





**APPENDIX I**

<b>ADOPTED GOALS</b>	<b>EVALUATION CRITERIA</b>
<b>Transportation Goals</b>	
1. Maintain or enhance the safety, operation and integrity of the transportation system	a) Number of locations within project alternative limits where design standards are not achieved , 1) at the freeway interchange, and 2) on local streets. <i>(These are locations requiring minor design exceptions -- alts with major design flaws will not be proposed)</i>
	b) Number of conflict points. <i>(Conflict points occur when traffic merges/crosses, ie new legs or major changes to geometry).</i>
	c) Percentage of local trips on I-5.
2. Provide adequate capacity for future needs (beyond 20 years)	Number of locations that preclude opportunities to add roadway capacity. <i>(On I-5, at South Medford Interchange, on Barnett/Stewart, Hwy 99, South Stage Interchange).</i>
3. Improve traffic flow	a) Number of intersections in Transportation Problem Area with improved Level of Service <i>(measured with volume-to-capacity ratio, or V/C)</i> .
	b) Vehicle Miles Traveled (VMT). <i>(See also #4b). A lower VMT means more efficient system.</i>
4. Enhance local street connectivity to reduce congestion at the South Medford Interchange	a) Number of new connections on local streets that appear to reduce traffic at the interchange.
	b) Vehicle Miles Traveled (VMT). <i>(See also 3b).</i>
	c) Number of intersections at interchange with improved Level of Service (volume/capacity, or V/C). <i>(Includes Stewart/Barnett, Alba/Barnett).</i>
5. Provide for alternative modes of transportation and consider connections between modes	a) Number of blocks where high quality alternative mode improvements and intermodal connectivity are proposed. <i>(High quality = meets or exceeds design standards (including ADA), has no design impediments that discourage use, is well located to serve actual needs).</i>
	b) Number of street links with new adverse bike/ped/transit movements.
	c) Number of locations where Rogue Valley Transit District headway <i>(on-time travel)</i> goals are not met.
<b>Social Goals</b>	
6. Minimize disproportionate impacts	a) Estimated number of displaced residences where census blocks have proportionately higher minority or low-income populations. <i>(Addresses environmental justice and neighborhood cohesion)</i> .

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	b) Estimated number of displaced dwelling units in all residential areas ( <i>Addresses neighborhood cohesion</i> ).
	c) Estimated number of right-of-way takes where distance between residence and traveled way is reduced by 20% or more.
	d) Rate traffic impacts to neighborhoods by measuring distance of neighborhood streets that fall within 5 categories: 1) traffic increases up to 50%; increases 50% to 100%; 3) more than 100%; <i>and</i>
	d) (continued), Rate traffic impacts to neighborhoods by measuring distance 4) reduced up to 50%; and 5) reduced more than 50%.
	e) Estimated number of displaced businesses.
	f) Number of businesses with reduced accessibility.
	g) Number of businesses with enhanced accessibility.
7. Design facilities that improve accessibility for elderly and disabled	See #5a.
<b>Economic Goals</b>	
8. Maximize value of project investment	Rate based upon estimated project cost. Cost includes right-of-way, construction, <del>maintenance, and operation</del> ( <i>Benefits are covered by other evaluation criteria.</i> )
9. Provide a transportation system that allows economic development	a) See #3a ( <i>volume/capacity</i> ) .
	b) See 3b (VMT) above which addresses efficient movement of traffic, but also works as a surrogate to air quality impacts. ( <i>Economic development is hindered by poor air quality.</i> )
	c) For efficient movement of freight, see #1a.
<b>Planning Goals</b>	
10. Provide long-term, sustainable solutions that allow all parties to plan for the future	Number of Regional Transportation Plan goals (objectives and evaluation criteria) that are 1) reasonably able to be met or 2) not met
11. Provide land use component that facilitates compact, pedestrian-friendly development and encourages alternatives to automobiles	Number of compact, pedestrian-friendly development areas supported/encouraged by project.

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12. Provide a transportation system that removes impediments to orderly development	Rate according to vehicle miles traveled (VMT).
13. Minimize negative impacts to farmland	a) Estimated area (acres) of agriculturally zoned land lost.
	b) Estimated area (acres) of agriculturally zoned land that may be impacted indirectly.
<b>Parks and Recreational Goals</b>	
	a) Number of ped/bike connections to Bear Creek Trail in Project Area.
	b) Percent length of existing trail improved.
<b>Environmental Goals</b>	
15. Minimize impacts to natural resources and the environment (including Bear Creek Greenway)	a) Estimated area (acres) of 1) jurisdictional wetland and 2) locally significant wetland impact. ( <i>addresses wetlands permitting alternatives analysis procedural needs</i> ).
	b) Estimated area of construction disturbance within 1) 15 meters (50 feet) and 2) 90 meters (300 feet) of fish-bearing streams ( <i>addresses Endangered Species Act and wetlands permitting</i> ).
	c) Estimated hectares (acres) of public recreation properties directly impacted ( <i>addresses Section 4(f) alternatives analysis procedures</i> ).
	d) <del>Length of street segments in residential where either of the following conditions occur: 1) traffic volumes more than double and are greater than 4000 trips per day; or 2) distance from residence to traveled way is cut to half or less (<i>estimates potential noise impacts</i>).</del> Replaced with: Number of noise-impacted residences.
	e) <del>To estimate air quality impacts: 1) number of intersections with volume/capacity in excess of 0.80 and 2) total VMT (see 3b).</del> Number of new AQ hot spots (worse than No-Build)
	f) Number of listed hazardous materials sites
	g) Estimated square meters of impervious surface added ( <i>addresses water quality/quantity impacts</i> )
16. Minimize impacts to historic resources	1) Number of local and/or National Register-eligible or listed properties potentially impacted; 2) number of known archaeological sites potentially impacted ( <i>addresses Section 106 and Section 4(f) procedures</i> ).