
Appendix B Evaluation Criteria Matrix

Criteria Number	Evaluation Criteria	Evaluation Measures	Project I-1 (US 197/US 30)		Project I-1 (US 197/Fremont Street)			Project I-3 (US 197/I-84 EB)	Project I-4 (US 197/Lone Pine Boulevard)	Project I-6 (Thompson St/E 10th St/Old Dufur Road)				Project I-7 (East 2nd Street/US 30)	Project I-8 (Cherry Heights Rd/W 6th St)	Project I-9 (W 2nd St/Webber Rd, W 6th St/Webber Rd)	Project I-10 (W 2nd St/Webber Rd, W 6th St/Webber Rd)	Project I-11 (W 2nd St/Webber st)	
			I-1a	I-1b	1-2a	1-2b	1-2c	1-3	1-4	1-6a	1-6b	1-6c	1-6d	I-7	I-8	I-9	I-10	1-11a	1-11b
			(Signal)	(Roundabout)	J-Turn	Roundabout	Overpass	Signal	Roundabout	T-intersections	Mini-roundabouts	Hybrid of 6a and 6b	All-way Stop	Realignment	Lane reallocation	Signal Timing Modifications	Extend right-turn lanes for queue storage	Dedicated left-turn lanes with protected/permitted phasing	Extend northbound left-turn storage
Goal 1: Safety and Mobility - Ensure a safe and efficient transportation system for all users in a state of good repair.			8	12	7	10	8	8	8	4	10	8	4	5	3	2	2	2	2
1A1	Estimated number of fatal or serious injury crashes.	To what extent does the alternative reduce the estimated frequency of fatal and serious injury crashes? Whenever possible, estimate the change in predicted crash frequency using Safety Performance Functions from the Highway Safety Manual calibrated for Oregon and/or crash modification factors (CMFs) approved by ODOT for use in the All Roads Transportation Safety (ARTS) program	1	2	2	2	2	2	2	1	2	1	2	1	1	1	1	1	1
1A2	Estimated number of bicycle and pedestrian related crashes.	To what extent does the alternative reduce the estimated frequency of pedestrian and bicycle related crashes? Whenever possible, measure using reliable crash modification factors (CMFs) for estimating relative change in predicted crash frequency.	1	2	0	1	1	2	1	1	2	2	2	1	0	0	0	0	0
1B1	Number of conflict points between all modes of travel including crossing points for pedestrians and bicyclists along major arterials and vehicular at-grade rail crossings.	To what extent does the alternative increase safety by reducing vehicle to vehicle, vehicle to rail, vehicle to pedestrian/bicycle, or pedestrian/bicycle to pedestrian/bicycle conflict points? Measured as relative impact between alternatives in regards to reducing the number of conflict between modes and speed differential. For example, installing raised medians to provide a physical barrier between modes at intersections.	0	2	0	1	2	0	1	0	2	1	0	1	0	0	0	0	0
1B2	Intersection visibility and sight distances available to motorists, pedestrians, and bicyclists at intersections and key decision points.	To what extent does the alternative improve sight distance for all system users, increasing available time to identify and react to potential conflicts? Measured as relative impact between alternatives for providing adequate sight distance based on desired operating speeds.	2	2	2	2	0	0	1	2	2	2	0	1	0	0	0	0	0
1C1	Percent of study intersections meeting applicable operational performance measures.	To what extent does the alternative mitigate or improve operational performance relative to applicable targets and standards? Measured by the degree to which an alternative mitigates a failing condition or improves operations.	2	2	2	2	2	2	1	0	0	0	0	0	1	1	1	1	1
1D1	Percentage of acceptable pavement conditions based on roadway classification or extended lifespan of pavement.	To what extent will the project preserve or extend the life of the existing pavement condition? Measured by whether or not the project improves the pavement condition index.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1E1	Compliance with agency standards or implementation of industry best practices.	To what extent does the alternative improve the transportation facility to meet or comply with agency design standards or implement an industry best practice? Measured by whether or not an alternative improves the transportation facility to meet or comply with agency design standards or implements an industry best practice.	2	2	1	2	1	2	2	0	2	2	0	1	1	0	0	0	0
Goal 2: Expand affordable, accessible and multimodal options to improve connections for all users of the transportation system to jobs, services and activity centers			1	1	1	2	3	2	2	1	4	4	3	0	0	0	0	0	0
2A1	Potential impact on bicycle and pedestrian volumes.	To what degree may the alternative increase pedestrian and bicyclist travel on appropriately-designed facilities? Measured by potential increase in pedestrian and bicyclist volume relative to baseline conditions.	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0	0
2A2	Compliance with "Complete Streets" concept within urban areas, and appropriate locations within the urban fringe.	To what extent does the alternative provide a "Complete Street" within urban areas, and appropriate locations within the urban fringe? Measured by whether or not an alternative adopts a "Complete Street" approach or incorporates "Complete Street" components within urban areas, and appropriate locations within the urban fringe?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2B1	Impact on system-wide connectivity and availability of more direct routes for each mode of transportation.	To what extent does the alternative improve the connectivity of the existing transportation system or provide a more direct route? Measured by the extent each alternative increases connectivity and provides facilities for each mode. Connectivity includes filling a gap in an existing route and designing new facilities that provide continuous routes between key destinations.	0	0	1	2	2	1	1	1	2	2	1	0	0	0	0	0	0
2B1	Miles of designated facilities for bicyclists and pedestrians provided.	To what extent does the alternative increase the number of miles of pedestrian and bicycle facilities (on-street and off-street)? Measured by potential expansions of the pedestrian and bicycle systems.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2C1	Impact on transit ridership.	To what degree does the alternative promote transit ridership or make transit a more viable option for all users? Measured by whether or not an alternative is able to increase transit ridership.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2D1	Impact of transportation project on low income and minority populations.	To what extent does the alternative affect low income and minority populations? Measured as relative ability of each alternative to spread the impacts and benefits of transportation improvements equitably to all populations.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2D2	Viability of non-auto travel.	To what degree are transportation facilities (transit service, sidewalks, bicycle lanes, separated mixed-use paths, parks) for non-auto travelers integrated into the alternative? Measured relative to facilities and integration present in baseline conditions.	1	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0
Goal 3: Integration - Integrate land use, financial, and environmental planning to prioritize strategic transportation investments and preserve The Dalles' identity.			3	2	1	0	0	1	3	1	1	1	1	2	1	1	1	1	1
3A1	Compliance with local land use plans, comprehensive plans, and regional transportation plans.	To what extent does the alternative comply with local or regional land use, comprehensive, and transportation plans? Measured by whether or not an alternative is identified or compatible with an adopted plan.	1	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0
3B1	Incorporation of Transportation Demand Management (TDM) Strategies.	To what extent are TDM strategies being implemented to improve the transportation system? Measured by the use of TDM strategies incorporated into the alternative.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3C1	Cost/benefit analysis and potential impact on forecasted expenditures.	To what degree does the alternative leverage a positive return on investment? Measured by the calculated cost/benefit analysis and alignment with current funding projections.	2	1	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1
3D1	Impacts on air quality, environmentally sensitive areas, and water and soil quality.	To what degree does the alternative impact environmentally sensitive areas? Measured by the potential adverse impacts of the alternative to the environment.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3E1	Incorporation of ITS technology.	To what extent is ITS technology being implemented for system improvements? Measured by the use of ITS devices relative to Baseline.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Goal 4: Economic Development - Build and maintain the transportation system to support economic vitality in the City.			6	7	5	5	6	7	5	0	1	1	0	1	1	2	2	2	2
4A1	Roadway geometry accommodates freight movement where it is warranted.	To what extent does the alternative accommodate the design vehicle for designated freight routes? Measured by whether or not an alternative is able to accommodate the design vehicle without potential adverse impacts to other modes.	2	1	1	1	1	2	1	0	0	0	0	1	0	0	0	0	0
4B1	Traffic operations performance on designated freight routes.	To what extent does the alternative provide acceptable performance along designated freight routes? Measured by operational performance along freight routes.	1	2	2	1	2	2	2	0	0	0	0	0	0	1	1	1	1
4B2	System-wide congestion and travel time.	To what extent does the alternative relieve congestion or reduce travel times on the transportation system? Measured by whether or not an alternative relieves congestion or reduces travel time.	1	2	1	2	2	2	1	0	1	1	0	0	1	1	1	1	1
4C1	Impact on intermodal connectivity and availability of air, rail, barge and freight facilities.	To what extent does the alternative improve the intermodal connectivity of the existing transportation system or provide better access to air, rail, barge or freight facilities? Measured by the extent to which each alternative increases intermodal connectivity and provides better connections to air, rail, barge and freight facilities.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4D1	External funding opportunities leveraged and financially responsible development proposals.	To what extent does the alternative leverage other private funding sources or include transportation improvements as part of a development proposal? Measured by whether or not an alternative leverages additional funding sources or is included as part of a development proposal.	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4E1	Potential increased attraction to desired businesses and developers.	To what extent does the alternative eliminate roadblocks to development caused by the transportation system? Measured by the critical transportation improvements funded relative to Baseline.	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
Total Score			18	22	14	17	17	18	18	6	16	14	8	8	5	5	5	5	5