

MTP Update: Performance Measures for Evaluation of Unconstrained Projects

<p>Mobility Between Communities</p>	<p>The mobility between communities measure is intended to evaluate the merits of a major project for moving people most efficiently between communities. This factor covers a range of travel modes – auto, truck, and bus. Mobility between communities will include an assessment of travel time for auto, truck, and transit traffic passing through a community connecting destinations such as Pangborn Airport, the Regional Hospital, or downtown Wenatchee. It also will compare relative change in transit ridership and transit mode share for trips that travel through a community.</p>	<p>A - Greatly increases person capacity and improves overall travel time during peak commute periods. B - Provides moderate increase in person capacity without greatly increasing vehicle capacity. C - Maintains existing person capacity of the during peak commute times. D - Somewhat reduces throughput of for automobile and transit person capacity during peak commute times. E - Greatly reduces person throughput for automobile, transit, and freight during peak commute times.</p>
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<p>Accessibility Within Communities</p>	<p>Accessibility within communities is intended to focus on the ability to access businesses, residences, parks, and other destinations within a community. Accessibility within communities considers the full range of travel modes, including pedestrian. Screening of improvement projects and strategies will focus on maximizing access to existing or future commercial or residential areas. This criterion will consider the percentage of development within the project area served by transit (and the quality/frequency of that service), improved non-motorized access, and the relative ease of access to businesses from the highway and from alternate local routes.</p>	<p>A - Greatly enhances directness and/or ease of accessibility to businesses, developable lands or adjacent neighborhoods. B - Moderately enhances directness and/or ease of accessibility to businesses, developable lands or adjacent neighborhoods. C - Would not result in a change in directness and/or ease of accessibility to businesses, developable lands or adjacent neighborhoods. D - Moderately reduces directness and/or ease of accessibility to businesses developable lands or adjacent neighborhoods. E - Greatly reduces directness and/or ease of accessibility to businesses, developable lands or adjacent neighborhoods.</p>
<p>Economic Vitality</p>	<p>The economic vitality factor will be used to provide a qualitative assessment on how strategies or improvement projects support economic growth for Cities, Counties, and Ports and the overall region. Improvements that support economic vitality in the immediate project area while also supporting/complimenting the regional economy would be rated higher than improvements that may adversely affect the regional economy. In particular, regional economic vitality will consider impacts/benefits to downtown Wenatchee, the waterfronts, tourism, freight traffic (including local deliveries).</p>	<p>A - Greatly supports economic vitality in the project area while greatly supporting/complimenting the regional economy. B - Moderately supports economic vitality in the project area while also supporting the regional economy. C - Has little or no impact or benefit for economic vitality in the project area but would support the regional economy. D - Has potential moderate adverse impacts to economic vitality in the project area and the region. E - Has likely significant adverse impacts on economic vitality in the project area and in the region.</p>
<p>Safety</p>	<p>The safety category focuses on improvements and strategies that reduce the number of collisions. Improvements and strategies that can reduce the total number of collisions will be the primary criteria for screening alternatives. Improvements or strategies that also address collisions with injuries or types of collisions that are generally related to injuries will be rated higher.</p>	<p>A - Would enhance locations with a substantial existing or potential safety hazards, especially locations that have the potential for more severe injuries (e.g. head-on, angle, non-motorized). B - Would enhance traffic safety at locations with a moderate existing or potential safety hazard that do not include severe injuries. C - Does not address existing or potential traffic safety hazard locations and would not likely result in an increase in safety hazards. D - Potentially results in a low-to-moderate increase in safety hazards without severe injuries. E - Potentially adds significant new conflict points which could greatly increase the number of, or the severity of, collisions in the corridor.</p>

Benefit - Cost Ratio TBD

GHG Evaluation TBD