

t 20

Evaluation Framework Tool

APPENDIX T20 – EVALUATION FRAMEWORK TOOL

Introduction

As part of Rethinking I-94, the project team developed an evaluation framework to provide a tool for understanding how proposed future alternatives or projects meet the intent of Rethinking I-94. This evaluation framework is intended to be one of several tools that can be used to link the Phase 1 of Rethinking I-94 with future project development and implementation.

The foundation of the framework is the goals and objectives established for the corridor by MnDOT and other corridor stakeholders during Phase 1 of Rethinking I-94. These goals and objectives were translated first into evaluation criteria and then into factors to aid in the comparison of alternatives to each other and to a common baseline. As indicated below, many of the criteria represent issues and values expressed by community stakeholders during the engagement process. In this way, the framework is intended to go beyond traditional transportation technical factors.

A total of 12 evaluation criteria were developed within three sub categories: Vision, Asset Condition, and Cost/Funding/Return on Investment (ROI).

- Vision – Addresses transportation performance, right-of-way, equity, health and environment, sense of place, economics. Many of the vision criteria came from the Livability Framework developed through the stakeholder engagement and listening process.
- Asset Condition – Addresses asset condition and urgency of need to address.
- Cost/Funding/ROI - Addresses cost, return on investment, and ability to leverage sustainable funding for corridor.

The 12 evaluation criteria were then subdivided into 42 evaluation factors, as shown in Table 1. Each of these factors can be measured either qualitatively or quantitatively.

If the framework is used as part of a future screening or evaluation process for the corridor, a rating system for each factor will need to be developed prior to use. The rating system can be either qualitative or quantitative depending on the types of data gathered relative to that factor. Because it is not currently known how this tool will be applied and what data may be available, it is premature at this time to develop the factor rating systems.

The framework may also be used to inform the development of goals and objectives as part of developing a statement of purpose and need for the environmental process.

Table 1. Rethinking I-94 Evaluation Criteria*

Evaluation Criteria	Factors	Proposed Measure
VISION EVALUATION CRITERIA		
Utilize Existing Right-of-Way	I-94 corridor right-of-Way	How many acres of ROW are needed from the I-94 right-of-way?
	Local right-of-way	How many acres of ROW are needed outside the I-94 corridor?
Enhance Safety	I-94	Do crashes go down relative to No-Build?
	Local roadway arterials	Do crashes go down relative to No-Build?
	Transit	What is the perception of safety at study area transit stations?
	Bicycle	Will alternative improve bicycle safety relative to the No-Build?
	Pedestrian	Will alternative improve pedestrian safety relative to the No-Build?
	Personal	What is the perception of personal safety within vehicles and at access points?
Enhance Travel Reliability	Freight reliability	Does the alternative enhance freight movements?
	Local road reliability	How much is the travel time index (TTI) improved over the No-Build on local roads?
	I-94	How much is the TTI improved over the No-Build on 94?
Enhance Network and Modal Connectivity	System to system	Have the interchange movements between freeways improved?
	System to local road connectivity	Has the access between I-94 and the local roadways improved?
	Bicycle connectivity	Does the alternative improve overall bicycle facility connectivity?
	Pedestrian connectivity	Does this alternative improve intersection density?
	Transit connectivity	Does this alternative improve connections to transit?
Provides Equitable Outcomes	Impacts to users who are low income	Will the transportation system distribute costs and benefits equally to users who are low income?
	Impacts to users who are people of color	Will the transportation system distribute costs and benefits equally to users who are people of color?
	Impacts to residents who are low income	Are there disproportionate impacts to low income residents in study area?
	Impacts to residents who are people of color	Are there disproportionate impacts to people of color who are residents in study area?
Enhances Health and Environment	Air quality and noise	Are the travel lanes closer to the neighborhoods?
	Views	Will the alternative, including its associated structures, create visual changes within the study area that are not consistent with the context?
	Sustainability - length of "fix"	What is life expectancy of the project?
	Sustainability - maintenance costs	Do the expected annual maintenance costs decrease compared to No-Build?
Enhances Sense of Place	Opportunities for gathering spaces	Does this alternative provide opportunities for new gathering spaces?
	Cultural and/or historic representation and public art	Does this alternative provide opportunities for cultural and/or historic representation and public art?
	Opportunities for parks,	Does this alternative provide opportunities for green space and/or green stormwater infrastructure?

		landscaping/trees, pervious surface	
		Impacts to parkland, landscaping/trees, pervious surface	Does this alternative impact existing green spaces or green stormwater infrastructure?
		Align with city plans	Does this alternative align with city plans and policies related to sense of place?
Enhances Economics		Jobs accessibility	How large is the area that can be traveled in X minutes?
		Business accessibility	How large is the area that can be traveled in X minutes?
		Real estate development opportunities	Will this alternative create any new development opportunities that are desirable by adjacent communities?
		Revenue generation	How much revenue will this alternative generate?
		Housing opportunity	Will this alternative create any new housing opportunities?
		Housing affordability	Will this alternative impact housing affordability?

ASSET CONDITION EVALUATION CRITERIA			
Urgency of Asset Condition	I-94 maintenance schedule		To what extent does this alternative address the most urgent asset preservation needs?
Condition of Existing Infrastructure	I-94 geometrics		To what extent will the alternative meet current geometric design standards?
COST/FUNDING/ROI EVALUATION CRITERIA			
Efficient Use of Public Funds	Spending for I-94		What is the return on investment (ROI) for this alternative?
Leverage Funding Investments to Enhance Funding Sustainability	Leverage local, state and federal transportation funding		To what extent does the alternative leverage already programmed projects?
	Sustainable program funding		To what extent is the alternative identified in the STIP?
	Leverage private or grant funding		Are there P3 or other non-traditional funding opportunities?