

TV Highway Corridor Plan (TVCP) Evaluation Framework

The purpose of this is to provide the **TVCP Evaluation Framework**, comprised of **Evaluation Criteria (Goals and Objectives) and Measures** (both quantitative and qualitative indicators). The Evaluation Framework is the comprehensive evaluation tool that will be used to help develop and select the multimodal transportation solution package for the TVCP. The TVCP Technical Advisory Committee (TAC), with guidance and input from the Community Advisory Committee (CAC) and the public, will apply the framework as decision making input to the Policy Group (PG).

GOALS	OBJECTIVES	MEASURES
1. Improve mobility for multimodal travel through and within the TVCP Project Area	1A. Increase amount of continuous and interconnected pedestrian facilities (sidewalks and pathways)	1A. Overall distance, and portion of East-West and North-South arterial and collector streets with pedestrian facilities designed to applicable standards compared to existing conditions (measured using Geographic Information System [GIS])
	1B. Increase amount of continuous and interconnected bicycle facilities (on-street and off-street bikeways)	1B. Overall distance, and portion of East-West and North-South through routes with bikeways designed to applicable standard compared to existing conditions (measured using GIS)
	1C. Reduce vehicular and transit travel time between Hillsboro and Beaverton	1C. Compared to 2035 baseline conditions (measured using Metro's 2035 travel demand [VISUM] model)
	1.D Maintain "hole in the air" (available width, length and height) on TV Hwy	1D. Reduction (or not) of motorized vehicle area and height. Subject to OR Motor Carrier Transportation Division review and approval
	1E. Maintain current rail operations capacity	1E. Portland & Western Railroad (PNWR) and ODOT Rail Division support for TVCP

<p>2. Enhance connectivity to key destinations within the TVCP Project Area for pedestrians, bicyclists, and transit users</p>	<p>2A. Increase overall density of intersections and linkage, and reduce barriers for pedestrians, bicyclists, and transit users</p> <p>2B. Improve transit service to key destinations, including North-South connections to MAX</p>	<p>2Ai. Compared to existing conditions, ratio of intersections to linear miles of streets with non-motorized facilities (sidewalks and bikeways) (measured using GIS)</p> <p>2Aii. Distance of bike/ped facilities within 1/2 mile of transit stops (measured using GIS)</p> <p>2B. Transit service capacity and quality (route distance, travel time, headways [time between transit vehicles] operating hours, and user facilities/amenities) (measured using VISUM and GIS)</p>
<p>3. Enhance safety for all users and modes along and across TV Highway</p>	<p>3A. Increase community awareness of safety issues and safe travel behavior in TVCP Project Area.</p> <p>3B. Expand network of safe and comfortable facilities for pedestrians, bicyclists, and transit users, with complete (including adequate lighting/illumination) and direct routes connecting neighborhoods to key destinations</p> <p>3C. Enhance pedestrian crossings along TV Hwy</p> <p>3D. Reduce potential conflicts between vehicles</p> <p>3E. Reduce potential conflicts between vehicles and pedestrians</p> <p>3F. Reduce potential conflicts between vehicles and bicyclists</p> <p>3G. Reduce the number of unauthorized railroad pedestrian crossings</p>	<p>3A. Establishment of additional targeted safety education and outreach program(s) within TVCP Project Area (qualitative measure of community support)</p> <p>3B. Availability of adequate (designed to applicable standard) facilities for each mode on transportation network linking residential areas to key destinations (measured using GIS and qualitative based on community support)</p> <p>3C. Quantitative and qualitative (based on community support) assessment</p> <p>3D. Number of vehicle movement conflict locations (intersections and segments) (measured using GIS)</p> <p>3E. Length of road and number of crossing locations with potential vehicular and pedestrian mix (measured using GIS)</p> <p>3F. Length of safe bikeways and number of crossing locations with potential motorized vehicle conflicts (measured using GIS)</p> <p>3G. Number of protected and unprotected RR crossings (measured using aerial map/field data, and GIS)</p>

<p>4. Strengthen and support economic vitality and well-being</p>	<p>4A. Develop solution strategies that support planned economic development</p> <p>4B. Minimize impacts to adjacent properties</p>	<p>4A. Consistency with local plans (Support by Hillsboro, Aloha and Beaverton Planners and Policy makers)</p> <p>4Bi. Approx. acres by land use type required for right-of-way (R/W) (measured using GIS)</p> <p>4Bii. Approx. number property takes required</p> <p>4Biii. Approx. number of building/structure takes required</p>
<p>5. Improve the visual appearance of TV Highway</p>	<p>5. Incorporate visual amenities (i.e., streetscaping and vegetation/landscaping) within the TV Hwy R/W</p>	<p>5. Majority community stakeholders' support for solution package design concepts (based on responses to TVCP Survey)</p>
<p>6. Promote environmental stewardship</p>	<p>6A. Avoid water quality impacts by managing runoff (including potential for green streets treatment)</p> <p>6B. Minimize impacts to stream corridors, wetlands, and upland habitat</p>	<p>6A. Approx. acres of impervious surface compared to existing conditions (measured using GIS) and qualitative assessment of suitability for green streets treatments</p> <p>6B. Approx. number of affected acres (measured using GIS)</p>
<p>7. Reduce overall and per capita vehicle miles travelled (VMT) in the TVCP Project Area</p>	<p>7A. Reduce travel demand by single occupant vehicles (SOVs)</p> <p>7B. Increase transit ridership</p> <p>7C. Increase amount of bicycle travel</p> <p>7D Increase amount of pedestrian travel</p>	<p>7A. Compared to 2035 baseline conditions (VISUM model), VMT and vehicle occupancy</p> <p>7B. Compared to 2035 baseline conditions (VISUM model), transit ridership by route</p> <p>7C. Compared to 2035 baseline conditions (VISUM model), share of bicycle trips</p> <p>7D. Compared to 2035 baseline conditions (VISUM model), change in VMT, share of pedestrian trips</p>
<p>8. Demonstrate fiscal and financial responsibility</p>	<p>8. Prioritize most cost-effective alternatives to major infrastructure capital investments</p>	<p>8. Estimated capital and annual operating costs (order-of-magnitude cost estimate)</p>
<p>9. Be consistent with state and regional comprehensive strategies to reduce greenhouse gas (GHG) emissions</p>	<p>9. Reduce transportation-related GHG emissions in the TVCP Project Area</p>	<p>9. Compared to 2035 baseline conditions (derived from VISUM model [VMT and factored emissions])</p>