ODOT Safety Priority Index System (SPIS) site? Does the project have the potential to reduce emissions near schools or densely populated areas? 	Degrades health and/or increases the likelihood of crashes. <i>Example:</i> Increases vehicle emissions within 500 feet of a school.	No impact. <i>Example:</i> Enhancing capacity on an existing roadway with pedestrian and bicycle facilities that is not within 500 feet of a school.	Improves health and/or decreases the likelihood of crashes. <i>Example:</i> Constructing safety improvements at an intersection or on a corridor that are not a safety focus intersection or part of a candidate road safety audit corridor.	Directly improves health and/or decreases the likelihood of crashes at a safety focus intersection, SPIS site or on a candidate road safety auditor corridor, or within 500 feet of a school. <i>Example:</i> Constructing a safety improvement (e.g., single-lane roundabout, intersection realignment) at a safety focus intersection or on a candidate road safety audit corridor.	<ul style="list-style-type: none"> Highway Safety Manual School Data Safety Focus Data Candidate Road Safety Audit Corridors Data SPIS Sites Data TSP Project Data
Goal 5: Equity	<ol style="list-style-type: none"> Is the project located in a transportation disadvantaged area and does it increase transportation options for that disadvantaged community? 	Degrades transportation options, facilities, and/or community for transportation disadvantaged populations. <i>Example:</i> Project that reduces access or connectivity through a transportation disadvantaged area.	No impact. <i>Example:</i> Enhancing capacity in an area that is classified as transportation “least disadvantaged.”	Improves transportation options and/or facilities for areas considered transportation “somewhat disadvantaged” or “disadvantaged”. <i>Example:</i> Enhancing sidewalk connectivity within an area considered transportation “disadvantaged.”	Directly improves transportation options and/or facilities for areas considered transportation “most disadvantaged.” <i>Example:</i> Providing sidewalks to transit stops within an area considered “most disadvantaged.”	<ul style="list-style-type: none"> Transportation Disadvantaged Population Map Activity Centers Map Pedestrian Network Map Bicycle Network Map Transit Network Map TSP Project Data
Goal 6: Fiscally Responsible	<ol style="list-style-type: none"> What is the estimated cost effectiveness of the project? 	Cost effectiveness factor is low.	Cost effectiveness factor is moderate.	Cost effectiveness factor is high.	Cost effectiveness factor is very high.	Cost effectiveness factor calculations described in Step 5. (Cost Estimate and Future Year 2035 AADT)

Goal 2 Details:

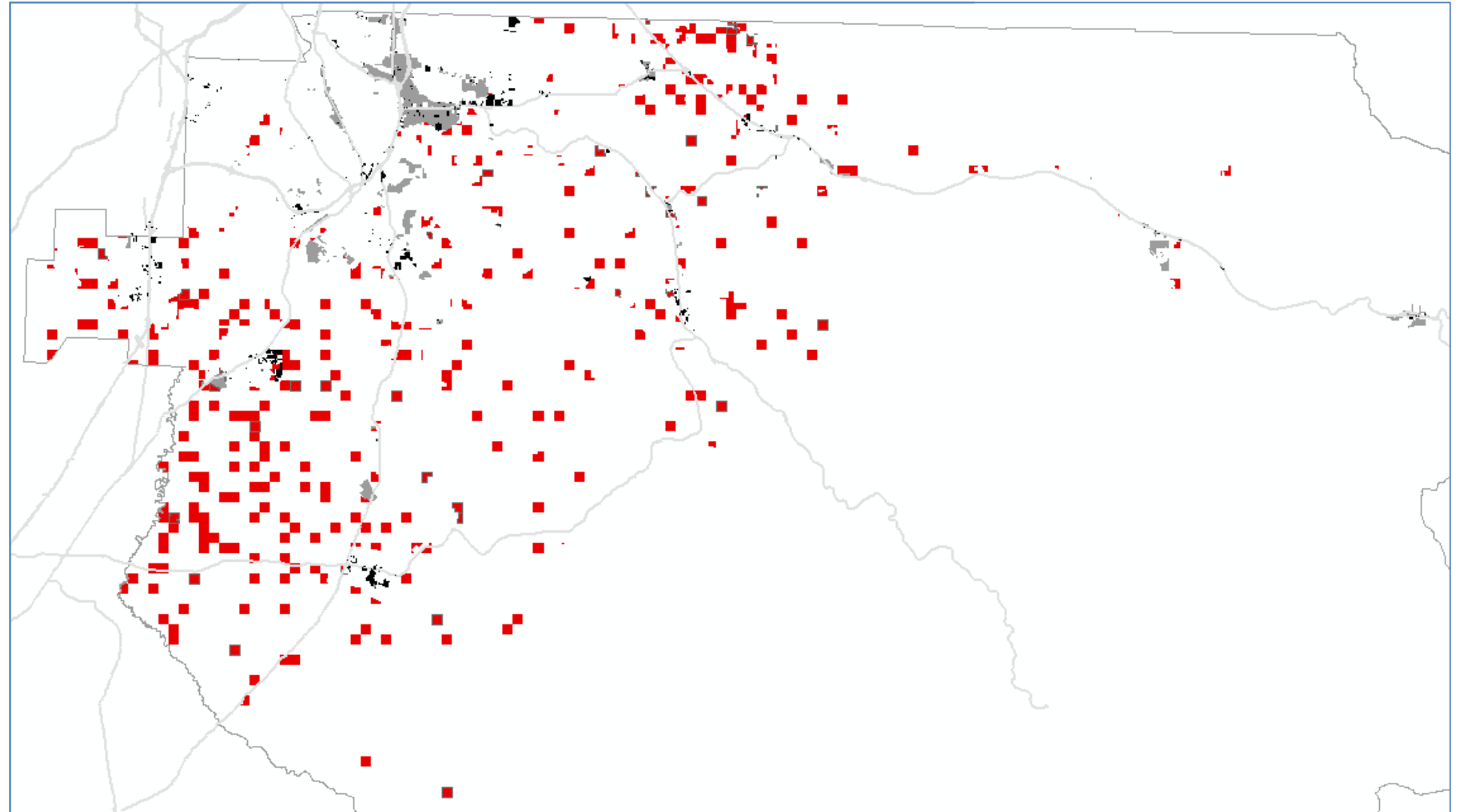
Future Employment Areas Methodology:

- Comp Plan Designations:
 - Excludes Land Use Designations: Rural, Unincorporated Community Residential, Low Density Residential, Medium Density Residential, High Density Residential, Medium-High Density Residential, Special High Density Residential, Regional Center High Density Residential, Public and Community Use Open Space, Forest and Agriculture
 - Includes Land Use Designations: Community Commercial, Corridor Commercial, General Commercial, Low Traffic Impact Commercial, Regional Center Commercial, Retail Commercial, Rural Commercial, Office Apartment, Office Commercial, Regional Center Office, Village Commercial, Village Office, Planned Mixed Use, General Industrial, Business Park, Campus Industrial, Light Industrial, Rural Industrial and Village Community Services
- Rural Area supplemented with Economic Landscape data:
 - High Tech Metal, High Tech Advanced, Wood Product Manufacturing, Nursery and Greenhouses, Wholesale Trade and Agriculture Food Systems, Food and Beverage, Health Care, Transportation Distribution, Professional Business Services
 - All classified to include employers employing 3 or more people
- Vacant Land Data from Business and Economic Development
 - Currently in Draft, final data in January

Scoring Scale Methodology:

- 1) Use GIS to analyze proximity of TSP projects to future employment areas
 - a. Geographic correlation + closes or limits access to area = -1
 - b. No geographic correlation = 0
 - c. Geographic correlation + non capacity project = 1
 - d. Geographic correlation + capacity project = 2

Map showing Land Use Designations and Economic Landscape data. These will be our future employment areas:



Goal 3 Details:

- Activity Center Definition:
 - Buffered Point data (~1/4 mile): Grocery stores, community businesses (banks, convenience stores, etc.), health care, schools and churches
 - Rural Communities polygons
- Planned projects definition:
 - Bike/ped master plan priority list
 - CRCA priority list

Scoring Scale Methodology:

- 1) Use GIS to analyze proximity of TSP projects to future residential and commercial areas
 - a. Geographic correlation + capacity expansion of ≥ 4 lanes = -1
 - b. No geographic correlation = 0
 - c. Geographic correlation + connectivity improvements = 1
 - d. In a local plan = 2

Map showing activity centers:

