



DATE: July 12, 2021

TO: Transportation Authority of Marin Administration, Projects & Planning Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Bill Whitney, Principal Project Delivery Manager

SUBJECT: Highway 101 Interchange and Approaching Roadway Study – Project Status Update and Discussion of Evaluation Methodology (Discussion), Agenda Item No. 7

RECOMMENDATION

The Administration, Projects and Planning (APP) Executive Committee hears the project status update and provides input on the Evaluation Methodology.

BACKGROUND

The Highway 101 Interchange and Approaching Roadway Study is a project/program that was included in the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan. The Expenditure Plan allocates 3% of the revenue from the sales tax, estimated at \$24.8 million over the 30-year period of the Measure.

The Expenditure Plan states the following:

“Accessing Highway 101 in Marin is a major source of congestion on local roads, which reduces the connectivity of communities across Marin. These funds would be used to attract regional, state, and federal funds for a program of improvements to interchanges and local roads. These improvements would improve the operation and safety of these interchanges for all users, allowing smoother travel to and from Highway 101. These funds provide seed money to perform the planning, the public outreach, and to develop the scope of improvements needed at these interchanges.”

The funds would address Highway 101 interchanges at the locations as listed below:

- Alexander Avenue
- Sausalito / Marin City
- Tiburon Blvd / East Blithedale
- Paradise Drive/Tamalpais Drive
- Sir Francis Drake Blvd
- San Rafael Onramp at 2nd Street and Hetherton Avenue
- Merrydale Road/North San Pedro Road
- Manuel T. Freitas Parkway
- Lucas Valley/Smith Ranch Road
- Alameda Del Prado
- Ignacio Blvd
- San Marin Drive/Atherton Avenue

DISCUSSION

The overall approach of the study is to identify operational and safety improvements for all users of an interchange and approaching roadways including adjacent intersections. Many of the Highway 101 interchanges were built years ago when Marin's traffic was much different than today and are considered to have numerous operational deficiencies and non-standard features as compared to current design practices. They were also built during an era that was auto centric and did not accommodate or equally consider other users such as pedestrians, cyclists and transit riders.

Staff is implementing a multi-step process to understand and document the existing conditions of the interchanges and approaching roadways and to identify deficiencies that contribute to congestion and impact mobility and safety. We have initiated an in-depth study of each designated interchange location and will prepare an independent report that will recommend a series of actions to address the identified needs.

The following steps have been, and will be taken as part of the effort:

- Identify and Establish Program Goals and Objectives
- Conduct Focused Stakeholder Engagement
- Perform Data Collection & Review of Existing Reports and Studies
- Perform Traffic Assessment & Forecasts
- Determine Sea Level Rise Susceptibility and Adaptive Capacity
- Identify Deficiencies, Constraints and Opportunities <<< **CURRENT STAGE OF STUDIES**
- Develop Evaluation Criteria & Performance Metrics
- Prepare Planning Level Cost Estimates and Cost-Benefit Analysis
- Prepare Interchange Study Reports
- Prepare a Prioritization and Implementation Plan
- Identify and Pursue Funding Opportunities

TAM staff and our consultants have hosted meetings with member agency staff, including the Public Works Departments, Community Development Departments as well as Golden Gate Bridge, Highway, and Transportation District (GGBHTD), Marin Transit, and Caltrans. These meetings have helped the team develop a baseline understanding of the geometric and operations of the interchanges. TAM also executed a web-based survey to engage the public and solicit input from the user's point of view. Survey highlights will be reviewed at the meeting.

Goals, Evaluation Criteria, Performance Measures and Prioritization/Weighting

The APP Executive Committee reviewed and approved the goals and objectives at its July 13, 2020 meeting. Over the last year following our interaction with agency staff, we have refined the Evaluation Criteria and Performance Measures. A table outlining the goals and objectives with draft evaluation criteria, performance measures and Prioritization/Weighting is attached to this report (Attachment A). We request feedback from the Committee on the Evaluation Methodology.

Establishing a clear and concise evaluation methodology is a critical step to help guide priorities and benefits of proposed improvements for various elements of an interchange.

FISCAL IMPACTS

None

NEXT STEPS

Staff will incorporate input from the Committee into the evaluation methodology. We will return to the Committee and Board for the approval of the final evaluation methodology to be used moving forward.

The team is currently in the process of developing draft improvement concepts for the interchanges. We are grouping the improvement concepts in a manner that allows us to propose sets of near-term and long-term improvements that can then be assessed using the final evaluation methodology.

ATTACHMENTS

Attachment A: Evaluation Methodology Memo

Attachment B: PowerPoint Presentation

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Memorandum

Date: June 28, 2021
To: Bill Whitney, Transportation Authority of Marin
From: Kim Franchi, HNTB
David Parisi, Parisi Transportation Consulting
Subject: Highway 101 Interchange and Approaching Roadway Study: Evaluation Methodology

INTRODUCTION

In July 2020, the Transportation Authority of Marin (TAM) Board approved the Goals and Objectives for the Highway 101 Interchange and Approaching Roadway Study. Since that time, significant progress has been made on the study of the 12 identified interchange locations on Highway 101. Phase 1: Establish Goals and Collect data has been completed; Phase 2: Identify Deficiencies, Constraints and Opportunities is nearing completion; and the team will be moving into Phase 3: Prioritization and Implementation this fall. To conduct the Phase 3 prioritization exercise, the evaluation methodology needs to be finalized based on input.

This memorandum provides a summary of the proposed evaluation methodology, evaluation criteria, and associated performance measures against which improvement concepts can be evaluated and prioritized. The HNTB/Parisi team requests feedback regarding the proposed methodology and scoring to be used to conduct the prioritization analysis, as well as input on potential weightings to be applied.

GOALS AND OBJECTIVES

To recap information previously presented to the TAM Administration, Projects and Planning Executive Committee, the goals and objectives outlined below were compiled from the 2017 Strategic Vision Plan, 2018 Measure AA Expenditure Plan, recent Highway 101 corridor planning documents, and numerous local, regional, and statewide sources, as referenced herein. They are intended to be aligned with the larger planning context to guide development of the Highway 101 Interchanges program as a whole and of the proposed interchange improvement concepts themselves. They are also intended to be aligned with the guiding principles outlined in the 2021 Transportation Sales Tax Strategic Plan.

The goals and objectives are as follows:

1. Enhance Health and Safety
2. Relieve Local Traffic Congestion
3. Improve Multimodal Access to/ from and across Highway 101
4. Promote Economic Vitality
5. Implementability

EVALUATION METHODOLOGY

For each goal, a series of evaluation criteria is proposed to determine how well a particular interchange improvement concept performs against alternative concepts at that same location, and against the other interchange locations. The comparative performance of near- and long-term concepts will also be evaluated in this manner. The evaluation criteria are supported by various planning level performance

measures that can be used to qualitatively assess proposed improvements against the established goals and objectives. The evaluation criteria and performance measures have been refined over the last year over those previously presented to the Committee.

- **Goal 1: Enhance Health and Safety¹**

- **Evaluation Criterion 1:** Improves safety for all modes
 - *Performance Measure:* Removes and/or improves nonstandard conditions
Scoring: Higher scoring for concepts that would remedy non-standard design features or other features that contribute to potentially unsafe conditions, based on percentage of mandatory nonstandard conditions removed
 - *Performance Measure:* Provides separation of transportation modes
Scoring: Higher scoring for improvements that propose separated pedestrian/bicyclist infrastructure that improves access to transit and the surrounding area(qualitative)
- **Evaluation Criterion 2:** Enhances emergency response and evacuation
 - *Performance Measure:* Population in the area served by the interchange
Scoring: Higher scoring for higher ADT on the arterial crossing Highway 101
 - *Performance Measure:* Availability of alternative routes to Highway 101
Scoring: Higher scoring for interchanges that have few alternative egress routes
- **Evaluation Criterion 3:** Promotes active transportation²
 - *Performance Measure:* Improved pedestrian connectivity/ADA
Scoring: Higher scoring for greater improvement to connectivity/removal of barriers to access provided (qualitative)
 - *Performance Measure:* Improved bicycle infrastructure and gap closure, level of comfort
Scoring: Higher scoring for greater improvement to connectivity/removal of discontinuities/increased separation from traffic (qualitative)
- **Evaluation Criterion 4:** Reduces greenhouse gas (GHG) emissions and improves air quality
 - *Performance Measure:* Reduction in delay
Scoring: Higher scoring for improvements with the highest percentage reduction in GHG emissions (existing PM peak)

- **Goal 2: Relieve Local Traffic Congestion³**

- **Evaluation Criterion 1:** Alleviates congestion and improves traffic flow for current and future traffic
 - *Performance Measure:* Level of Service (LOS)
Scoring: Higher scoring for concepts where greatest improvements would occur (PM peak hour)
 - *Performance Measure:* Vehicle hours of delay (VHD)
Scoring: Higher scoring for concepts with greatest reduction in VHD (weighted average by volume, PM peak)

¹ The “Getting Around Marin” online survey identified safety as a priority after travel time and flexibility (TAM Strategic Vision Plan, Figure 16 page 47). Factors that rated lower than safety included cost, comfort, and environment. This is also consistent with goals listed in MTC Plan Bay Area 2040 (Table 2.1 page 27) and is listed in the Caltrans US 101 North Comprehensive Corridor Plan.

² A guiding principle of the TAM Strategic Vision Plan was promoting a healthy environment and health population (Figure 1 page 14). The walking/biking network was identified as a means to support public health (page 37) by encouraging exercise.

³ Transportation priorities identified during 2015 public outreach were ranked (TAM Strategic Vision Plan). Congestion relief was the public’s top priority (Figure 15, page 45). Reduced congestion is consistent with the goals of the Caltrans US 101 North Comprehensive Corridor Plan.

- **Goal 3: Improve Multimodal Access to/from and across Highway 101⁴**
 - **Evaluation Criterion 1:** Enhances intermodal connectivity and removes access barriers
 - *Performance Measure:* Improved connectivity for public transit
Scoring: Higher scoring for concepts that provide most improvement in connectivity for public transit (qualitative)
 - *Performance Measure:* Improved pedestrian connectivity and ADA
Scoring: Higher scoring for concepts that provide most improvement in connectivity for pedestrians (qualitative)
 - *Performance Measure:* Improved bicycle infrastructure and gap closure, level of comfort
Scoring: Higher scoring for concepts that provide most improvement in connectivity for transit users, bicyclist, and pedestrians
- **Goal 4: Promote Economic Vitality⁵**
 - **Evaluation Criterion 1:** Accommodates future land use changes and growth
 - *Performance Measure:* Assessment of future operating conditions with forecast growth
Scoring: Higher scoring for improvements that accommodate future anticipated growth with multimodal solutions⁶
 - **Evaluation Criterion 2:** Cost effectiveness
 - *Performance Measure:* Cost-benefit ratio
Scoring: Higher scoring for interchanges with favorable ratios based on cost per vehicle entering interchange area (excludes through traffic on Highway 101)
 - **Evaluation Criterion 3:** Reduces transportation costs
 - *Performance Measure:* Reduction in delay⁷
Scoring: Higher scoring for improvements with greater reduction in VHD (PM peak) * value of time (\$)
 - **Evaluation Criterion 4: Social Equity**
 - *Performance Measure:* Benefit to Environmental Justice (EJ) communities
Scoring: Higher scoring for relative incidence by interchange (% of EJ population to general population within the interchange vicinity)
- **Goal 5: Implementability**
 - **Evaluation Criterion 1:** Attractiveness to funding sources
 - *Performance Measure:* Funding criteria/potential
Scoring: Higher scoring for projects that meet funding criteria⁸, or could be substantially funded by multiple sources
 - **Evaluation Criterion 2:** Ease of regulatory approval
 - *Performance Measure:* Project can obtain necessary approvals
Scoring: Higher scoring projects with limited right-of-way and/or permitting needs (qualitative)

A summary of the proposed goals and evaluation criteria is included in Table 1.

⁴ Public outreach identified multimodal priorities (bike facility installation/upgrades) as the second transportation priority (TAM Strategic Vision Plan). Bus, rail service, and safe routes to school were ranked as priorities three through six (Figure 15, page 45). Improved multimodal access is consistent with the goals of the Caltrans US 101 North Comprehensive Corridor Plan, as well.

⁵ Consistent with the goals of the Caltrans US 101 North Comprehensive Corridor Plan.

⁶ Table 10 (page 39) lists major development projects in the near-term (TAM Strategic Vision Plan).

⁷ US 101 is identified as a major goods movement corridor (MTC San Francisco Bay Area Goods Movement Plan). This highway also connects agriculture shippers with markets in the Bay Area. Highway reliability is a key to movement of goods (Table 4.1, page 27).

⁸ For example, improvements that reduce traffic congestion, improve pedestrian/bike infrastructure, remove barriers to mobility, and expand transit services meets several categories of Marin County Measure AA funding (TAM 2019 CMP Update).

Scoring & Weighting

Each performance measure may score within the range of 1 to 5. As there are a differing number of performance measures under each evaluation criteria and/or each Goal and Objective, the score is averaged across each performance measure provide a single score for the overall goal category.

The scoring will reflect the relative benefit provided under each measure, as follows:

- 5 – High
- 4 – Med/high
- 3 – Med
- 2 – Low/Med
- 1 – Low

A weighting factor is then applied to the goal category, providing a weighting rank from one to five. The weighting factor will be determined in consultation with the Executive Committee and reflect the relative importance of each goal to the Committee.

REFERENCES:

California Department of Transportation. 2018. US 101 North Comprehensive Corridor Plan.

Metropolitan Transportation Commission. 2017. Plan Bay Area 2040.

Metropolitan Transportation Commission. 2016. San Francisco Bay Area Goods Movement Plan.

Transportation Authority of Marin. 2019. 2019 Congestion Management Program Update.

Transportation Authority of Marin. 2017. Getting Around Marin: Strategic Vision Plan.

Highway 101 Interchange and Approaching Roadway Study
 Evaluation Methodology

Table 1: Goals and Evaluation Methodology

Goals & Objectives	Evaluation Criteria	Performance Measures	Scoring Metric (1-5)	Prioritization/Weight (1-5)
Enhance Health and Safety	Improves safety for all modes	Removes/improves nonstandard conditions	Percentage of mandatory nonstandard conditions removed	
		Provides separation of transportation modes	Provision of sidewalks, protected bike facilities, etc. (qualitative)	
	Enhances emergency response and evacuation	Population served by interchange	ADT on arterial crossing Highway 101	
		Availability of alternative routes to Hwy 101	Availability (lack) of alternative egress routes	
	Promotes active transportation	Improved pedestrian connectivity/ADA	Level of connectivity improvement provided (qualitative)	
		Improved bicycle infrastructure and gap closure, level of comfort	Level of connectivity improvement provided (qualitative)	
	Reduces greenhouse gas emissions and improves air quality	Reduction in delay	Percentage reduction in GHG emissions (existing PM peak)	
Relieve Local Traffic Congestion	Alleviates congestion and improves traffic flow for current and future traffic	Level of Service	Percentage of intersections improved from unacceptable to acceptable performance (existing PM peak)	
		Vehicle hours of delay	Reduction in VHD (weighted average by volume, PM peak)	
Improve Multimodal Access to/ from and across Highway 101	Enhances intermodal connectivity and removes access barriers	Improved connectivity for transit	Level of increased connectivity provided (qualitative)	
		Improved pedestrian connectivity and ADA	Level of connectivity improvement provided (qualitative)	

Highway 101 Interchange and Approaching Roadway Study
 Evaluation Methodology

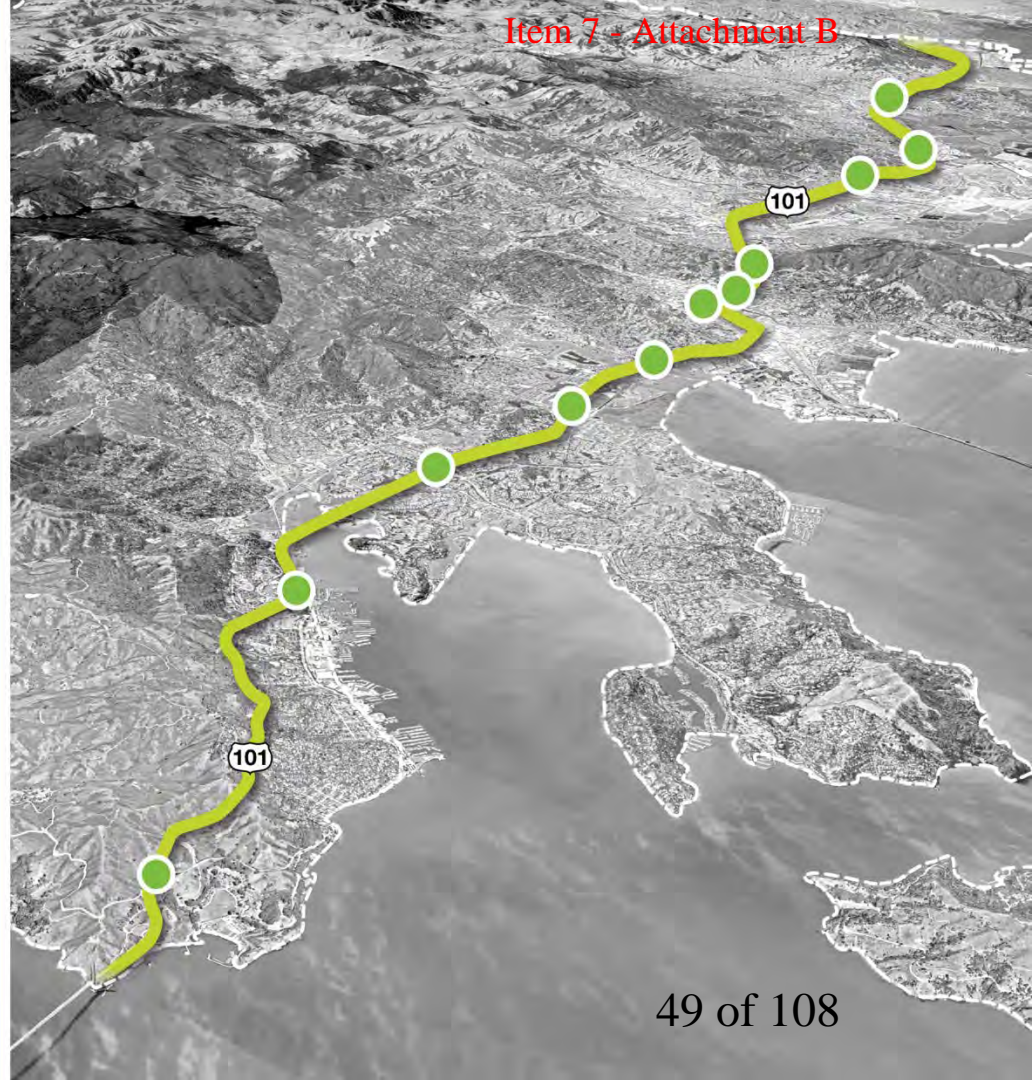
Goals & Objectives	Evaluation Criteria	Performance Measures	Scoring Metric (1-5)	Prioritization/Weight (1-5)
		Improved bicycle infrastructure & gap closure, level of comfort	Level of connectivity improvement provided (qualitative)	
Promote Economic Vitality	Accommodates future land use changes and growth	Assessment of future operating conditions with forecast growth	Ability to accommodate future traffic demand (qualitative)	
	Cost effectiveness	Cost-benefit ratio	Cost per vehicle entering interchange area	
	Reduces transportation costs	Cost of delay	Reduction in VHD (PM peak) value of time (\$)	
	Social Equity	Benefit to EJ communities	Incidence (% of EJ to general population)	
Implementability	Attractiveness to funding sources	Funding criteria/potential (removes barriers, improves safety, leveragability)	Appeal to potential funding sources (qualitative)	
	Ease of regulatory approval	Ability to gain project approvals	Right-of-way and/or permitting complexity (qualitative)	



Presentation to TAM Administration, Projects & Planning Executive Committee, Agenda Item No. 7

Preparation of Studies for Improvements to Highway 101 Interchanges and Approaching Roadways in Marin County

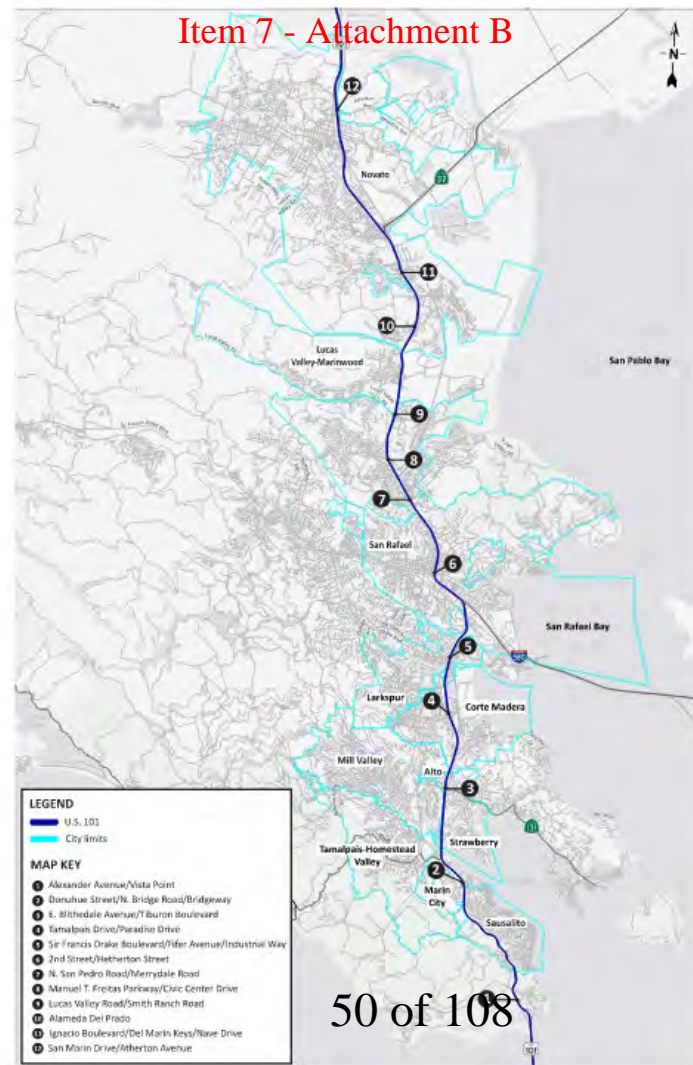
Program Evaluation Methodology



Selected 12 Interchanges

1. Alexander Avenue
2. Sausalito/Marin City
3. Tiburon Blvd./East Blithedale Avenue
4. Paradise Drive/Tamalpais Drive
5. Sir Francis Drake Boulevard
6. San Rafael On-Ramp at 2nd Street and Hetherton Avenue
7. Merrydale Road/North San Pedro Road
8. Manuel T. Freitas Parkway
9. Lucas Valley Road/Smith Ranch Road
10. Alameda Del Prado/Nave Drive*
11. Ignacio Boulevard
12. San Marin Drive/Atherton Avenue

* 12th Interchange added



Project Status

- Completed
 - ✓ Existing Conditions Assessments
 - ✓ Online Survey

- Current Activities
 - Opportunities & Concept Development

- Upcoming Activities
 - Public Outreach Activities
 - Existing Conditions, Constraints & Opportunities Memo
 - Evaluation and Prioritization

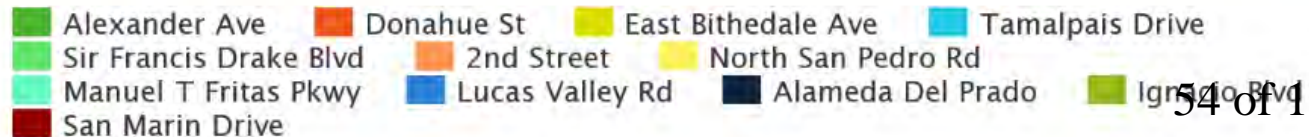
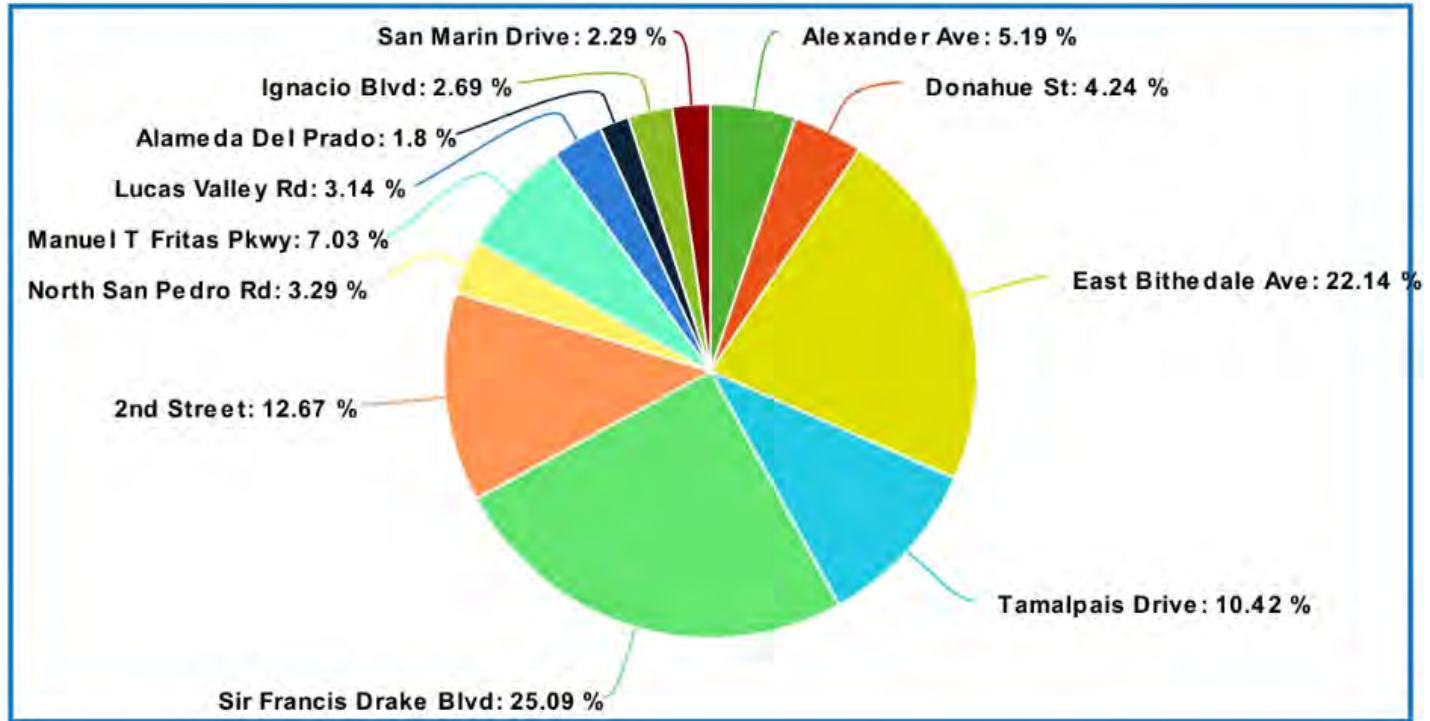
Public Outreach

- Online Survey Conducted from mid-March to mid-April
 - Available in English and Spanish
- Two rounds of Jurisdictional Meetings – Dec 2020, April/May 2021
- Future Public Workshops

Online Survey

- Conducted March 17 – April 16, 2021
- 2758 Respondents
- 4 Primary Inputs:
 - How do you normally travel through this interchange?
 - What are the main purposes you use this interchange for?
 - Please rank ...priorities... for this interchange based on their importance to you.
 - Is there anything else you'd like to let us know about traveling on or around this interchange?

Online Survey – Responses by Interchange

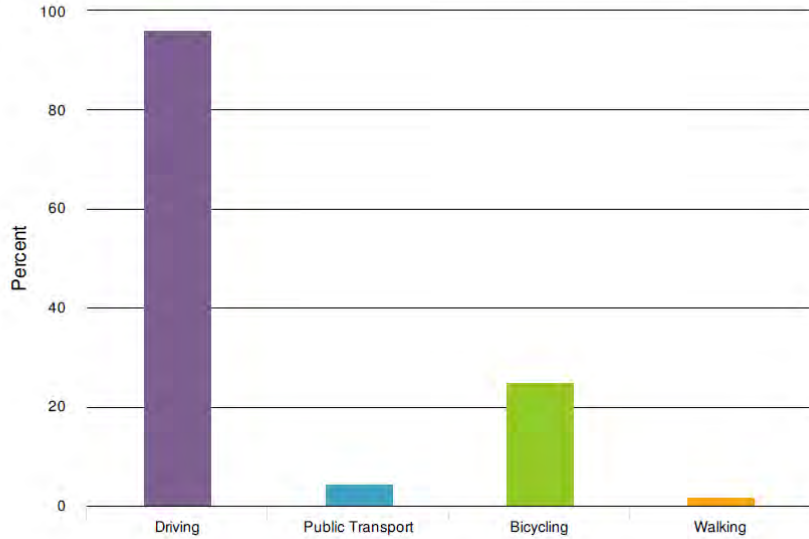


Online Survey – Responses by Interchange

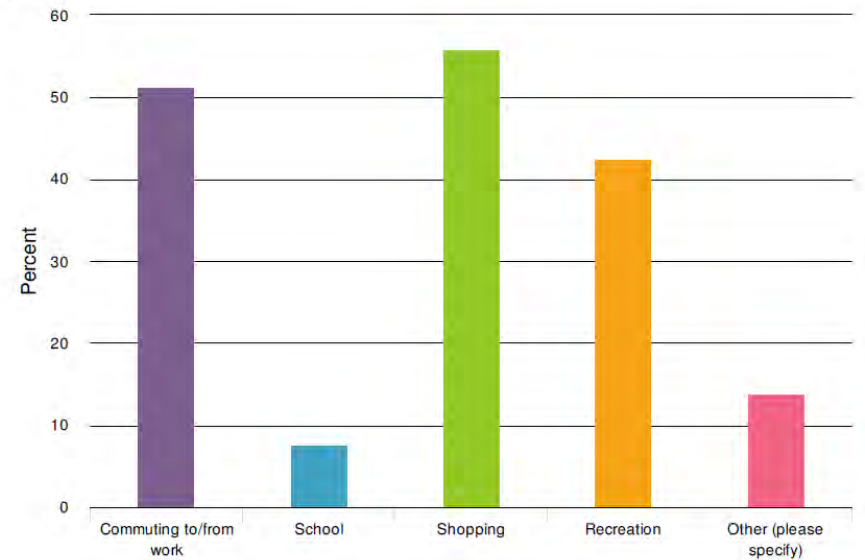
Interchange	Primary Modes	Primary Purposes	Priorities	# of Responses	# of Additional Comments
San Marin Drive / Atherton Ave	Driving Bicycling	Commuting Shopping	Reduce traffic congestion Make it safer to bike	41	22
Ignacio Blvd / Bel Marin Keys / Nave Drive	Driving Bicycling	Shopping Commuting	Reduce traffic congestion Make it safer to walk	53	32
Alameda Del Prado/Nave Drive	Driving Bicycling	Commuting Recreation	Make it safer to bike Make if safer to walk	39	25
Lucas Valley Road / Smith Ranch Rd	Driving Bicycling	Commuting Shopping/Recreation	Reduce traffic congestion Make it safer to bike/walk/bus access	81	48
Manuel T Freitas Parkway / Civic Center Drive	Driving Bicycling	Shopping Commuting	Reduce traffic congestion Make it safer to bike/walk	171	182
North San Pedro Road / Merrydale Road	Driving Bicycling	Shopping Commuting	Reduce traffic congestion Make it safer to bike/walk	95	58
2nd Street and Hetherton St	Driving Bicycling	Shopping Commuting	Reduce traffic congestion Make it safer to bike/walk	304	183
Sir Francis Drake Blvd / Fifer Ave / Industrial Way	Driving Bicycling	Shopping Commuting	Reduce traffic congestion Sustainability/Resiliency	616	507
Tamalpais Dr / Paradise Dr	Driving Bicycling	Shopping Commuting/Recreation	Reduce traffic congestion Make it safer to bike/walk	253	166
East Blithedale Ave / Tiburon Blvd	Driving Bicycling	Shopping Commuting	Reduce traffic congestion Make it safer to bike/walk	502	307
Donahue Street / North Bridge Road / Bridgeway	Driving Bicycling	Commuting Shopping	Reduce traffic congestion Make it safer to bike/walk	95	58
Alexander Ave/Vista Point	Driving Bicycling	Recreation Commuting	Make it safer to bike/walk Reduce traffic congestion	133	89

Online Survey – E. Blithedale Ave/Tiburon Blvd (SR 131)

9. How do you normally travel through this interchange? Select up to 2



10. What are the main purposes you use this interchange for? Select up to 2



Online Survey – E. Blithedale Ave/Tiburon Blvd (SR 131)

	Not Important	Lower Importance	No Opinion	Somewhat Important	Most Important
	Row %	Row %	Row %	Row %	Row %
Reduce traffic congestion	1.0%	1.6%	1.9%	15.7%	79.7%
Make it easier to drive to and from this interchange	3.7%	3.7%	4.9%	24.1%	63.5%
Improve the quality and access to bus stops near this interchange	23.6%	16.3%	36.4%	16.3%	7.4%
Increase Park and Ride capacity	27.6%	14.9%	35.8%	16.3%	5.4%
Make it safer to walk around this interchange	18.6%	15.2%	24.1%	25.5%	16.6%
Make it safer to bike around this interchange	19.7%	11.0%	19.6%	25.0%	24.7%
Improve lighting and security	17.9%	15.2%	34.7%	23.1%	9.1%
Improve environmental sustainability and resiliency (e.g. protection from flooding and sea level rise)	10.8%	8.4%	14.3%	35.6%	31.0%

Online Survey – E. Blithedale Ave/Tiburon Blvd (SR 131)

A total of 307 participants provided additional input:

- Traffic operations (i.e., traffic lane designation and turn lane storage)
- Provide separate bike/pedestrian structure to provide additional bridge width for lane reassignments on overpass
- Traffic signal timing (coordination of timing between different jurisdictions)
- Traffic capacity on overpass (eastbound)
- Widen existing bridge for additional lanes
- Bike lane continuity on overpass
- Provide safe bike facility
- Provide a separate bike facility
- Access to bus stops by pedestrians and bicyclists

Improvement Opportunities – Near and Long-Term

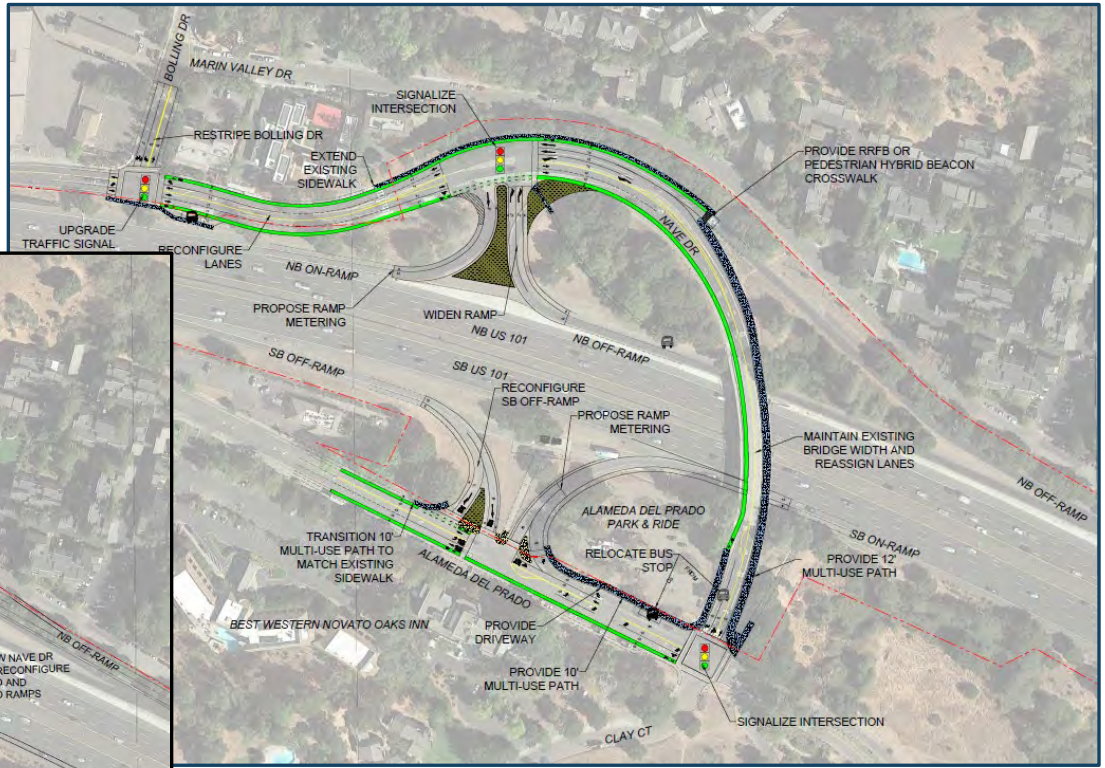
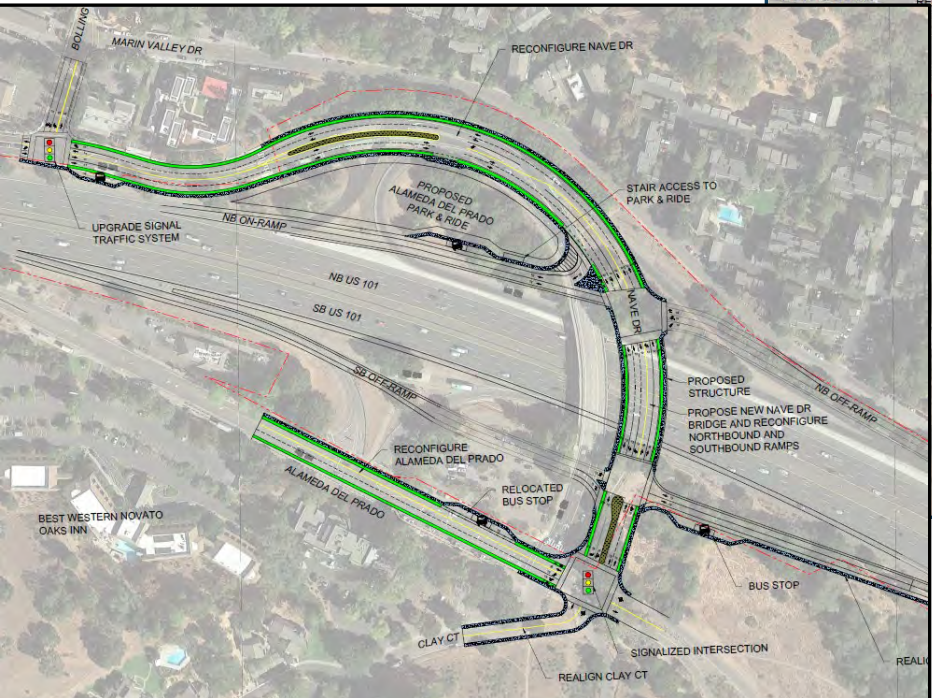
Sample project components:

Near-Term	Long-Term
Lane reconfiguration & reassignments	Separated bike/ped paths
Resolve discontinuities in bike lanes	Separate bike/ped overcrossings
Resolve paths of travel & ADA	Structure widening
Signalization and crossing protections	Roundabouts
Tighten curb returns/shorten crosswalks	New interchange configuration
Ramp metering	Significant ROW acquisitions
Access to transit & interconnectivity	Significant environmental impacts

Improvement Opportunities – Alameda Del Prado/Nave Dr.

DRAFT

Long-Term



Near-Term

60 of 108

Identified Goals and Objectives

- Goal 1: Enhance Health and Safety
- Goal 2: Relieve Local Traffic Congestion
- Goal 3: Improve Multimodal Access to/from and across Highway 101
- Goal 4: Promote Economic Vitality
- Goal 5: Implementability

Evaluation Criteria & Performance Measures

Goals & Objectives	Evaluation Criteria	Performance Measures
Goal 1: Enhance Health and Safety	Improves safety for all modes	Removes/improves nonstandard conditions
		Provides separation of transportation modes
	Enhances emergency response and evacuation	Population served by interchange
		Availability of alternative routes to Hwy 101
	Promotes active transportation	Improved pedestrian connectivity/ADA
		Improved bicycle infrastructure and gap closure, level of comfort
	Reduces greenhouse gas emissions and improves air quality	Reduction in delay

Evaluation Criteria & Performance Measures

Goals & Objectives	Evaluation Criteria	Performance Measures
Goal 2: Relieve Local Traffic Congestion	Alleviates congestion and improves traffic flow for current and future traffic	Level of Service
		Vehicle hours of delay

Evaluation Criteria & Performance Measures

Goals & Objectives	Evaluation Criteria	Performance Measures
Goal 3: Improve Multimodal Access to/from and across Highway 101	Enhances intermodal connectivity and removes access barriers	Improved connectivity for transit
		Improved pedestrian connectivity and ADA
		Improved bicycle infrastructure & gap closure, level of comfort

Evaluation Criteria & Performance Measures

Goals & Objectives	Evaluation Criteria	Performance Measures
Goal 4: Promote Economic Vitality	Accommodates future land use changes and growth	Assessment of future operating conditions with forecast growth
	Cost effectiveness	Cost-benefit ratio
	Reduces transportation costs	Cost of delay
	Social Equity	Benefit to EJ communities

Evaluation Criteria & Performance Measures

Goals & Objectives	Evaluation Criteria	Performance Measures
Implementability	Attractiveness to funding sources	Funding criteria/potential (removes barriers, improves safety, leveragability)
	Ease of regulatory approval	Ability to gain project approvals

Sample Scoring – Generic Project

Goals & Objectives	Evaluation Criteria	Performance Measures	Score (1-5)	Average Score	Weight (1-5)	Weighted Score
Enhance Health and Safety	Improves safety for all modes	Removes/improves nonstandard conditions	2	3.5	5	18
		Provides separation of transportation modes	3			
	Enhances emergency response and evacuation	Population served by interchange	4			
		Availability of alternative routes to Hwy 101	3			
		Improved pedestrian connectivity/ADA	3			
	Promotes active transportation	Improved pedestrian connectivity/ADA	4			
		Improved bicycle infrastructure and gap closure, level of comfort	4			
Reduces greenhouse gas emissions and improves air quality	Reduction in delay	5				
Relieve Local Traffic Congestion	Alleviates congestion and improves traffic flow for current	Level of Service	4	4.5	3	14
		Vehicle hours of delay	5			
Improve Multimodal Access to/ from and across Highway 101	Enhances intermodal connectivity and removes access barriers	Improved connectivity for transit	1	2.8	1	3
		Improved pedestrian connectivity and ADA	3			
		Improved bicycle infrastructure & gap closure, level of comfort	3			
		Accommodates future land use changes and growth	4			
Promote Economic Vitality	Accommodates future land use changes and growth	Assessment of future operating conditions with forecast growth	4	3.3	2	7
	Cost effectiveness	Cost-benefit ratio	2			
	Reduces transportation costs	Cost of delay	4			
	Social Equity	Benefit to EJ communities	3			
Implementability	Attractiveness to funding sources	Funding criteria/potential (removes barriers, improves safety, leveragability)	3	2.5	4	10
	Ease of regulatory approval	Ability to gain project approvals	2			
TOTALS						50

Q & A