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Draft Evaluation Factors **Adopted June 26, 2001**

This document is a Discussion Draft for use by the Task Force. It is a "Work in Progress" and does not reflect final recommendations. It was prepared by the consultants, facilitator or staff as a discussion aid. It does not necessarily reflect the individual views of the Task Force or any Task Force member.

Where public, Community Forum or resource agency changes are proposed to the Evaluation Factors, the changes are noted in blue text. Changes made in the last day are in red text.

1. **Maintain or Improve Transportation Performance**

1.1 Improve travel times

- Morning, mid-day and evening travel time for transit, autos and trucks to key locations via I-5
- Morning, mid-day and evening travel time for transit, autos and trucks from key locations to I-5

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1.2 Maintain or reduce congestion

- Percentage of highway lane miles in study area exceeding capacity (level of service "F")
- Percentage of arterial lane miles in study area exceeding capacity (level of service "F")
- Study-area total rush hours delay (for non-transit modes)

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1.3 Promote transportation choices

- Number and percentage of trips by carpool, transit, bicycles and pedestrians
- Number and percent of rush hour trips from downtown Vancouver and downtown Portland by carpool, transit, bicycles and pedestrians
- Number of people able to cross the Columbia River during rush hour (all modes)
- Change in vehicles miles traveled (VMT) and VMT per capita Number of people able to cross the Columbia River during rush hour (all modes)

1.4 Enhance public safety

- Change in number of traffic conflict points—difficult merges, for example
- Impacts on emergency vehicle access
- Impacts on incident management access
- Bridge height encroachment into Pearson Airpark flight path

1.5 Improve travel reliability

- Total exclusive right-of-way by mode
- Duration of "rush hour" congestion
- Dollar cost of bridge lift delays for transit, autos and trucks

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1.6 Minimize impacts on other highways and streets

- Change in "rush hour" traffic (autos and trucks) on highways and streets adjacent to study area

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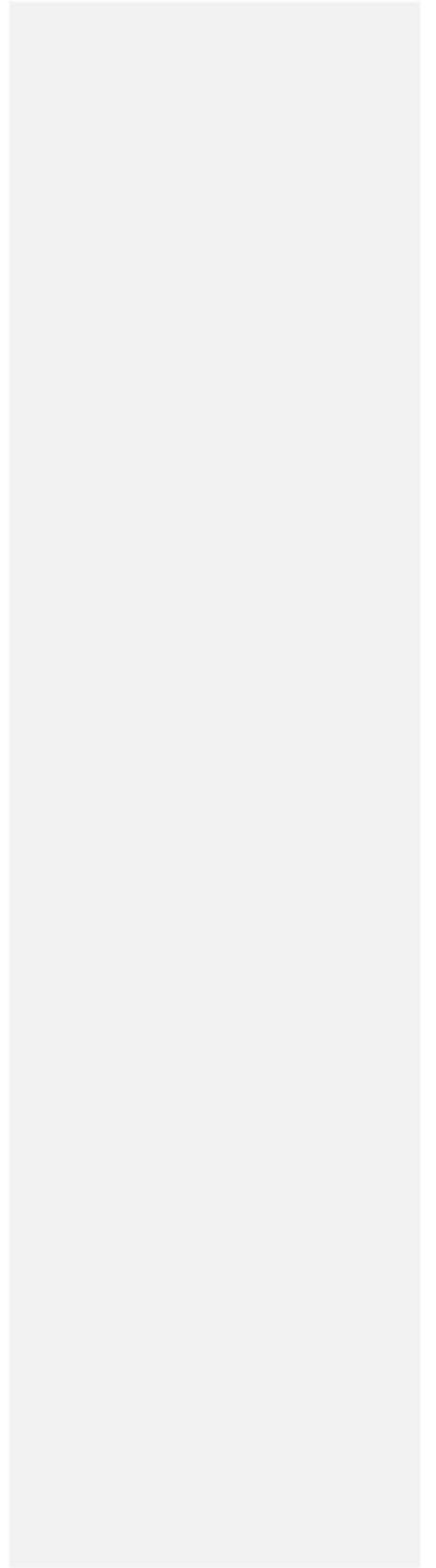
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2. Support Trade and Freight Movement and the Regional Economy

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2.1 Improve strength of regional industrial areas

- "Rush hour" and non-"rush hour" travel time for autos and trucks from key locations to I-5
- Percentage of truck route lane miles over capacity during rush hours

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2.2 Increase regional business savings

- Daily value of reduced time spent in traffic by trucks and rail

2.3 Minimize impacts to water navigation

- Qualitative measure based on need to negotiate bridge piers
- Frequency of bridge lifts

2.4 Reduce freight delay

- Daily hours of delay for trucks

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3. Maintain or Enhance Quality of Life

3.1 Reduce spillover traffic into neighborhoods

- Traffic volumes (autos and trucks) on selected roads

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3.2 Support adopted city of Portland and Vancouver plans (local/neighborhood livability and transportation goals)

- Measures to be determined in consultation with City staff

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3.4 Avoid or minimize noise impacts

- To be determined

3.5 Avoid or Minimize right-of-way needs and displacements

- Acres of additional right-of-way required
- Number of displaced households, people, businesses acres of additional right-of-way required

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3.6 Minimize average commute length & time (representing time spent away from family)

- Average work trip length
- Average work trip time

3.7 Maximize capacity (untapped capacity)

- Average vehicle occupancy

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3.8 Roadway Congestion (see 1.2 above)

3.9 Increase annual transit ridership per capita

- Annualized daily transit boardings per capita

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3.10 Minimize Time time cost of travel (by mode)

- Weighted average cost of travel

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3.11 A general quality of life indicator

- Measure to be determined

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4. Avoid and Minimize Impacts to the Environment

Note – Where appropriate, these environmental impacts will include measures of both quantity AND quality of affected resources

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4.1 Avoid or minimize air quality impacts

- Production of standard pollutants in study area

4.2 Avoid or minimize impacts to natural resources

- Impacts to water quality and quantity
- Impacts to fish (including migration barriers and habitat) , wildlife, and sensitive, threatened and endangered species and their habitats
- Impacts to wetlands (acres, type, quality) and riparian areas (including buffers)

4.3 Avoid or minimize impacts to historic, cultural, and institutional resources (including neighborhood cultural resources – e.g. community colleges, schools, libraries, etc.)

- Property acquisitions and encroachments
- Change in access
- Visual impacts
- Noise impacts
- Vibration impacts
- Change in context or use

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4.4 Avoid or minimize environmental impacts

- Geologic impacts
- Hydraulic impacts
- Hazardous materials impacts
- Energy Consumption / Efficiency

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5. Support Regional Land Use Plans

5.1 Support growth patterns identified in Clark Co. Comprehensive Plan and Metro 2040

Growth Concept

- Mixed use development in downtown Vancouver, downtown Portland, and regional centers
- Percentage of population/employment forecasts achieved by subarea
- Average home to work trip distance

6. Distribute Benefits, Costs, and Impacts Equitably

6.1 Distribute benefits equitably

- Impacts to be measured by income level and minority status as appropriate

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6.2 Distribute costs equitably

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6.3 Distribute impacts equitably

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7. Evaluate Costs

7.1 Evaluate project capital and operating costs

- Estimates of public sector capital costs
- Estimates of public sector operating costs

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7.2 Evaluate personal and business operating costs

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- Estimates of business operating costs

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