

Seaside TSP Evaluation Framework

PREPARED FOR: Seaside Project Management Team

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The purpose of this memorandum is to outline the proposed process and criteria that will be used to evaluate potential transportation improvements for the Seaside Transportation System Plan. The goal of the Seaside Transportation System Plan (TSP) is to establish a system of transportation facilities, services, and policies to meet long-range (20-year) local transportation needs. The TSP must address the various transportation facilities within Seaside's UGB, including, but not limited to: roads, bicycle lanes or paths, sidewalks, transit routes, airports, rail facilities, and pipelines. The TSP will be developed consistent with applicable TSPs and the Oregon Transportation Planning Rule.

This evaluation framework is based on project goals as identified in the Transportation System Plan's scope of work, and will be refined after they have been reviewed with the Project Management Team (PMT). The evaluation criteria will be used by the technical team and the PMT to evaluate the performance of each potential improvement against a broad set of evaluation criteria. It is important to note that the evaluation framework is developed before brainstorming potential improvements, to encourage an open and unbiased evaluation process.

The general evaluation rating method is included in the table below. The scale is a 'consumer-reports style' scale is used to show which alternatives meet the criteria, which alternatives partially meet the criteria, and which alternatives do not meet the criteria. Additionally, a N/A designation will be used where the criteria do not apply.

Rating	
●	Alternative directly and positively addresses the project goal
◐	Alternative partially meets the goal, addressing some but not all of the goal's objectives
○	Alternative does not support the intent of, or negatively impacts, the goal
N/A	Alternative is not applicable to the goal

Goals	Rating	Performance Measures
1. Safety for all modes		
<p>Addresses safety issues for automobiles at known problem areas such as...</p> <p>Crossing US Highway 101</p> <p>Between Mile Post 19.58-22.12 along US Highway 101</p> <p>The intersection of US Highway 101 and Lewis and Clark</p>	<p>●</p> <p>◐</p> <p>○</p>	<p>Addresses known safety issue(s), and does not add new operational safety concerns. Moves towards design standards and does not require an exception.</p> <p>Addresses some known safety issue(s), and may add some but decrease other operational safety concerns. Moves</p> <p>Does not address known safety issue(s), and adds operational safety concerns, and may require an exception</p>
<p>Addresses bicycle and pedestrian safety at known (community identified) problem areas.</p>	<p>●</p> <p>◐</p> <p>○</p>	<p>Addresses known safety issue(s) and allows for safer walking and biking through facilities or strategies along and across US 101</p> <p>Does not address known safety issue(s), but acknowledges the need for some shelter.</p> <p>Does not address known safety issue(s) and does not improve the safety for those walking along or across US 101.</p>
2. Access for all modes		
<p>Provides easy and clear access for visitors and residents to evacuation routes that increase in elevation out of the inundation zone</p>	<p>●</p> <p>◐</p> <p>○</p>	<p>Provides multiple alternatives, especially east-west connections to tsunami and other hazard evacuation routes. Clarifies routes for most residents and visitors in case of an emergency.</p> <p>Provides some additional alternatives, and may not clarify routes for some residents and visitors in case of an emergency.</p> <p>Does not address access to evacuation routes by providing alternate routes, does not provide east-west routes, and does not clarify routes for residents and visitors in case of an emergency</p>
<p>Reduces vehicle conflict points and moves towards ODOT access standards</p>	<p>●</p> <p>◐</p>	<p>Adds no new private access to US 101 and includes specific strategies for improving access spacing to improve compliance with access spacing standards.</p> <p>Adds no new private access to US 101, though does not include specific strategies for</p>

	○	improving access spacing. Adds new private access to US 101, and does not include strategies for improving access spacing.
Allows for emergency vehicle reliability and timely access	● ◐ ○	Reduces travel time for emergency vehicles, and provides multiple routes and minimum out of direction travel Reduces travel time for emergency vehicles, or provides multiple routes or minimum out of direction travel Does not change or increases travel time for emergency vehicles, does not provide multiple routes and increases out of direction travel.
3. Mobility		
Provides a viable transportation system that accommodates future growth, meeting appropriate mobility standards for the Highway, and addresses the regional and local travel needs of residents, businesses, and industries.	● ◐ ○	Volume/capacity ratio for traffic along US 101 and all but one of the study area intersections meets or exceeds ODOT standards. Volume/capacity ratio for traffic along US 101 is improved compared to future no-build scenarios, and moves towards ODOT mobility standards Volume/capacity ratio for traffic along US 101 and at three or more study area intersections is worse than the acceptable OHP mobility standards.
Accommodates future and existing transit	● ◐ ○	Accommodates existing and future transit service and stops, which may include bus pull-outs, shelters, timed transfers, and moving people to destinations in a timely manner, with schedules and routes reflecting known demands. Accommodates some existing and future transit service and stops, which may include bus pull-outs, shelters, timed transfers, and moving people to destinations the study area Does not accommodate future and hinders current transit service and stops, and leaves no area for future bus-pull outs and shelters.

4. Connectivity		
<p>Improve street east-west connectivity and provides an alternative to US 101 for local trips</p>	<ul style="list-style-type: none"> ● ◐ ○ 	<p>Provides new and/or improved east-west connections to local and regional destinations. Allows for local circulation with minimal out of direction travel, and reduces distance traveled along US 101 for local trips</p> <p>Provides some limited connections including east-west connections to local and regional destinations, allows for limited local circulation with some out of direction travel, and may or may not reduce distance traveled along US 101 for local trips</p> <p>Does not provide new connection and/or reduces connectivity between origins and destinations. Increases out of direction travel and the distance traveled along US 101 for local trips</p>
<p>Improves bicycle and pedestrian connectivity by addressing gaps in the current network</p>	<ul style="list-style-type: none"> ● ◐ ○ 	<p>Greatly increases connections for bicycles and pedestrians and moves towards an interconnected system throughout the study area and addresses gaps in the bicycle and pedestrian network allowing bicyclists and pedestrians access to local destinations</p> <p>Slightly increases connections for bicycles and pedestrians and moves towards an interconnected system in some of the study area allowing bicyclists and pedestrians access to some local destinations. Some gaps remain in the existing system</p> <p>Does not address bicycle and pedestrian connectivity</p>
<p>Provides for and supports a transit system that serves popular local and regional origins and destinations</p>	<ul style="list-style-type: none"> ● ◐ ○ 	<p>Allows for improved transit service and future development of an interconnected transit system that serves important local employment, residential, medical or social areas.</p> <p>Allows for development of a somewhat interconnected transit system that serves some important local employment, residential, medical or social areas.</p> <p>Does not allow for future transit service development, does not allow for a connected</p>

		transit system.
5. Cost		
The relative benefits outweigh the costs of the project, and are cost effective over the life cycle of the improvement (order of magnitude cost estimate)	<input type="radio"/> <input type="radio"/> <input type="radio"/>	<p>Provides a solution that is cost effective to design and construct, and maintains cost effectiveness over the life of the improvement</p> <p>Provides a solution that is initially cost effective, but may require more funding over the life cycle of the facility which may not be cost-effective.</p> <p>Does not provide a solution that is cost effective to design and construct, where costs exceed the benefits, even over the life cycle of the improvement.</p>
Alternative meets criteria for identified funding options	<input type="radio"/> <input type="radio"/> <input type="radio"/>	<p>Likely meets funding criteria and identifies readily available funding sources at the local, state, and federal level</p> <p>Provides few funding options to cover the cost of the alternative, may meet some funding criteria</p> <p>Does not provide any funding options at any level for the alternative</p>
6. Livability		
Preserves current parking to serve local residents and visitors, as well as maintain the viability of local businesses	<input type="radio"/> <input type="radio"/> <input type="radio"/>	<p>Does not affect current parking amounts or totals, and maintains the viability of downtown businesses</p> <p>Impacts some parking amounts or totals, though not expected to jeopardize the viability of downtown businesses.</p> <p>Has a large impact on parking amounts or totals, and may jeopardize the viability of downtown businesses.</p>
The community supports the alternative and it is line with future expectations of community stakeholders and leaders	<input type="radio"/> <input type="radio"/> <input type="radio"/>	<p>Expected to garner broad and/or strong support from community stakeholders and leaders</p> <p>Support from community stakeholders and leaders is not expected to be strong, and/or is uncertain</p> <p>Expected to receive limited or no support from community stakeholders and leaders</p>

Supports economic development consistent with the community's vision for the future	<ul style="list-style-type: none"> ● ◐ ○ 	<p>Creates an attractive, cohesive identity that preserves the vibrant nature of downtown and remains attractive and easily navigable to visitors. Allows for development and redevelopment supporting the community vision, identified in the community survey</p> <p>Supports elements of an attractive, cohesive identity which may be confusing for visitors and allows for some development and redevelopment but may not be consistent with the community's vision.</p> <p>Does not create a cohesive identity or maintain a vibrant downtown. Does not allow for development and redevelopment consistent with the community's vision.</p>
7. Environmental Resources		
Minimizes impacts to built environment resources	<ul style="list-style-type: none"> ● ◐ ○ 	<p>Does not displace private property.</p> <p>Less than three displacements to private property.</p> <p>More than three displacements to private property.</p>
Minimize impacts to areas of interest including fish-bearing streams, floodplain, and wetlands.	<ul style="list-style-type: none"> ● ◐ ○ 	<p>Benefits areas of interest/ does not have any negative impacts to areas of interest. May have minor impacts that can be mitigated</p> <p>Creates minor impacts to some areas of interest that cannot be mitigated or has major impacts that can be mitigated.</p> <p>Creates a major impact to areas of interest, with no mitigation</p>
Consistency with OHP major improvement policy	<ul style="list-style-type: none"> ● ○ 	<p>Consistent with the OHP major improvement policy, including protecting the existing system, improving efficiency and capacity of existing highway facilities, adding capacity to the existing system, and adding new facilities to the system.</p> <p>Is not consistent with any actions and policies in the OHP major improvement policy.</p>